



Solvang Comprehensive General Plan Update and Rezoning

Draft Environmental Impact Report

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Executive Summary

This document is a programmatic Environmental Impact Report (EIR) that assesses the potential environmental impacts associated with the implementation of an update to the Solvang General Plan, including seven respective City General Plan elements (collectively referred to in this EIR as the “2045 General Plan” or “proposed project”). A programmatic EIR evaluates the effects of broad proposals or planning-level decisions, such as the 2045 General Plan, with a level of detail sufficient to allow informed decisions among planning-level alternatives and to develop broad mitigation strategies.

Project Synopsis

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Project Description

This EIR has been prepared to examine the potential environmental effects of the 2045 General Plan. The following is a summary of the full project description, which can be found in Section 2, *Project Description*.

The City of Solvang (City) proposes a Comprehensive General Plan Update, including eight respective City General Plan elements (referred to in this EIR as “2045 General Plan” or “proposed project”). The 2045 General Plan considers the year 2045 as its horizon year, or the year that buildout is contemplated through. The project involves updates to all of the City’s existing General Plan Elements, except for the Housing Element which was updated as part of a separate project and adopted in 2023. The 2045 General Plan elements include: Land Use; Community Design; Economic Development; Mobility; Public Facilities, Services, and Infrastructure; Environment and Sustainability; and Safety. Although not explicitly its own element, environmental justice considerations are implemented within goals, policies, and implementation programs throughout the General Plan. In addition, the 2045 General Plan includes an Administration chapter which includes all implementation programs that implement each of the individual General Plan element goals and policies.

The 2045 General Plan serves as the long-term blueprint for development across the City’s Planning Area. The Planning Area covered by the 2045 General Plan consists of the corporate limits of the City as well as lands within the City’s Sphere of Influence (SOI). The term “sphere of influence”

applies to the area designated by Santa Barbara County Local Agency Formation Commission (LAFCO) as the probable, future physical boundary or service area of the City.

Since Solvang is primarily a built-out community, a majority of the anticipated growth is located within underutilized land or on parcels built with existing uses. To account for these changes, the 2045 General Plan evaluates the potential for existing developed areas to redevelop (i.e., remove an existing home and replace it with more units, such as a duplex or triplex), or increase the use of a parcel (i.e., adding additional units on a parcel with an existing home). A redevelopment percentage was applied to underutilized and build out parcels to account for the growth through 2045, since it is assumed that not all parcels will fully develop within the planning period. Redevelopment percentages applied to the land use designations under consideration for changes fluctuate between 5 and 10 percent, depending on the designation and the likelihood of future changes. Accessory dwelling units (ADUs) are not considered in the General Plan buildout, as the State does not include ADUs in the density per acre totals.

All designations analyzed were applied with a set of development assumptions applicable density and floor area ratio (FAR) determined as part of the General Plan's Alternatives process and approved by City Council. Applying the density and intensity (FAR) standards allowed for the calculation of the potential net new dwelling units anticipated by 2045. The anticipated 2045 population was then counted using persons per household data averages from the United States Census Bureau's American Community Survey (2019), Department of Finance (2019), and population projections from the Santa Barbara County Association of Governments (SBCAG).

In addition to the anticipated net new housing units and population figures, anticipated new housing units and population based on pending and approved City projects were also added to the total potential. Approved nonresidential projects include the Sansum Medical Clinic and two boutique hotels totaling 20 hotel units. There are currently 88 pending and approved dwelling units (85 multi-family, three single-family), which would accommodate a population increase of 211 residents. Calculating new population for pending and approved projects used the same process for calculating the net new population.

Old Lumberyard Site

One area of potential growth considered by the 2045 General Plan is the Old Lumberyard site, located at 1783 and 1793 Mission Drive and 533 Pine Street and comprised of Assessor's Parcel Numbers (APNs) 139-150-012, 139-150-017, and 139-150-027. The project site is currently developed with existing on-site uses including the Solvang Mill and Lumberyard building, two single-family residences, two garages, and various accessory structures. The site is bounded by Mission Drive to the south, Pine Street to the east, Maple Avenue to the north, and existing community facilities to the west, including the Solvang Library, the Sherriff's Office, the Senior Center, and Veterans Memorial Hall. The site is currently designated as DR-20.

The project would merge APNs 139-150-012, 139-150-017, and 139-150-027 into one lot and demolish most existing on-site buildings, except for the existing single-family residence located at 1793 Mission Drive, which would be relocated. The site would be rezoned to Tourist-related Commercial (TRC), which would allow the proposed hotel and residential apartment uses. The project would construct two, two-story hotel buildings adjacent to Mission Drive which would collectively contain 45 guest rooms. Two, two-story hotel buildings and one, one-story hotel building would be constructed adjacent to Pine Street which would provide a total of five guest rooms. One, three-story multi-family residential building would be constructed adjacent to Maple Avenue and would include 51 micro-studio apartments. In addition, a two-story building comprised

of a hotel lobby and mechanical car parker is proposed at the center of the Mission Drive project site.

Site B

Site B is a 0.64-acre site located at the junction of Alamo Pintado Road and Viborg Road that is currently zoned 20-R-1, or low-density single family residential. The site currently has dense foliage that will need to be cleared. The City intends to rezone the parcels to DR-20 with a General Plan land use designation of High Density Residential, allowing 20 dwelling units per acre. At the proposed zoning, the site has realistic capacity for a total of 11 dwelling units, six moderate and five above-moderate income.

Site C

Another area of potential growth considered by the 2045 General Plan is the Alamo Pintado site, located at the northwestern corner of Alamo Pintado and Old Mission Drive at APNs 139-530-001 and 139-530-002. The 5.5-acre site is currently vacant. The current land use/zoning designation for this site is 20-R-1 with a potential buildout of 11-14 units.

The City Council authorized the review of the lower half of the site with a land use designation of DR-20 units per acre. The estimated buildout would be 40 to 50 units with the other half of the site designated for 20-R-1 or Open Space as noted in the adopted Housing Element.

The landowner has provided an alternative plan to be considered in the EIR. The project would merge APNs 139-530-001 and 139-530-002 into one lot. The project involves construction of three, three-story apartment buildings featuring one- and two-bedroom units. Building A would include 25 units, Building B would include 38 units, and Building C would include 46 units (for a total of 109 units). The project would include amenities, an open space/drainage basin area, trash enclosures, and 143 parking spaces including 24 private garages. The project would involve a zone change to Design Residential 20 (DR-20). Under the 2045 General Plan, the project site would have a land use designation of High Density Residential.

Site D

Site D, or the Alisal Commons site, is a 3.71-acre portion of a large open space, recreation zoned parcel that encompasses portions of the rights-of-way for Alisal Road, Juniper Avenue, and Fjord Drive. Site D has realistic capacity to accommodate 59 lower-income dwelling units.

Growth Summary

Finally, the proposed General Plan analyzes potential projected employment. This analysis assumes that there would be no net loss of commercial square footage. When calculating the potential projected employment through 2045, the analysis uses the overall employment average, applicable FAR for each land use designation, and percentage of acreage by employment type. These multitude of factors allow for the calculation of the total potential projected employment by 2045 as summarized below in Table ES-1.

Table ES-1 Residential Unit and Employment Growth Summary

	Existing (2019)	Proposed (2045)	Net Change from Existing to Proposed
Residential Units	2,566 units	3,063 units	497 units
Employment	3,227 employees	3,438 employees	211 employees

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The 2045 General Plan would provide the framework for development of up to 497 net new residential units which would result in 2,145 total single-family residences and 918 multi-family residential units in Solvang. Density ranges would be between zero and 20 dwelling units per acre. The 2045 General Plan would provide the framework for the addition of approximately 211 employees to Solvang, spread across the following land uses:

- Tourist Commercial: 97 employees
- Professional/Office: 71 employees
- Retail Commercial: 40 employees
- General Commercial: 2 employees
- Public/Institutional: 1 employee

With relatively limited opportunities for new development in Solvang, the 2045 General Plan emphasizes infill and reuse development within City limits, encourages high-density and mixed-use projects where appropriate, and supports development that compliments the existing natural and built environment. Future development would occur where existing roads, water, and sewer are in place and in a manner that minimizes the impact of development on existing infrastructure and services.

Specific land use designations are currently proposed by the 2045 General Plan. These land use designation amendments are to ensure consistency with existing land uses, such as public utilities, recreational facilities, and parks. These amendments would change the development potential for some of the land use designations proposed by the 2045 General Plan.

The 2045 General Plan serves as the City's long-term development blueprint through 2045, contains goals and policies guiding land use and infrastructure decisions through 2045, and brings the General Plan up to date in response to latest State and regional plans and regulations related to housing, climate-related hazards,¹ emergency evacuation routes and access, water supply, and mobility.

Given the programmatic nature of the 2045 General Plan, specific projects details and locations that could result in the future within these land use areas are unknown at this time. Future discretionary projects would require project-level environmental review analysis.

Project Objectives

The City's 2045 General Plan objectives are as follows:

- **Support strategic land uses.** Strategically accommodate future growth and change while preserving and enhancing the qualities that make Solvang a desirable place to live and work through strategic land use designations and zoning.
- **Foster a distinct community character.** Maintain Solvang's urban form and architectural style in order to maintain the city's distinct community character.
- **Promote economic diversity and sustainability.** Promote a vibrant business mix, supportive workforce development, 21st century communications infrastructure, and regional collaboration to connect Solvang to the broader economy and enhance the fiscal health of the community.

¹ Pursuant to Senate Bill 379, which amended California Government Code Section 65302.

- **Improve mobility.** Improve the mobility of people and goods within and through Solvang while emphasizing improving accessibility for visitors to park and move around Solvang.
- **Provide adequate facilities.** Ensure the provision of adequate public facilities, including water, wastewater, stormwater, solid waste and recycling, emergency response, community health, parks and recreation, education, and medical services.
- **Conserve open space.** Conserve and protect open space to preserve the scenic beauty of Solvang’s natural surroundings.
- **Ensure public safety.** Provide a safe community through public safety services, resilient infrastructure, public awareness, preparedness, and action plans for both human-caused and natural disasters.
- **Support diverse housing options.** Conserve and improve the quality of existing housing while facilitating the development of a range of housing types, densities, and affordability levels to meet the diverse needs of the community.

Alternatives

As required by the California Environmental Quality Act (CEQA), this EIR examines alternatives to the proposed project. Studied alternatives include the following four alternatives. Based on the alternatives analysis, Alternative 4 was determined to be the environmentally superior alternative.

- Alternative 1: No Project Alternative
- Alternative 2: No Old Lumberyard Project
- Alternative 3: No Alamo Pintado Project
- Alternative 4: Neither Project Implemented (No Old Lumberyard Project and No Alamo Pintado Project)

Alternative 1 (No Project Alternative) assumes the 2045 General Plan would not be adopted and therefore future development would be carried out in accordance with the City’s existing General Plan policies and land use designations through the horizon year of 2045. Under this alternative, the City would experience reduced buildout when compared to the 2045 General Plan, and population and housing growth would be within the Santa Barbara County Association of Government’s (SBCAG) anticipated projections. However, this alternative would not implement 2045 General Plan policies and Mitigation Measures BIO-1, CUL-1 through CUL-4, GEO-1, and TCR-1 through TCR-5, and would result in significant and unavoidable impacts to air quality, noise, transportation, and wildfire. The No Project Alternative would fulfill Project Objectives to a lesser extent than the proposed 2045 General Plan. Specifically, while the No Project Alternative would foster a distinct community character, promote economic diversity and sustainability, provide adequate facilities, conserve open space, ensure public safety, improve mobility, support strategic land uses, and support diverse housing options, this alternative would not include new 2045 goals and policies designed to specifically further these objectives in Solvang.

Alternative 2 (No Old Lumberyard Project) would involve implementation of the 2045 General Plan and exclusion of the Old Lumberyard site as an area of potential growth. Although the Old Lumberyard Project would not be included under Alternative 2, this would not preclude development from occurring on the site in the future. Under Alternative 2, the proposed Old Lumberyard Project would not be implemented, and the zoning and General Plan designations would not change from the existing designations. However, housing could still be built on the Old Lumberyard Project site, for a total of 50 units and 120 new residents. Therefore, in comparison to

the 2045 General Plan's anticipated 2045 population of 7,253 and housing stock of 3,019 units, and assuming the Old Lumberyard site would be developed under existing conditions, Alternative 2 would result in 2 fewer residents and 1 fewer housing unit in Solvang in 2045. As a result, the anticipated growth in Solvang would be less than the 2045 General Plan. This alternative would implement both 2045 General Plan policies and Mitigation Measures BIO-1, CUL-1 through CUL-4, GEO-1, and TCR-1 through TCR-5, and would result in fewer impacts to all environmental issue areas, except for land use and planning, where impacts would be comparable to the 2045 General Plan, and transportation, where impacts would be greater than the 2045 General Plan. Alternative 2 would fulfill Project Objectives of fostering a distinct community character, promoting economic diversity and sustainability, providing adequate facilities, conserving open space, and ensuring public safety. As Alternative 2 would not involve high-density development on the Old Lumberyard site, it would fulfill Project Objectives of supporting strategic land uses, improving mobility, and supporting diverse housing options, to a lesser extent than the 2045 General Plan. Alternative 2 would fulfill these Project Objectives to a lesser extent as the exclusion of the Old Lumberyard site would result in a decreased emphasis on the provision of housing units, an increase in VMT per capita, and less strategic land use decision-making, when compared to the 2045 General Plan.

Alternative 3 (No Alamo Pintado Project) would involve implementation of the 2045 General Plan and exclusion of the Alamo Pintado site as an area of potential growth. Although the Alamo Pintado Project would not be included under Alternative 3, this would not preclude development from occurring on the site in the future. Under Alternative 3, the proposed Alamo Pintado Project would not be implemented, and the zoning and General Plan designations would not change from the existing designations. However, housing could still be built on the Alamo Pintado Project site, for a total of 2 units and 5 new residents. Therefore, in comparison to the 2045 General Plan's anticipated 2045 population of 7,253 and housing stock of 3,019 units, Alternative 3 would result in 256 fewer additional residents and 107 fewer housing units in Solvang in 2045. As a result, the anticipated growth in Solvang would be less than the 2045 General Plan. This alternative would implement both 2045 General Plan policies and Mitigation Measures BIO-1, CUL-1 through CUL-4, GEO-1, and TCR-1 through TCR-5, and would result in fewer impacts to all environmental issue areas, except for land use and planning, where impacts would be comparable to the 2045 General Plan, and transportation, where impacts would be greater than the 2045 General Plan. Alternative 3 would fulfill Project Objectives of fostering a distinct community character, promoting economic diversity and sustainability, providing adequate facilities, conserving open space, and ensuring public safety. As Alternative 3 would not involve high-density development on the Alamo Pintado site, it would fulfill Project Objectives of supporting strategic land uses, improving mobility, and supporting diverse housing options, to a lesser extent than the 2045 General Plan. Alternative 3 would fulfill these Project Objectives to a lesser extent as the exclusion of the Alamo Pintado site would result in a decreased emphasis on the provision of housing units, an increase in VMT per capita, and less strategic land use decision-making, when compared to the 2045 General Plan. However, Alternative 3 would fulfill the Project Objective of conserving open space to a greater extent than the 2045 General Plan, as the Alamo Pintado site is currently vacant and consists of a grassy field with mature trees that would be preserved.

Alternative 4 (Neither Project Implemented) would involve implementation of the 2045 General Plan and exclusion of both the Old Lumberyard site and the Alamo Pintado site as areas of potential growth. Under Alternative 4, both the proposed Old Lumberyard Project and the Alamo Pintado Project would not be implemented, and the zoning and General Plan designations would not change from the existing designations. Although the Old Lumberyard Project and the Alamo Pintado Project would not be included under Alternative 4, this would not preclude development from occurring on

these sites in the future. Therefore, in comparison to the 2045 General Plan's anticipated 2045 population of 7,253 and housing stock of 3,019 units, Alternative 4 would result in 258 fewer additional residents and 108 fewer housing units in Solvang in 2045. As a result, the anticipated growth in Solvang would be less than the 2045 General Plan. This alternative would implement both 2045 General Plan policies and Mitigation Measures BIO-1, CUL-1 through CUL-4, GEO-1, and TCR-1 through TCR-5, and would result in fewer impacts to all environmental issue areas, except for land use and planning, where impacts would be comparable to the 2045 General Plan, and transportation, where impacts would be greater than the 2045 General Plan. Alternative 4 would fulfill Project Objectives of fostering a distinct community character, promoting economic diversity and sustainability, providing adequate facilities, conserving open space, and ensuring public safety. As Alternative 4 would not involve high-density development on the Old Lumberyard and Alamo Pintado sites, it would fulfill Project Objectives of supporting strategic land uses, improving mobility, and supporting diverse housing options, to a lesser extent than the 2045 General Plan. Alternative 4 would fulfill these Project Objectives to a lesser extent as the exclusion of the Old Lumberyard and Alamo Pintado sites would result in a decreased emphasis on the provision of housing units, an increase in VMT per capita, and less strategic land use decision-making, when compared to the 2045 General Plan. However, Alternative 4 would fulfill the Project Objective of conserving open space to a greater extent than the 2045 General Plan, as the Alamo Pintado site is currently vacant and consists of a grassy field with mature trees that would be preserved.

While Alternative 4 would not fulfill Project Objectives to the same extent as the 2045 General Plan, the decreased buildout associated with Alternative 4, when paired with general furtherance of Project Objectives, would result in Alternative 4 being the environmentally superior alternative. Specifically, Alternative 4 would not involve development to the same extent on the Old Lumberyard site and Alamo Pintado site, and thus would involve a reduced buildout when compared to the proposed project, Alternative 2, and Alternative 3. This reduced buildout would result in lesser impacts to all environmental issue areas except land use and planning (where impacts would be similar) and transportation (where impacts would be greater). Considering Alternative 4 would have fewer overall impacts than the proposed project, Alternative 2, and Alternative 3, and would fulfill Project Objectives to a similar extent as both Alternative 2 and Alternative 3, this alternative would be environmentally superior.

Refer to Section 6, *Alternatives*, for the complete alternatives analysis.

Areas of Known Controversy

The EIR scoping process did not identify any areas of known controversy for the proposed project. Responses to the Notice of Preparation of a Draft EIR and input received at the EIR scoping meeting held by the City are summarized in Section 1, *Introduction*.

Issues to be Resolved

The proposed project would require the Solvang City Council to certify the EIR, adopt the 2045 General Plan, and approve the proposed rezoning.

Issues Not Studied in Detail in the EIR

Impacts to agricultural resources and mineral resources were found to be less than significant and not requiring detailed analysis. Agricultural resources and mineral resources are discussed in Section 4.18, *Effects Found Not to Be Significant*.

Summary of Impacts and Mitigation Measures

Table ES-2 summarizes the environmental impacts of the proposed project, proposed mitigation measures, and residual impacts (the impact after application of mitigation, if required). Impacts are categorized as follows:

- **Significant and Unavoidable.** An impact that cannot be reduced to below the threshold level given reasonably available and feasible mitigation measures. Such an impact requires a Statement of Overriding Considerations to be issued if the project is approved per §15093 of the CEQA Guidelines.
- **Less than Significant with Mitigation Incorporated.** An impact that can be reduced to below the threshold level given reasonably available and feasible mitigation measures. Such an impact requires findings under §15091 of the CEQA Guidelines.
- **Less than Significant.** An impact that may be adverse, but does not exceed the threshold levels and does not require mitigation measures. However, mitigation measures that could further lessen the environmental effect may be suggested if readily available and easily achievable.
- **No Impact:** The proposed project would have no effect on environmental conditions or would reduce existing environmental problems or hazards.

Table ES-2 Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact	Mitigation Measure (s)	Residual Impact
Aesthetics		
<p>Impact AES-1. The 2045 General Plan would not facilitate development that would substantially obstruct scenic vistas, and this impact would be less than significant.</p>	<p>None required.</p>	<p>Less than significant</p>
<p>Impact AES-2. There are no designated state scenic highways in Solvang. Therefore, there would be no impact.</p>	<p>None required.</p>	<p>No impact</p>
<p>Impact AES-3. The 2045 General Plan would not facilitate development that degrades Solvang’s existing visual character. This impact would be less than significant.</p>	<p>None required.</p>	<p>Less than significant</p>
<p>Impact AES-4. New development associated with the 2045 General Plan could increase light and glare effects in and around Solvang. However, new developments would be subject to existing regulations in the City’s Municipal Code and proposed 2045 General Plan policies to protect dark skies at nighttime. Therefore, the project would have a less than significant impact associated with light and glare.</p>	<p>None required.</p>	<p>Less than significant</p>
Air Quality		
<p>Impact AQ-1. Growth resulting from the 2045 General Plan is anticipated and would not constitute substantial unplanned population growth. The Santa Barbara County Association of Governments would update their growth projections to be consistent with the 2045 General Plan during the next planning cycle. Through Mitigation Measure AQ-1, the project would incorporate Santa Barbara Air Pollution Control District (SBAPCD) standard fugitive dust control measures that are required by the SBCAPCD Guidelines to be consistent with the Clean Air Plan. Therefore, impacts would be less than significant with mitigation.</p>	<p>AQ-1 SBCAPCD’s Construction Impact Mitigation: PM10 Mitigation Measures. The applicant shall require all construction contractors to implement the basic construction mitigation measures recommended by SBCAPCD to reduce fugitive dust emissions. Emission reduction measures will include, at a minimum, the following measures:</p> <ul style="list-style-type: none"> ▪ During construction, water trucks or sprinkler systems shall be used to keep all areas of vehicle movement damp enough to prevent dust from leaving the site and from exceeding SBCAPCD’s limit of 20 percent opacity for greater than three minutes in any 30-minute period. At a minimum, this should include wetting down such areas in the late morning and after work is completed for the day. Increased watering frequency shall be required whenever the wind speed exceeds 15 miles per hour (mph). Reclaimed water shall be used whenever possible. 	<p>With implementation of Mitigation Measure AQ-1, the project would be consistent with the Clean Air Plan per the SBCAPCD guidelines through implementation of the required standard fugitive dust control measures. Therefore, impacts would be less than significant with mitigation.</p>

Impact	Mitigation Measure (s)	Residual Impact
	<p>However, reclaimed water shall not be used in or around crops for human consumption.</p> <ul style="list-style-type: none"> ▪ The amount of disturbed area shall be minimized. ▪ On-site vehicle speeds shall be no greater than 15 mph when traveling on unpaved surfaces. ▪ A track-out prevention device shall be installed and operated where vehicles enter and exit unpaved roads onto paved streets. The track-out prevention device can include any device or combination of devices that are effective at preventing track out of dirt such as gravel pads, pipe-grid track-out control devices, rumble strips, or wheel washing systems. ▪ If stockpiling of material is involved, soil stockpiled for more than one day shall be covered, kept moist, or treated with soil binders to prevent dust generation. ▪ After clearing, grading, earth moving or excavation is completed, the disturbed area shall be treated by watering, or using roll-compaction, or revegetating, or by spreading soil binders until the area is paved or otherwise developed so that dust generation will not occur. All driveways and sidewalks to be paved/surfaced shall be completed as soon as possible. ▪ The contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust off-site. Their duties shall include holiday and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the SBCAPCD prior to grading/building permit issuance and/or map clearance. <p>The project applicant shall comply with SBCAPCD Rule 345: Control of Fugitive Dust from Construction and Demolition Activities, including all applicable standards and measures therein.</p>	

Impact	Mitigation Measure (s)	Residual Impact
<p>Impact AQ-2. Individual development projects carried out under the 2045 General Plan would generate construction and operational-related emissions. Such emissions may result in adverse impacts to regional air quality. Implementation of policies in the proposed 2045 General Plan Update and compliance with existing regulations would reduce construction and operational emissions. Operational emissions generated from the 2045 General Plan would not exceed SBCAPCD operational emissions thresholds. However, specific project-level details for construction are unknown at this level of planning and individual projects may exceed SBCAPCD thresholds. Therefore, impacts would be significant and unavoidable.</p>	<p>Mitigation Measure AQ-1 (refer to Impact AQ-1)</p>	<p>While consistency with SBCAPCD’s Guidelines through implementation of fugitive dust control measures would reduce impacts from construction emissions to less than significant for the majority of projects, specific project-level details are unknown at this level of planning and individual projects may still exceed SBCAPCD thresholds. Therefore, construction impacts would be significant and unavoidable.</p>
<p>Impact AQ-3. Development facilitated by the 2045 General Plan could result in construction activity that could produce toxic air contaminant emissions in proximity to residential receptors. Mitigation Measure AQ-2 would require large construction projects to use equipment meeting California Air Resources Board (CARB) Tier 3 or higher for off-road heavy-duty diesel engines, which would reduce toxic air contaminant emissions. However, Tier 3 or higher emission standard equipment or Level 3 diesel particulate filters cannot be guaranteed to be commercially available. Therefore, impacts would be significant and unavoidable.</p>	<p>AQ-2 Construction Equipment Exhaust Control Measures. For individual residential projects facilitated by the 2045 General Plan that would develop three or more units, would involve demolition, mass grading, or excavation and trenching phases longer than two months and would be located within 1,000 feet of existing sensitive receptors, the City shall enforce a project specific Condition of Approval requiring off-road heavy-duty diesel engines to meet CARB-certified Tier 3 or higher emission standards or employ CARB-certified Level 3 diesel particulate filters to the extent that this equipment is commercially available. “Commercially available” shall be defined as the availability of required equipment in geographic proximity to the project site and within a reasonable timeframe relative to critical path construction timing. If Tier 3 or higher emission standard equipment or Level 3 diesel particulate filters are not commercially available, documentation shall be provided by the project applicant to the City stating that Tier 3 equipment or higher emission standard or Level 3 diesel particulate filters are not commercially available with supporting evidence from the contractor. If CARB-certified Level 3 diesel particulate filters are utilized, they shall be kept in working order and maintained in operable condition according to manufacturer’s specifications, as applicable.</p>	<p>Implementation of Mitigation Measure AQ-1 would reduce potential residual health risk impacts associated with exposure of sensitive receptors to substantial pollutant concentrations of diesel particulate matter and toxic air contaminants to the extent feasible. However, as Tier 3 or higher emission standard equipment or Level 3 diesel particulate filters cannot be guaranteed to be commercially available, impacts are conservatively assessed as significant and unavoidable.</p>

Impact	Mitigation Measure (s)	Residual Impact
<p>Impact AQ-4. Future development facilitated by the 2045 General Plan would not create objectionable odors that could affect a substantial number of people or expose future residents to odors that would produce a public nuisance or hazard. This impact would be less than significant.</p>	<p>None required.</p>	<p>Less than significant</p>
<p>Biological Resources</p>		
<p>Impact BIO-1. The 2045 General Plan could have a substantial adverse effect, either directly or through habitat modifications, on special-status species. Implementation of federal, State, and local regulations and policies, as well as Mitigation Measures BIO-1 through BIO-3 would ensure development facilitated by the 2045 General Plan would not have a substantial adverse effect on candidate, sensitive, or special-status species. This impact would be less than significant with mitigation incorporated.</p>	<p>BIO-1 Conduct Pre-construction Bird Surveys and Implement Avoidance and Minimization Measures. For construction activities initiated during the bird nesting season (February 1 through September 15, and as early as January 1 for raptors), involving removal of vegetation, abandoned structures, man-made features, or other nesting bird habitat, a pre-construction nesting bird survey shall be conducted no more than 5 days prior to initiation of ground disturbance and vegetation removal. The nesting bird pre-construction survey shall be conducted on foot and shall include an area on and around the construction site at a distance determined by a qualified biologist, including staging and storage areas. The minimum survey radii surrounding the work area shall be 500 feet. The survey shall be conducted by a qualified biologist familiar with the identification of avian species known to occur in the Solvang region. If construction lapses for 5 days or longer, the qualified biologist shall conduct another focused survey before project activities are reinitiated. If nests are found, an avoidance buffer shall be determined by the biologist dependent upon the species, the proposed work activity, and existing disturbances associated with land uses outside the site. The qualified biologist shall observe the active nest to establish a behavioral baseline of the adults and nestlings, if present. The qualified biologist shall monitor the active nests, while construction activities are happening to detect signs of disturbance and behavioral change as a result of construction impacts, such as noise, vibration, odors, or worker/equipment motion. If signs of disturbance and behavioral changes are observed, the qualified biologist shall stop all construction work causing those changes and until a larger avoidance buffer is established or until it is determined that the nesting period is completed. The buffer shall be demarcated by the biologist with bright orange construction fencing, flagging, construction lathe, or</p>	<p>Implementation of Mitigation Measure BIO-1 would reduce potential impacts to nesting birds to a less-than-significant level by requiring pre-construction surveys for nesting birds and avoidance measures if nesting birds are present on a project site. Implementation of Mitigation Measure BIO-2 would reduce potential impacts to bat species to a less-than-significant level by requiring assessment of potential building and tree removals, and avoidance of roosting bats. Implementation of Mitigation Measure BIO-3 would reduce potential impacts to Crotch’s bumblebee to a less-than-significant level by requiring pre-construction surveys for Crotch’s bumblebee and avoidance measures if Crotch’s bumblebee is present on a project site.</p>

Impact	Mitigation Measure (s)	Residual Impact
	<p>other means to demarcate the boundary. All construction personnel shall be notified of the buffer zone as an “Nesting Bird Area” and to avoid entering the buffer zone until a biologist determines that the nest is no longer active. No ground-disturbing activities shall occur within the buffer until the biologist has confirmed that breeding/nesting is completed and the young have fledged the nest. A report summarizing the pre-construction survey(s) shall be prepared by a qualified biologist and shall be included on project site plans and submitted to the City prior to the commencement of construction activities.</p> <p>BIO-2 Special Status Bat Species Habitat Assessment Survey and Emergence Survey(s). For future projects where trees, abandoned structures, or other habitat for roosting bats is present and construction activities may occur during seasonal periods of bat activity, construction activities shall occur outside the maternity season, as feasible. Should construction timing not allow for it, a special-status bat habitat assessment survey shall be conducted by a qualified biologist prior to any construction activities during the bat maternity season from April 1 through August 31. The survey will document any evidence of special-status bat species that may occur in proposed work areas through direct observation (e.g., roosting bats) and/or sign (e.g., bat guano). If no observance and/or sign of special-status bats are detected during these surveys, then construction-related activities may proceed. If observance or sign of special status bat species are detected during the survey, special-status bat species emergence survey(s) will need to be conducted. If observance and/or sign of special-status bat species use is documented within the project site during implementation of BIO-2, and construction activities occur during the bat maternity season (April 1 through August 31), special-status bat species emergence survey(s) will be conducted. As part of BIO-3, a habitat assessment survey generally outlined in BIO-2 will be conducted on the first night of the emergence survey(s) to document the areas of suitable bat habitat within the Project site. Emergence surveys will be conducted in areas of suitable bat habitat (e.g., near buildings or trees) during the bat maternity season to document any special-status bat species emerging from features identified during the habitat assessment survey. Multiple emergence surveys may be</p>	

Impact	Mitigation Measure (s)	Residual Impact
	<p>required depending on the size and number of suitable habitat locations. The emergence survey(s) will be conducted one hour prior to sunset and last up to a minimum of two hours after sunset. Depending on potential species that may occur, surveys may need to be conducted until midnight. Passive acoustic monitoring equipment will be utilized during the emergence surveys to determine identify bats to the species level. Any special-status bat species observed maternity roosting within or adjacent to the Project site should be avoided and provided a minimum buffer as determined by the qualified biologist (a 100-foot to 300-foot buffer is recommended) or in consultation with USFWS and/or CDFW prior to the commencement of construction. Should special-status bat species to only be day roosting and not maternity roosting, a bat mitigation and/or management plan should be developed for roost relocation. Mitigation and management plans would also require consultation with USFWS and/or CDFW prior to the commencement of construction.</p> <p>BIO-3 Conduct Pre-construction Crotch’s Bumblebee Surveys and Implement Avoidance Measures. For construction activities located in vacant or undeveloped areas containing open grasslands, shrublands, or chaparral, a habitat assessment for Crotch’s bumblebee shall be performed. If it determined that suitable habitat for Crotch’s bumblebee is present, a focused survey shall be performed during the species active flight period for Crotch’s bumblebee and peak blooming period of nectar and pollen sources (May 1 through July 31). The survey shall be conducted by a qualified biologist to determine presence of Crotch’s bumblebee no more than 5 days prior to initiation of construction activities. The Crotch’s bumblebee survey shall be conducted on foot and shall encompass the entirety of a project site and focus on areas that allow for the highest probability of detection, such as high abundance nectar or pollen sources and rodent burrows that may be used for breeding and nesting, subject to the discretion of the qualified biologist. Prior to the start of construction, the qualified biologist shall map areas with abundant nectar or pollen sources that have potential use by Crotch’s bumblebee and active nesting sites. A report summarizing the habitat assessment and pre-construction survey (if required) shall be prepared by the qualified</p>	

Impact	Mitigation Measure (s)	Residual Impact
	<p>biologist and shall be submitted to the City prior to the commencement of construction activities.</p> <p>If Crotch’s bumblebee is determined to be present, the project proponent shall consult with CDFW and obtain an Incidental Take Permit in accordance with the CESA prior to initiating any ground disturbance on the site.</p>	
<p>Impact BIO-2. Development facilitated by the 2045 General Plan would be subject to adopted federal, State, and local policies, including those the 2045 General Plan would implement, which would ensure that riparian habitat, wetlands, and other sensitive natural communities would not be substantially degraded or removed. Therefore, these impacts would be less than significant.</p>	<p>None required.</p>	<p>Less than significant</p>
<p>Impact BIO-3. Implementation of the 2045 General Plan would not substantially impede the movement of native resident or migratory fish or wildlife species, or conflict with established native resident or migratory wildlife corridors with implementation of policies included in the 2045 General plan. This impact would be less than significant.</p>	<p>None required.</p>	<p>Less than significant</p>
<p>Impact BIO-4. Development facilitated by the 2045 General Plan would be required to conform with applicable local policies and ordinances protecting biological resources. Therefore, this impact would be less than significant.</p>	<p>None required.</p>	<p>Less than significant</p>
<p>Impact BIO-5. Implementation of the 2045 General Plan would not conflict with the provision of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan. No impact would occur.</p>	<p>None required.</p>	<p>No impact</p>

Impact	Mitigation Measure (s)	Residual Impact
Cultural Resources		
<p>Impact CUL-1. Development facilitated by the 2045 General Plan has the potential to cause adverse changes to the significance of historical resources. Impacts would be significant and unavoidable.</p>	<p>CUL-1 Historical Resources. Prior to project approval of a development project carried out under the 2045 General Plan, City staff shall determine the age of the structure(s) present. If a structure is determined to be greater than 45 years of age, the project applicant shall submit preliminary information (i.e., photographs) identifying any historical age features (i.e., structures over 45 years of age) proposed to be substantially altered, relocated, or demolished. If a building, structure, object, or other built environment feature that is 45 years of age or older is proposed to be substantially altered, relocated, or demolished, and after reviewing this documentation, the Planning Manager or their designee, supported by an architectural historian as needed, shall make a preliminary determination as to whether the building qualifies as a historical resource. “Historical resource” shall mean a property listed or found eligible for listing in the National Register of Historic Places, the California Register of Historical Resources, or identified as historically and/or architecturally significant by the City pursuant to Section 15064.5(a) of the CEQA Guidelines. A property that is eligible for listing in the National Register of Historic Places or the California Register of Historical Resources must retain its historic integrity and meet one of the following eligibility criteria:</p> <ul style="list-style-type: none"> ▪ Is associated with events that have made a significant contribution to the broad patterns of our history. ▪ Is associated with the lives of persons significant in our past. ▪ Embodies the distinctive characteristics of a type, period or method of construction, or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction. ▪ Has yielded, or may be likely to yield, information important in history or prehistory. <p>If the Planning Manager or their designee determines the built environment resource may have the potential to qualify as a historical resource, then a historical resources evaluation shall be required. The evaluation shall be prepared by a qualified architectural historian or historian who meets the Secretary of the</p>	<p>Implementation of Mitigation Measure CUL-1 would reduce potential adverse impacts on historical resources to the extent feasible by requiring an identification of historic-age built environment features, an evaluation of historical resources in compliance with the State Office of Historic Preservation, and, if necessary, compliance with the Secretary of the Interior’s Standards for the Treatments of Historic Properties. However, it cannot be guaranteed that historical resources would not be demolished as a result of development facilitated by the 2045 General Plan, therefore impacts remain significant and unavoidable.</p>

Impact	Mitigation Measure (s)	Residual Impact
	<p>Interior’s Professional Qualifications Standards (PQS) in architectural history or history. The qualified architectural historian or historian shall conduct an intensive-level evaluation in accordance with the guidelines and best practices promulgated by the State Office of Historic Preservation to identify potential historical resources within the proposed development site. All properties 45 years of age or older shall be evaluated within their historic context and documented in a report meeting the State Office of Historic Preservation guidelines. All evaluated properties shall be documented on Department of Parks and Recreation Series 523 Forms. The report will be submitted to the City for review and concurrence. If the property is already listed in the NRHP or CRHR, the historical resources evaluation described above shall not be required.</p> <p>If historical resources are identified through the survey and evaluation within the development site of a proposed development, efforts shall be made to the extent feasible to ensure that impacts are mitigated. Application of mitigation shall generally be overseen by a qualified architectural historian or historic architect meeting the PQS, unless unnecessary in the circumstances (e.g., preservation in place). In conjunction with a development application that may affect the historical resource, the historical resources evaluation report shall also identify and specify the treatment of character-defining features and construction activities.</p> <p>Efforts shall be made to the greatest extent feasible to ensure that the relocation, rehabilitation, or alteration of the resource is consistent with the Secretary of the Interior’s Standards for the Treatments of Historic Properties (Standards). In accordance with CEQA, a project that has been determined to conform with the Standards generally would not cause a significant adverse direct or indirect impact to historical resources (14 CCR § 15126.4(b)(1)). Application of the Standards shall be overseen by a qualified architectural historian or historic architect meeting the PQS. In conjunction with any development application that may affect the historical resource, a report identifying and specifying the treatment of character-defining features and construction activities shall be provided to the City for review and concurrence. As applicable, the report shall demonstrate how the project complies</p>	

Impact	Mitigation Measure (s)	Residual Impact
<p>Impact CUL-2. Ground disturbing activities associated with development facilitated by the 2045 General Plan could result in disturbance or damage to archaeological resources. Implementation of applicable 2045 General Plan policies, State and federal regulations, and the Solvang Municipal Code would minimize or avoid potential adverse impacts to archaeological resources. This impact would be less than significant with mitigation incorporated.</p>	<p>with the Standards and be submitted to the City for review and approval prior to the issuance of permits.</p> <p>If significant historical resources are identified on a development site and compliance with the Secretary of the Interior’s Standards for the Treatments of Historic Properties and or avoidance is not possible, appropriate site-specific mitigation measures shall be established and undertaken. Mitigation measures may include documentation of the historical resource in the form of a Historic American Building Survey report. The report shall comply with the Secretary of the Interior’s Standards for Architectural and Engineering Documentation and shall generally follow the Historic American Building Survey Level III requirements, including digital photographic recordation, detailed historic narrative report, and compilation of historic research. The documentation shall be completed by a qualified architectural historian or historian who meets the Professional Qualifications Standards as defined by 36 CFR Part 61 and submitted to the City prior to issuance of any permits for demolition or alteration of the historical resource.</p> <p>CUL-2 Archaeological Resources Assessment. Prior to approval of a project carried out under the 2045 General Plan that will involve ground disturbance activities in native or previously undisturbed soils that may include, but are not limited to, pavement removal, potholing, grubbing, tree removal, excavation or grading, an archaeological resources assessment shall be prepared under the supervision of an archaeologist that meets the Secretary of the Interior’s Professional Qualifications Standards (PQS) in either prehistoric or historic archaeology. Assessments shall include a California Historical Resources Information System (CHRIS) records search at the Central Coast Information Center (CCIC) and of the Sacred Lands File Search maintained by the Native American Heritage Commission (NAHC). The records searches shall characterize the results of previous cultural resource surveys and disclose any cultural resources that have been recorded and/or evaluated in and around the project site. A Phase I pedestrian survey shall be undertaken in proposed project areas that are on previously undeveloped land to locate any surface cultural materials. By performing a records search, consultation with the NAHC, and a Phase I survey, a qualified archaeologist shall be able</p>	<p>Implementation of Mitigation Measures CUL-2 through CUL-4 would reduce potential impacts to a less-than-significant level by requiring the identification and evaluation of any archaeological resources that may be present prior to construction and by providing steps for the evaluation and protection of unanticipated finds encountered during construction.</p>

Impact	Mitigation Measure (s)	Residual Impact
	<p>to classify the project area as having high, medium, or low sensitivity for archaeological resources.</p> <p>If the Phase I archaeological survey identifies resources that may be affected by the project, the archaeological resources assessment shall also include Phase II testing and evaluation. If resources are determined significant or unique through Phase II testing and site avoidance is not possible, appropriate site-specific mitigation measures shall be identified in the Phase II evaluation. These measures shall include, but would not be limited to, a Phase III data recovery program, avoidance, or other appropriate actions to be determined by a qualified archaeologist. If significant archaeological resources cannot be avoided, impacts may be reduced to less-than-significant levels by filling on top of the sites rather than cutting into the cultural deposits. Alternatively, and/or in addition, a data collection program may be warranted, including mapping the location of artifacts, surface collection of artifacts, or excavation of the cultural deposit to characterize the nature of the buried portions of sites. Curation of the excavated artifacts or samples would occur as specified by the archaeologist.</p> <p>CUL-3 Archaeological Monitoring. For projects whose Phase I archaeological survey identifies archaeological resources that may be affected, the applicant shall retain a qualified cultural resource specialist to monitor construction activities that involve ground-disturbing activities greater than 12 inches in depth and occur within 60 feet of a potentially significant cultural resource.</p> <p>CUL-4 Unanticipated Discoveries. In the event that archaeological resources are unexpectedly encountered during ground-disturbing activities, work within 50 feet of the find shall halt and an archaeologist meeting the Secretary of the Interior’s Professional Qualifications Standards for archaeology (National Park Service 1983) shall be contacted immediately to evaluate the resource. If the resource is determined by the qualified archaeologist to be prehistoric, then a Chumash representative shall also be contacted to participate in the evaluation of the resource. If the qualified archaeologist and/or Chumash representative determines it to be appropriate, archaeological testing for CRHR eligibility shall be completed. If the resource proves to be eligible for the CRHR and significant impacts to the resource cannot be avoided via project</p>	

Impact	Mitigation Measure (s)	Residual Impact
	<p>redesign, a qualified archaeologist shall prepare a data recovery plan tailored to the physical nature and characteristics of the resource, per the requirements of the CEQA Guidelines Section 15126.4(b)(3)(C). The data recovery plan shall identify data recovery excavation methods, measurable objectives, and data thresholds to reduce any significant impacts to cultural resources related to the resource. Pursuant to the data recovery plan, the qualified archaeologist and Chumash representative, as appropriate, shall recover and document the scientifically consequential information that justifies the resource’s significance. The City shall review and approve the treatment plan and archaeological testing as appropriate, and the resulting documentation shall be submitted to the regional repository of the CHRIS at the CCIC, per CEQA Guidelines Section 15126.4(b)(3)(C).</p>	
<p>Impact CUL-3. Ground disturbing activities associated with development facilitated by the 2045 General Plan could result in disturbance of human remains. Compliance with State Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.8 would ensure the 2045 General Plan’s impact to human remains would be less than significant.</p>	<p>None required.</p>	<p>Less than significant</p>
Energy		
<p>Impact E-1. Development facilitated by the 2045 General Plan would result in energy usage. Adherence to state regulations and 2045 General Plan policies would ensure these impacts would be less than significant.</p>	<p>None required.</p>	<p>Less than significant</p>
Geology and Soils		
<p>Impact GEO-1. Construction of new development facilitated by the 2045 General Plan may exacerbate seismic hazards risk, such as liquefaction or landslides. Adherence to requirements of the California Building Code and implementation of 2045 General Plan goals and policies would minimize the potential for loss, injury, or death following a seismic event, landslide, liquefaction, or other geologic hazards. This impact would be less than significant.</p>	<p>None required.</p>	<p>Less than significant</p>

Impact	Mitigation Measure (s)	Residual Impact
<p>Impact GEO-2. Construction of development facilitated by the 2045 General Plan would include ground disturbance that would result in loose or exposed soil that could result in the loss of topsoil. Compliance with the Construction General Permit, the California Building Code, and City Municipal Code would minimize the potential for erosion and loss of topsoil and would ensure this impact would be less than significant.</p>	<p>None required.</p>	<p>Less than significant</p>
<p>Impact GEO-3. Development facilitated by the 2045 General Plan would occur where existing sewer systems are present. Therefore, implementation of the 2045 General Plan would not result in a significant impact to soils that are incapable of supporting septic tanks or alternative wastewater disposal systems. No impact would occur.</p>	<p>None required.</p>	<p>No impact</p>
<p>Impact GEO-4. Development facilitated by the 2045 General Plan has the potential to impact paleontological resources. Impacts would be less than significant with mitigation incorporated.</p>	<p>GEO-1 Protection of Paleontological Resources. The City of Solvang shall add the following policies providing for the protection of paleontological resources to the 2045 General Plan prior to its adoption. These policies shall include the following stipulations:</p> <ul style="list-style-type: none"> ▪ A Qualified Professional Paleontologist, as defined by the Society of Vertebrate Paleontology (SVP), must be retained to conduct a paleontological resources analysis prior to the initiation of projects that may impact sediments with high paleontological sensitivity to determine whether there is a potential for the project to significantly impact paleontological resources. ▪ If potential impacts to paleontological resources are found to be significant, then a Qualified Professional Paleontologist shall be retained to develop and implement a Paleontological Resources Mitigation Program (PRMP) to ensure that impacts to paleontological resources are mitigated. This PRMP may include: <ul style="list-style-type: none"> ▫ Worker Environmental Awareness Program (WEAP) training; ▫ Pre-construction surveys; ▫ Paleontological construction monitoring; ▫ Retention of an on-call Qualified Professional Paleontologist; ▫ Salvage, laboratory preparation, and curation of paleontological resources; and/or 	<p>Mitigation Measure GEO-1 would require paleontological resources to be protected, if applicable, which would reduce potential impacts to a less than significant level.</p>

Impact	Mitigation Measure (s)	Residual Impact
	<ul style="list-style-type: none"> ▫ Reporting to regulatory agencies. ▪ Should paleontological resources be encountered during any construction activity, all activity that could damage or destroy the resources shall be suspended until a Qualified Professional Paleontologist has examined the site. Construction shall not resume until the resource is properly evaluated and, if necessary, mitigation actions are carried out to address the impacts of the project on these resources. 	
Greenhouse Gas Emissions		
<p>Impact GHG-1. Although construction and operation of projects carried out under the 2045 General Plan would generate greenhouse gas (GHG) emissions, the 2045 General Plan includes policies and actions that reduce GHG emissions and align with the goals of applicable plans, policies, and regulations related to GHG emissions. The 2045 General Plan would therefore not conflict with applicable plans, policies, and regulations adopted for the purpose of reducing GHG emissions. Impacts would be less than significant.</p>	None required.	Less than significant
Hazards and Hazardous Materials		
<p>Impact HAZ-1. Implementation of the 2045 General Plan could result in an incremental increase of the overall routine transport, use, storage, and disposal of hazardous materials. Compliance with applicable regulations related to the handling, transport, disposal, and storage of hazardous materials and adherence to 2045 General Plan policies would minimize the risk of spills and the public’s potential exposure to these substances and reduce the risk of adverse impacts of hazardous materials. This impact would be less than significant.</p>	None required.	Less than significant
<p>Impact HAZ-2. Development facilitated by the 2045 General Plan could result in an incremental increase of use of hazardous materials in proximity to Solvang Elementary School and Santa Ynez Valley Union High School. Adherence to regulatory requirements would ensure impacts would be less than significant.</p>	None required.	Less than significant

Impact	Mitigation Measure (s)	Residual Impact
Impact HAZ-3. Implementation of the 2045 General Plan would comply with applicable regulations and would include a policy to minimize the potential for development to be located on a hazardous materials site. This impact would be less than significant.	None required.	Less than significant
Impact HAZ-4. Development facilitated by the 2045 General Plan could occur within the City's current Sphere of Influence which partially overlaps contours established by the Santa Ynez Airport Land Use Plan. Adherence to regulatory requirements and implementation of 2045 General Plan polices would reduce potential impacts related to airport hazards to a less than significant level.	None required.	Less than significant
Impact HAZ-5. Development facilitated by the 2045 General Plan would adhere to applicable State and local regulations to ensure consistency with adopted emergency response and emergency evacuation plans. This impact would be less than significant.	None required.	Less than significant
Impact HAZ-6. The 2045 General Plan includes policies to minimize wildland fire risk. Development facilitated by the proposed project would adhere to the California Fire Code and be reviewed by the Santa Barbara County Fire District to ensure people or structures would not be exposed to significant risk of loss, injury, or death involving wildland fires. Therefore, this impact would be less than significant.	None required.	Less than significant
Hydrology and Water Quality		
Impact HYD-1. Development facilitated by the 2045 General Plan would be required to adhere to existing permitting and Municipal Code requirements which would minimize the potential for development to degrade water quality. This impact would be less than significant.	None required.	Less than significant
Impact HYD-2. Development facilitated by the 2045 General Plan would increase the amount of impervious surface area and increase groundwater demand in Solvang. Compliance with the Central Coast RWQCB, Municipal Code, and 2045 General Plan policies would ensure the 2045 General Plan would not substantially	None required.	Less than significant

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Impact	Mitigation Measure (s)	Residual Impact
decrease groundwater supplies or interfere substantially with groundwater recharge. This impact would be less than significant.		
Impact HYD-3. Development facilitated by the 2045 General Plan would be required to adhere to existing permitting and Municipal Code requirements which would ensure development would not substantially alter existing drainage patterns. This impact would be less than significant.	None required.	Less than significant
Impact HYD-4. Development facilitated by the 2045 General Plan may occur in flood hazard areas. Compliance with applicable municipal code requirements and proposed Safety Element policies would ensure development within areas subject to inundation would be sited, designed, and constructed as to not exacerbate risks from release of pollutants from inundation. This impact would be less than significant.	None required.	Less than significant
Impact HYD-5. Development facilitated by the 2045 General Plan would use groundwater in compliance with the management strategies set forth by the Eastern Management Area Groundwater Sustainability Agency. Future development would be required to adhere to federal, State, and local regulations to minimize water quality impacts in compliance with the Basin Plan. This impact would be less than significant.	None required.	Less than significant
Land Use and Planning		
Impact LU-1. Implementation of the 2045 General Plan would provide for orderly development in the Planning Area and would not physically divide an established community. Impacts would be less than significant.	None required.	Less than significant
Impact LU-2. Implementation of the 2045 General Plan would be consistent with applicable regional land use plans, policies, or regulations such as SBCAG's <i>Connected 2050</i> . Impacts would be less than significant.	None required.	Less than significant

Impact	Mitigation Measure (s)	Residual Impact
<p>Noise</p> <p>Impact NOI-1. Construction of individual projects facilitated by the 2045 General Plan would temporarily increase noise levels, potentially affecting nearby noise-sensitive land uses. Development facilitated by the 2045 General Plan would also introduce new noise sources and contribute to increases in operational noise. Implementation of Mitigation Measure NOI-1 and the continued regulation of noise, consistent with the City Code and implementation of policies from the 2045 General Plan would minimize disturbance to adjacent land uses. stationary operational and mobile noise would not exceed standards. However, short-term construction noise impacts would be significant and unavoidable even with mitigation.</p>	<p>NOI-1 Adopt and Implement Construction Noise Reduction Measures. To minimize noise during construction, the City shall adopt a policy to include the following:</p> <p>Construction contractors shall implement the following measures for construction activities conducted within the City. Construction plans submitted to the City shall identify the following minimum measures on demolition, grading, and construction plans submitted to the City. The City Building Department shall verify that grading, demolition, and/or construction plans submitted to the City include these notations prior to issuance of demolition, grading and/or building permits.</p> <ul style="list-style-type: none"> ▪ Mufflers. During excavation and grading construction phases, all construction equipment, fixed or mobile, shall be operated with closed engine doors and shall be equipped with properly operating and maintained mufflers consistent with manufacturers’ standards. ▪ Stationary Equipment. All stationary construction equipment shall be placed so that emitted noise is directed away from the nearest sensitive receivers. ▪ Equipment Staging Areas. Equipment staging shall be located in areas that will create the greatest distance feasible between construction-related noise sources and noise-sensitive receivers. ▪ Smart Back-up Alarms. Mobile construction equipment shall have smart back-up alarms that automatically adjust the sound level of the alarm in response to ambient noise levels. Alternatively, back-up alarms shall be disabled and replaced with human spotters to ensure safety when mobile construction equipment is moving in the reverse direction in compliance with applicable safety laws and regulations. ▪ Electrically-Powered Tools and Facilities. Electrical power shall be used to run air compressors and similar power tools and to power any temporary structures, such as construction trailers or caretaker facilities, where feasible. ▪ Noise Disturbance Coordinator. The project applicant shall designate a “noise disturbance coordinator” responsible for responding to any local complaints about construction noise. 	<p>Implementation of Mitigation Measure NOI-1 would reduce potential impacts from noise during short-term construction and operation to less than significant levels by reducing noise source impacts, however, impacts would remain significant and unavoidable.</p>

Impact	Mitigation Measure (s)	Residual Impact
	<p>The disturbance coordinator shall determine the cause of any noise complaint and shall require that reasonable measures be implemented to correct the problem. A telephone number for the disturbance coordinator and the City shall be posted at the construction site.</p> <ul style="list-style-type: none"> ▪ Temporary Noise Barriers. Erect temporary noise barriers, where feasible, when construction noise is predicted to exceed the acceptable standards (e.g., 80 dBA Leq at residential receivers, schools or other sensitive receptors during the daytime) or when the anticipated construction duration is greater than is typical (e.g., two years or greater) and there are sensitive receptors within 500 feet of the construction site. Temporary noise barriers shall be constructed with solid materials (e.g., wood) with a density of at least 1.5 pounds per square foot with no gaps from the ground to the top of the barrier. If a sound blanket is used, barriers shall be constructed with solid material with a density of at least 1 pound per square foot with no gaps from the ground to the top of the barrier and be lined on the construction side with acoustical blanket, curtain or equivalent absorptive material rated sound transmission class (STC) 32 or higher. 	
<p>Impact NOI-2. Construction of development facilitated by the 2045 General Plan would temporarily generate groundborne vibration, potentially affecting nearby land uses. Operation of development facilitated by the 2045 General Plan would not result in substantial groundborne vibration. This impact would be less than significant with mitigation.</p>	<p>NOI-2 Adopt and Implement Vibration Control Measures and Screening Distances. To reduce potential construction vibration impacts, the City shall adopt the following 2045 General Plan policy:</p> <ul style="list-style-type: none"> ▪ Prior to issuance of a building permit for a project requiring pile driving during construction a) within 135 feet of fragile structures (historical resources, 100 feet of non-engineered timber and masonry buildings [e.g., most residential buildings], b) within 75 feet of engineered concrete and masonry (no plaster); c) a vibratory roller within 40 feet of fragile historical resources or 25 feet of any other structure; and/or d) a dozer or other large earthmoving equipment within 20 feet for a fragile historical structure or 15 feet of any other structure, the project applicant shall prepare a groundborne vibration analysis to assess and mitigate potential vibration impacts related to these construction activities. This vibration analysis shall be conducted by a qualified and experienced acoustical consultant or engineer. The vibration levels shall not exceed FTA architectural 	<p>Implementation of Mitigation Measure NOI-2 would reduce potential impacts from groundborne vibration to less than significant levels by providing screening distances, within which vibration analysis and vibration reductions measures may be required to reduce project vibration impacts to less than significant levels.</p>

Impact	Mitigation Measure (s)	Residual Impact
	<p>damage thresholds (e.g., 0.12 in/sec PPV for fragile or historical resources, 0.2 in/sec PPV for non-engineered timber and masonry buildings, and 0.3 in/sec PPV for engineered concrete and masonry). If vibration levels would exceed these thresholds, alternative uses such as drilling piles as opposed to pile driving, static rollers as opposed to vibratory rollers, and lower horsepower earthmoving equipment shall be used. If necessary, construction vibration monitoring shall be conducted to ensure FTA vibration thresholds are not exceeded.</p>	
<p>Impact NOI-3. The 2045 General Plan would not expose people residing or working in the Planning Area to excessive noise levels from airport land use. There would be no impact.</p>	<p>None required.</p>	<p>No impact</p>
<p>Population and Housing</p>		
<p>Impact POP-1. Implementation of the 2045 General Plan would accommodate growth which exceeds the Santa Barbara County Association of Governments’ Regional Growth Forecast. However, growth resulting from the 2045 General Plan is anticipated and would not constitute substantial unplanned population growth. Further, the Santa Barbara County Association of Governments would update their growth projections to be consistent with the 2045 General Plan during the next planning cycle. This impact would be less than significant.</p>	<p>None required.</p>	<p>Less than significant</p>
<p>Impact POP-2. Implementation of the 2045 General Plan would not displace substantial numbers of existing housing or people, necessitating the construction of replacement housing elsewhere. Impacts would be less than significant.</p>	<p>None required.</p>	<p>Less than significant</p>

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Impact	Mitigation Measure (s)	Residual Impact
Public Services and Recreation		
<p>Impact PS-1. Development associated with the 2045 General Plan would result in an increase in the City’s population and potentially increase demand for fire protection services. Adherence to proposed 2045 General Plan goals and policies would reduce impacts associated with the provision of fire protection services to less than significant.</p>	<p>None required.</p>	<p>Less than significant</p>
<p>Impact PS-2. Development associated with the 2045 General Plan would result in an increase in the City’s population and potentially increase demand for police protection services. Adherence to proposed 2045 General Plan goals and policies would reduce impacts associated with the provision of police protection services to less than significant.</p>	<p>None required.</p>	<p>Less than significant</p>
<p>Impact PS-3. Development associated with the 2045 General Plan would add school-aged children to Solvang. However, facilities have adequate capacity and new development would be required to pay impact fees, which would result in less than significant impacts with regards to the provision of school facilities.</p>	<p>None required.</p>	<p>Less than significant</p>
<p>Impact PS-4. Development associated with the 2045 General Plan would result in an increase in the City’s population and potentially increase demand for public services, including libraries. Adherence to proposed 2045 General Plan goals and policies would reduce impacts associated with the provision of public services to less than significant.</p>	<p>None required.</p>	<p>Less than significant</p>
<p>Impact REC-1. Development associated with the 2045 General Plan would result in an increase in the City’s population and potentially increase demand for parks and recreational facilities. However, compliance with proposed 2045 General Plan policies and payment of mandatory parkland dedication fees would reduce impacts related to parks and recreation to less than significant.</p>	<p>None required.</p>	<p>Less than significant</p>

Impact	Mitigation Measure (s)	Residual Impact
Transportation		
<p>Impact TRA-1. The 2045 General Plan would not conflict with the Connected 2050 Regional Transportation Plan/Sustainable Communities Strategy, the Santa Ynez Valley Bicycle Master Plan, or the Santa Ynez River Trail Alignment Study, or any other applicable program, plan, ordinance, or policy relevant to the transportation system. This impact would be less than significant.</p>	<p>None required.</p>	<p>Less than significant</p>
<p>Impact TRA-2. The future year citywide vehicle miles traveled (VMT) per Capita and VMT per Employee with implementation of the 2045 General Plan would not achieve at least a 15 percent reduction below the existing regional average. As a result, the 2045 General Plan would be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b). Even with implementation of Mitigation Measure TRA-1, this impact would be significant and unavoidable.</p>	<p>TRA-1 Achieve VMT Reductions for Development Projects. In the interim, prior to the City establishing VMT thresholds for determining transportation impacts for CEQA, per Policy MOB-1.4 of the 2045 General Plan, for individual projects that exceed the City’s recommended threshold below the VMT average based on project-specific VMT analysis, the City shall require the project applicant to implement project-level VMT reduction strategies. The City shall design strategies for the proposed project to reduce VMT from existing land uses, where feasible, and from new discretionary residential or employment land use projects. The design of programs and project-specific mitigation shall focus on VMT reduction strategies that increase travel choices and improve the comfort and convenience of sharing rides in private vehicles, using public transit, biking, or walking. VMT reduction strategies may include, but are not limited to, the following:</p> <ol style="list-style-type: none"> 1) Provision of bus stop improvements 2) Pedestrian improvements, on-site or off-site, to connect to nearby transit stops, services, schools, shops, etc. by paying in lieu fees. 3) Bicycle programs, including bike rentals, storage, maintenance programs, and on-site education programs 4) Enhancements to the citywide bicycle network by paying in lieu fees 5) Parking reductions and/or fees set at levels sufficient to incentivize transit, active transportation, or shared modes 6) Cash allowances, passes, or other public transit subsidies 7) Employee-based housing options 	<p>Although Mitigation Measure TRA-1 would require project applicants of individual projects with potentially significant VMT impacts to implement VMT reduction strategies, because the uncertainty relating to the feasibility of implementing VMT reduction strategies and the timing that it would take to implement VMT reduction strategies for individual projects, the effectiveness of reducing an individual project’s VMT impact is speculative at this programmatic stage. As a result, because specific project-level details are unknown at this level of planning, individual developments facilitated by the 2045 General Plan may exceed VMT thresholds. Adoption and implementation of the City’s VMT thresholds in accordance with Policy MOB-1.4 would ensure that development facilitated by the project would generally be consistent with SB 743. However, individual projects that may occur would not be guaranteed to be below thresholds in the adopted VMT Program nor would feasible mitigation therein necessarily reduce VMT below thresholds. Therefore, the project’s</p>

Impact	Mitigation Measure (s)	Residual Impact
	Following the City’s establishment of VMT thresholds, individual projects shall be evaluated and mitigated in accordance with the procedures outlined in the City’s VMT Program.	impacts related to VMT would be significant and unavoidable.
<p>Impact TRA-3. Development facilitated by the 2045 General Plan would comply with State, Santa Barbara County Fire Department, and City requirements related to transportation design safety and emergency access. With adherence to these requirements, the 2045 General Plan would not substantially increase hazards due to a geometric design feature or result in inadequate emergency access, and this impact would be less than significant.</p>	None required.	Less than significant
<p>Tribal Cultural Resources</p>		
<p>Impact TRC-1. Development facilitated by the 2045 General Plan may impact previously unidentified tribal cultural resources. Adherence to State and 2045 General Plan regulations would ensure impacts to tribal cultural resources would be less than significant with mitigation incorporated.</p>	<p>TCR-1 Workers Environmental Awareness Program. The Applicant will invite a City-approved archaeologist to provide a cultural resources awareness training program (Worker Environmental Awareness Program [WEAP]) for all personnel involved in project construction, including field consultants and construction workers. The City will invite consulting Chumash Tribe(s) to provide a tribal cultural resources awareness training program (Worker Environmental Awareness Program [WEAP]) for all personnel involved in project construction, including field consultants and construction workers. The WEAP training shall be conducted prior to any project-related ground disturbing activities in the project area. The WEAP will include relevant information regarding sensitive cultural resources and tribal cultural resources, including applicable regulations, protocols for avoidance, and consequences of violating State laws and regulations. The WEAP will also describe appropriate avoidance and impact minimization measures for cultural resources and tribal cultural resources that could be located at the project site and will outline what to do and who to contact if any potential cultural resources or tribal cultural resources are encountered. The WEAP will emphasize the requirement for confidentiality and culturally appropriate treatment of any discovery of significance to Native Americans and will discuss appropriate behaviors and responsive actions, consistent with Chumash tribal values.</p>	<p>Implementation of Mitigation Measures TCR-1 through TCR-5 would mitigate potential impacts to a less than significant level by requiring the identification and evaluation of any tribal cultural resources that may be present prior to construction and by providing steps for the evaluation and protection of unanticipated finds encountered during construction.</p>

Impact	Mitigation Measure (s)	Residual Impact
	<p>TCR-2 Retain Chumash Tribal Monitors. For any project with the potential to encounter tribal cultural resources as determined through consultation, prior to issuance of any City Grading or Construction Permit, the Applicant or its designee shall work with consulting Chumash Tribe(s) to retain Tribal Monitor(s) to assist in the monitoring, mitigation, and curation activities for the specific project.</p> <p>Where multiple areas of work are concurrently permitted for grading or disturbance, or where multiple pieces of equipment are operating within the same work area, there shall be multiple monitors, at least one for each area, and a sufficient number of Tribal Monitors shall be onsite to ensure all concurrent activities are monitored. The tribal monitors may be rotated to ensure that consulting Chumash Tribe(s) can observe the work areas. The City shall be responsible for creating monitoring schedules for the Chumash Tribal Monitors, and specifying the locations where they will monitor in consultation with the consulting Chumash Tribe(s). Any interference with monitoring activities, removal of a monitor from duties , or direction to a monitor to relocate or cease monitoring activities by anyone other than the City shall be considered a non-compliance event. In the event a Chumash Tribal Monitor is dismissed from monitoring and the City determines this to be in error, the Chumash Tribal Monitor will be compensated for time lost by the Applicant. Any disagreements between the Project Archaeologist and Chumash Tribal Monitors shall be brought to the City’s attention for resolution.</p> <p>The Project Archaeologist or consulting Chumash Tribe(s) shall notify the Applicant and the City by telephone or email, of any incidents of non-compliance with any cultural resource mitigation measure or condition within 24 hours of becoming aware of the situation. The Project Archaeologist and consulting Chumash Tribe(s) shall also recommend corrective action(s) to resolve the problem or achieve compliance with the mitigation measure or project condition.</p> <p>In the event of a non-compliance issue, the Project Archaeologist shall write a report within two weeks after resolution of the issue that describes the issue, resolution of the issue, and the effectiveness of resolution measures. The report shall be provided</p>	

Impact	Mitigation Measure (s)	Residual Impact
	<p>in the next Monthly Compliance Report, which is submitted to the City. The Applicant or its designee shall also provide a copy of the non-compliance report to the consulting Chumash Tribe(s) when issued to the City.</p> <p>TCR-3 Retain a Project Osteologist. For any project with the potential to encounter human remains as determined through consultation and/or during the preparation of archaeological assessments carried out under CUL-2, prior to issuance of any City Grading or Construction Permit, a Project Osteologist shall be retained by the Applicant or its designee to assist in the identification of any human remains. The Project Osteologist shall have the following minimum qualifications:</p> <ul style="list-style-type: none"> ▪ A graduate degree in archaeology, forensic anthropology, or related discipline, with four years’ experience working with archaeological and Tribal Cultural resources in California. If an Osteologist with four years’ experience is not available, a candidate with no less than two years’ experience may be considered. ▪ A copy of the Project Osteologist’s qualifications shall be provided to the City for review and approval. The Project Osteologist’s qualifications shall be provided by the City to consulting Chumash Tribe(s) for review and comment prior to approval by the City. <p>TCR-4 Develop a Cultural Resources Monitoring and Discovery Plan. For any project with the potential to encounter cultural and/or tribal cultural resources as determined through consultation and/or the preparation of archaeological assessments carried out under CUL-2, prior to issuance of any City Grading or Construction Permit, the Project Archaeologist shall develop and submit a Cultural Resources Monitoring and Discovery Plan (CRMDP) to the City for review and approval. No ground disturbing activities can occur until the CRMDP is approved by the City. A draft of the CRMDP shall be provided by the City to consulting Chumash Tribe(s) and an independent third-party City-qualified archaeologist for a 45-day review and comment period. No ground disturbance can occur before approval of any construction-related permits by the City.</p>	

Impact	Mitigation Measure (s)	Residual Impact
	<p>At a minimum, the CRMDP shall include the following:</p> <ul style="list-style-type: none"> ▪ An introduction outlining the project description, purpose for monitoring, summary of resources studies or description of known resources, anticipated construction schedule, anticipated impacts to cultural resources, curation and treatment options. Permanent curation of Tribal Cultural Resources will not take place unless approved in writing by consulting Chumash Tribe(s) in compliance with CalNAGPRA (if applicable) along with any other applicable state and federal laws. ▪ A description of the monitoring personnel involved with the Project (Project Archaeologist, Archaeological Monitors, and Chumash Tribal Monitors as appointed by consulting Chumash Tribe(s)) and their responsibilities, which shall include but are not limited to: <ul style="list-style-type: none"> ▫ A list of personnel involved in the monitoring activities and their availability; ▫ A description of how the monitoring shall occur; ▫ A description of how the monitoring schedule will be developed and implemented given that different areas of ground disturbance may occur simultaneously; ▫ A description of what resources are expected to be encountered and where they are expected to be encountered; and ▫ A description of monitoring reporting procedures. ▪ A description of the Cultural Resources Worker Environmental Awareness Program training and Tribal Cultural Resources Worked Environmental Awareness Program Training as provided by consulting Chumash Tribe(s) (see MM CUL-5) and when and how that will take place. ▪ Identification of the areas on the site, plus a buffer, where earthwork and site disturbance will be avoided. This should include the following: <ul style="list-style-type: none"> ▫ A description of the exclusion zone which shall be placed around each avoidance area and labeled as “Environmentally Sensitive Area” in all relevant project documents and engineering drawings, as needed. Environmentally Sensitive 	

Impact	Mitigation Measure (s)	Residual Impact
	<p>Areas shall exclude all construction equipment and personnel. Exclusion zone fencing shall be installed prior to any site disturbance (and later removed) under the direction of the Project Archaeologist in consultation with the City and consulting Chumash Tribe(s). The construction contractor will be responsible for maintaining the exclusion zone fencing throughout the duration of decommissioning.</p> <ul style="list-style-type: none"> ▪ Definition and description of authorities, protocols, and procedures for halting and/or pausing work in order to record, evaluate, and identify any necessary treatment for any cultural resources encountered. This shall include protocols for ensuring all treatment or recovery of cultural resources is completed prior to work resuming in the area of the find. ▪ Information that the Project Archaeologist, Archaeological Monitor(s), and the Chumash Tribal Monitor(s) shall have the authority to halt ground disturbing activities in the event previously unknown cultural resources or tribal cultural resources are encountered or if known resources may be impacted in a previously unanticipated manner as a result of that ground disturbing activity. ▪ Details regarding the immediate cessation of ground disturbing activities within a minimum of 100 feet of the discovery of any cultural resources/tribal cultural resources or human remains and measures to delineate the area with clearly visible lath, flagging tape, or other marking. The City and the consulting Chumash Tribe(s) shall be consulted on a determination of significance. If potential human remains are identified, the project archaeologist, the project osteologist, City designee(s), and the consulting Chumash Tribe(s) shall be invited to be present during determination and development of protective measures of find until the Most Likely Descendant (MLD) is notified as appropriate. ▪ Notification procedures of unanticipated discoveries of cultural resources/tribal cultural resources including human remains. The City and consulting Chumash Tribe(s) shall be notified of a discovery as soon as possible but no later than 24 hours of the 	

Impact	Mitigation Measure (s)	Residual Impact
	<p>find. If the discovery occurs on a Friday, the City can be notified the following Monday morning.</p> <ul style="list-style-type: none"> ▪ Specific in-field procedures for collecting, handling, and categorizing cultural resources, including human remains, encountered and a detailed process for evaluating unanticipated discoveries. ▪ Development of a preliminary treatment plan which shall, at a minimum, include: <ul style="list-style-type: none"> ▫ A description of the treatment options for each type of resource which include, in order of priority: 1) preservation in place, where feasible; 2) the development of a treatment plan, archaeological testing, or data recovery; 3) reburial as close as possible to the location where all artifacts, remains, and/or funerary objects were found; and 4) reburial in a predetermined area. Any Chumash cultural materials disinterred as a result of specific projects shall be curated or reinterred upon determination by the City and consulting Chumash Tribe(s). ▫ The location of a secured, on-site storage area for recovered cultural/tribal resources shall be identified before any ground disturbing activities occur by the City and consulting Chumash Tribe(s). ▫ In the event of a human remains discovery, the City and consulting Chumash Tribe(s), and Coroner’s office shall be notified no later than 24 hours of the find by the Applicant or their designee. The Coroner will contact the NAHC to identify the MLD of the human remains. The Applicant or their designee must follow HSC § 7050.5 and proceed under PRC § 5097.98 within 48 hours. Once a MLD has been assigned, they and the applicant shall be given 48 hours from the time of notification to provide a proposed treatment option to the City. No photographs, removal of remains (unless already disinterred), nor further disturbance may take place without written approval of the MLD. ▫ For the predetermined area for reburial of human remains and cultural resources, the location must be surveyed in advance of its inclusion in the CRMDP, to determine if the location may be used (i.e., there are no biological and/or 	

Impact	Mitigation Measure (s)	Residual Impact
	<p>cultural/tribal resources sensitivities). The location must be under a deed restriction, protecting any reburials of human remains and artifacts in perpetuity.</p> <ul style="list-style-type: none"> ▫ A commitment from the Applicant to pay all treatment costs for artifacts, funerary objects, and remains discovered, from discovery to reinternment, and for related documentation produced, if any, during cultural resources investigations conducted for the Project. ▪ Procedures for the Project Archaeologist, the Applicant, or its contractors to provide immediate notification to the City and consulting Chumash Tribe(s) and immediately cease any earthwork conducted outside the limits of the approved grading plan or land use permit as these activities require prior approval by the City. ▪ Outline of reporting procedures, including monthly summary reports and an annual archaeological monitoring report to be submitted by the Project Archaeologist to the City and consulting Chumash Tribe(s) for review throughout the duration of Project disturbance activities. The City shall provide copies of the plan to the consulting Chumash Tribe(s) for review. Formal technical reports are required for any archaeological testing or data recovery conducted. Annual archaeological monitoring reports and any technical testing or data recovery reports shall be submitted to the City and Central Coast Information Center. Upon completion of all monitoring or treatment activities at Project completion, the Project Archaeologist shall submit a final report under confidentiality to the City summarizing all monitoring/treatment activities. The City shall provide copies of the confidential final report to the consulting Chumash Tribe(s). ▪ The Applicant or its designee(s) will consult with consulting Chumash Tribe(s) to develop measures for long term management of the resources including any routine operation and maintenance that may need to occur within culturally sensitive areas that retain resource integrity, including tribal cultural integrity, and including archaeological material, Traditional Cultural Properties, and cultural landscapes, in accordance with state and federal guidance including National Register Bulletin 30 (Guidelines for Evaluating and Documenting 	

Impact	Mitigation Measure (s)	Residual Impact
	<p>Rural Historic Landscapes), Bulletin 36 (Guidelines for Evaluating and Registering Archaeological Properties), and Bulletin 38 (Guidelines for Evaluating and Documenting Traditional Cultural Properties.</p> <p>TCR-5 Soil Remediation Activities Affecting Previously Known Cultural and/or Tribal Resources. The Applicant or its designee shall consult with the City prior to conducting any soil remediation activities which could affect native soils and provide the City with adequate information to determine compliance with CEQA Guidelines Sections 15162-15164 and PRC §21074. The City shall consult with locally affiliated Chumash Tribe(s) prior to approving any soil remediation activities affecting previously known cultural and/or tribal resources.</p>	
Utilities and Service Systems		
<p>Impact UTIL-1. Development facilitated by the 2045 General Plan would increase demand for additional utility infrastructure; however, no substantial relocation or construction of utility facilities or services would be required to serve 2045 General Plan buildout beyond existing conditions. The Wastewater Treatment Plant would have enough capacity to serve 2045 General Plan buildout. Therefore, impacts would be less than significant.</p>	<p>None required.</p>	<p>Less than significant</p>
<p>Impact UTIL-2. The overall growth anticipated by the 2045 General Plan would generate additional water demand in Solvang that could exceed projected water supplies. With the implementation of 2045 General Plan policies, which require the City to restrict development until adequate water supplies are available to serve additional development, this impact would be less than significant.</p>	<p>None required.</p>	<p>Less than significant</p>

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Impact	Mitigation Measure (s)	Residual Impact
<p>Impact UTIL-3. The 2045 General Plan would not generate solid waste in excess of State or local standards or in excess of the capacity of local infrastructure. Growth and development facilitated by the 2045 General Plan would be developed in accordance with solid waste reduction statutes and regulations. Impacts would be less than significant.</p>	<p>None required.</p>	<p>Less than significant</p>
<p>Wildfire</p>		
<p>Impact W-1. The 2045 General Plan includes policies to address emergency access, response, and preparedness. Therefore, the proposed project would not substantially impair an adopted emergency response plan or emergency evacuation plan. This impact would be less than significant.</p>	<p>None required.</p>	<p>Less than significant</p>
<p>Impact W-2. The 2045 General Plan includes policies to minimize wildfire risk. Development facilitated by the proposed project would adhere to the California Fire Code and be reviewed by the Santa Barbara County Fire District to ensure wildfire risk would not be exacerbated. Therefore, this impact would be less than significant.</p>	<p>None required.</p>	<p>Less than significant</p>
<p>Impact W-3. Implementation of the 2045 General Plan would not require the installation or maintenance of substantial infrastructure that may exacerbate fire risk or result in temporary or ongoing impacts to the environment associated with fire risk. Therefore, this impact would be less than significant.</p>	<p>None required.</p>	<p>Less than significant</p>
<p>Impact W-4. The 2045 General Plan includes policies to ensure development would not exacerbate risks from flooding or landslides due to wildfire. Therefore, this impact would be less than significant.</p>	<p>None required.</p>	<p>Less than significant</p>

1 Introduction

This document is a programmatic Environmental Impact Report (EIR) that assesses the potential environmental impacts associated with the implementation of an update to the Solvang General Plan, including eight respective City General Plan elements (collectively referred to in this EIR as the “2045 General Plan” or “proposed project”). A programmatic EIR evaluates the effects of broad proposals or planning-level decisions, such as the 2045 General Plan, with a level of detail sufficient to allow informed decisions among planning-level alternatives and to develop broad mitigation strategies.

This chapter discusses: (1) the legal basis for preparing an EIR, (2) the proposed project and EIR background, (3) the scope and (4) content of the EIR, (5) the lead, responsible, and trustee agencies, and (6) the environmental review process required under the California Environmental Quality Act (CEQA). The 2045 General Plan is described in detail in Section 2, *Project Description*.

1.1 EIR Purpose, Type, and Authority

1.1.1 Regulatory Purpose

CEQA Guidelines Section 15378 defines a project as:

“...the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment.”

The 2045 General Plan includes policies and land use designations that could lead to either a direct physical change or indirect physical change in the environment. Further, Section 15378(a)(1) explicitly calls out the “adoption and amendment of local General Plans” as qualifying as a project.

The 2045 General Plan qualifies as a project under CEQA and requires the discretionary approval of the Solvang City Council; therefore, the proposed project is subject to the environmental review requirements of CEQA. In accordance with Section 15121 of the *CEQA Guidelines* (California Code of Regulations [CCR], Title 14), the purpose of an EIR is to serve as an informational document that:

“...will inform public agency decision makers and the public generally of the significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project.”

As such, the regulatory purpose of this EIR is to disclose the environmental impacts, including any significant effects, of the proposed project, identify ways to avoid or reduce environmental impacts through planning design or environmental mitigation measures, consider feasible alternatives to the proposed project, and integrate public participation and input into the overall planning process.

1.1.2 EIR Type

This EIR has been prepared as a programmatic EIR pursuant to Section 15168 of the *CEQA Guidelines*. A programmatic EIR is appropriate for planning documents or other long-term programs. As stated in the *CEQA Guidelines*:

A program EIR is an EIR which may be prepared on a series of actions that can be characterized as one large project and are related either:

1. Geographically,
2. As logical parts in the chain of contemplated actions;
3. In connections with issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program; or
4. As individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways.

This EIR is programmatic in nature with a broad comprehensive evaluation to cover the actions taken under the longer-range plan. Some future development projects may require additional project-specific environmental review, given that this program EIR analysis is not parcel- or project-specific.

1.1.3 Legal Authority

This EIR is intended to serve as an informational document for the public and City of Solvang decision makers. The approval process will include public hearings before the Planning Commission and the City Council to consider certification of a Final EIR and adoption of the 2045 General Plan. Adoption of the 2045 General Plan may not be considered until this EIR has first been considered by the decision makers and certified by the approving body, in this case the Solvang City Council.

1.2 EIR Background

1.2.1 Notice of Preparation

The City of Solvang distributed a Notice of Preparation (NOP) of the EIR on July 15, 2023, for a 30-day agency and public review period starting on June 15, 2023, and ending on July 14, 2023. In addition, the City held an EIR Scoping Meeting on June 28, 2023. The meeting was aimed at giving information about the 2045 General Plan to members of public agencies, interested stakeholders, and residents/community members, and at receiving input on the scope of the environmental review.

1.2.2 Comments Received in Response to the Notice of Preparation

The City received written and verbal comments in response to the NOP during the public review period. The NOP is included in Appendix A of the EIR, along with the written NOP responses that were received.

Table 1-1 NOP Comments and EIR Location Information

Commentor	Issue Area/Issues Raised	Where Addressed in the EIR
Agency Comments		
Native American Heritage Commission	<ul style="list-style-type: none"> ▪ Notes consultation pursuant to Senate Bill 18 and Assembly Bill 52. ▪ Notes confidentiality of information submitted by a Tribe during the environmental review process. ▪ Recommends consideration of feasible mitigation. 	Section 4.15, <i>Tribal Cultural Resources</i>
Santa Barbara County Air Pollution Control District	<ul style="list-style-type: none"> ▪ Requests the EIR evaluates consistency with the 2022 Ozone Plan ▪ Requests the EIR examines air quality impacts to sensitive land uses ▪ Requests the EIR evaluates potential impacts related to ozone precursor emissions, nitrogen oxide, and particulate matter ▪ Requests the EIR evaluate air quality impacts associated with construction ▪ Requests EIR include discussion of asbestos removal if the General Plan update will address issues of development which may involve demolition and renovation ▪ Requests the EIR evaluate greenhouse gas impacts ▪ Requests EIR evaluate measures that promote the use of alternate modes of transportation and reducing vehicle miles traveled 	<p>Section 4.2, <i>Air Quality</i></p> <p>Section 4.2, <i>Air Quality</i></p> <p>Section 4.2, <i>Air Quality</i></p> <p>Section 4.2, <i>Air Quality</i></p> <p>The proposed project does not include specific developments that would result in the demolition of buildings containing asbestos.</p> <p>Section 4.7, <i>Greenhouse Gas Emissions</i></p> <p>Section 4.14, <i>Transportation</i></p>
Native American Tribes Comments		
Santa Ynez Band of Chumash Indians	<ul style="list-style-type: none"> ▪ Requested formal consultation on project 	Section 4.15, <i>Tribal Cultural Resources</i>
Public Comments – Scoping Meeting		
Stephen Martin	<ul style="list-style-type: none"> ▪ Concern with regard to development at Site C, Alamo Pintado at Old Mission, identified in the Housing Element 	Section 6, <i>Alternatives</i>
Dan Martin	<ul style="list-style-type: none"> ▪ Concern with Alamo Pintado development impact to traffic, water, wildfire, flooding, hazards, aesthetics, cultural resources, and public services ▪ Note Site C is two parcels of 1.5 acres and 4 acres 	<p>Section 6, <i>Alternatives</i></p> <p>Commented is noted. Comment does not pertain to the analysis presented in the EIR.</p>
Kent Lockhart	<ul style="list-style-type: none"> ▪ Concern with increases in traffic and impacts to streets in residential neighborhoods ▪ Potential impacts to the City’s gateway ▪ Potential impacts to existing parks ▪ Adequate concentration of urgent care, hospital, grocery, pharmacy, and gas station facilities 	<p>Section 4.14, <i>Transportation</i></p> <p>Section 4.1, <i>Aesthetics</i></p> <p>Section 4.13, <i>Public Services and Recreation</i></p> <p>Section 4.13, <i>Public Services and Recreation</i></p>

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Commentor	Issue Area/Issues Raised	Where Addressed in the EIR
Karen Waite	<ul style="list-style-type: none"> ▪ Agrees with comments made by Stephen Martin, Dan Martin, and Kent Lockhart ▪ Concern with regard to development at Site C, Alamo Pintado at Old Mission, identified in the Housing Element, for impacts to historical resources 	<p>Comment is noted.</p> <p>Section 6, <i>Alternatives</i></p>
Lansing Duncan	<ul style="list-style-type: none"> ▪ Concern with potential congestion at Mission Drive and Interstate 246 ▪ Concern with water supply issues ▪ Concern with wildfire issues with the combined effects of climate change ▪ Concern with the creation of impervious surfaces and flooding ▪ Concern with proper emergency access and egress ▪ Concern with regard to development at Site C, Alamo Pintado at Old Mission, identified in the Housing Element ▪ Concern with the potential demand for public services and recreation ▪ Figure LU-1 of the Land Use element is not consistent with the Housing Element 	<p>Pursuant to Senate Bill 743, traffic congestion and level of service is no longer considered in CEQA analyses. This comment does not pertain to the analysis within the EIR.</p> <p>Section 4.16, <i>Utilities and Service Systems</i></p> <p>Wildfire is addressed in Section 4.18, <i>Effects Found Not to Be Significant</i>. Greenhouse gas emissions are addressed in Section 4.7, <i>Greenhouse Gas Emissions</i></p> <p>Section 4.9, <i>Hydrology and Water Quality</i></p> <p>Section 4.14, <i>Transportation</i></p> <p>Section 6, <i>Alternatives</i></p> <p>Section 4.13, <i>Public Services and Recreation</i></p> <p>Comment is noted. Comment does not pertain to the analysis within the EIR.</p>
Jennifer Dryden Hess	<ul style="list-style-type: none"> ▪ Concern with regard to development at Site C, Alamo Pintado at Old Mission, identified in the Housing Element ▪ Concern with pedestrian infrastructure 	<p>Section 6, <i>Alternatives</i></p> <p>Section 4.14, <i>Transportation</i></p>
Denise Johns	<ul style="list-style-type: none"> ▪ Innovative design guidelines should be developed for housing including architecture, landscaping, and circulation guidelines 	<p>Comment is noted. Comment does not pertain to the analysis within the EIR.</p>
Public Comments – Written		
Sam Burke	<ul style="list-style-type: none"> ▪ Concern with increases in traffic as a result of development at Site C 	<p>Section 6, <i>Alternatives</i></p>
Nick Abramiuk	<ul style="list-style-type: none"> ▪ Concern with adding housing to Solvang ▪ Concern with increase in traffic in Solvang and potential air quality and greenhouse gas impacts from traffic ▪ Concern with expansive soils in Solvang 	<p>Section 4.12, <i>Population and Housing</i></p> <p>Traffic is addressed in Section 4.14, <i>Transportation</i>. Air quality is addressed in Section 4.2, <i>Air Quality</i>. Greenhouse gas emissions are addressed in Section 4.7, <i>Greenhouse Gas Emissions</i>.</p> <p>Section 4.6, <i>Geology and Soils</i></p>

Commentor	Issue Area/Issues Raised	Where Addressed in the EIR
	<ul style="list-style-type: none"> ▪ Concern with impacts to cultural and tribal cultural resources ▪ Potential impacts regarding tourism in Solvang and how City Council decisions will affect tourism. ▪ Potential impacts to aesthetics/visual resources, energy, public services, recreation, and utilities and service systems 	<p>Section 4.4, <i>Cultural Resources</i>, and Section 4.15, <i>Tribal Cultural Resources</i></p> <p>Tourism is not an environmental issue area as identified by <i>CEQA Guidelines</i> Appendix G and is therefore not discussed as a standalone issue within the EIR. Impacts that would arise from additional people visiting Solvang for tourism are accounted for throughout the impact analyses of the EIR.</p> <p>Aesthetics and visual resources are discussed in Section 4.1, <i>Aesthetics</i>. Energy is discussed in Section 4.5, <i>Energy</i>. Public service and recreation are discussed in Section 4.13, <i>Public Services and Recreation</i>. Utilities and service systems are discussed in Section 4.16, <i>Utilities and Service Systems</i>.</p>
Desiree Russo	<ul style="list-style-type: none"> ▪ Concern with Alamo Pintado development impacts on water supply, sewer, and increased traffic ▪ Concern with Alamo Pintado development compatibility with existing neighborhoods 	<p>Section 6, <i>Alternatives</i></p> <p>Section 6, <i>Alternatives</i></p>
Mariah Montejano	<ul style="list-style-type: none"> ▪ Concern with development site on Alamo Pintado and Old Mission Drive and impacts to traffic ▪ Scale of development on Alamo Pintado and Old Mission Drive is not compatible with existing neighborhoods 	<p>Section 6, <i>Alternatives</i></p> <p>Section 6, <i>Alternatives</i></p>
Ashley Chapple	<ul style="list-style-type: none"> ▪ Concern with Alamo Pintado development impacts on water supply, sewer, and increased traffic ▪ Concern with Alamo Pintado development compatibility with existing neighborhoods 	<p>Section 6, <i>Alternatives</i></p> <p>Section 6, <i>Alternatives</i></p>
Paula Morehouse	<ul style="list-style-type: none"> ▪ Concern with Alamo Pintado development impacts on water supply, sewer, and increased traffic ▪ Concern with Alamo Pintado development compatibility with existing neighborhoods 	<p>Section 6, <i>Alternatives</i></p> <p>Section 6, <i>Alternatives</i></p>
Cari Jackson	<ul style="list-style-type: none"> ▪ Concern with Alamo Pintado development impacts on water supply, sewer, and increased traffic ▪ Concern with Alamo Pintado development compatibility with existing neighborhoods 	<p>Section 6, <i>Alternatives</i></p> <p>Section 6, <i>Alternatives</i></p>
Jeremy Glatz	<ul style="list-style-type: none"> ▪ Concern with Alamo Pintado development impacts to traffic ▪ Concern with Alamo Pintado development compatibility with existing neighborhoods 	<p>Section 6, <i>Alternatives</i></p> <p>Section 6, <i>Alternatives</i></p>

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Commentor	Issue Area/Issues Raised	Where Addressed in the EIR
Michelle Glatz	<ul style="list-style-type: none"> ▪ Concern with Alamo Pintado development impact to pedestrian and cyclists and increased traffic ▪ Concern with Alamo Pintado development impact to wildlife 	<p>Section 6, <i>Alternatives</i></p> <p>Section 6, <i>Alternatives</i></p>
Nancy Maljan	<ul style="list-style-type: none"> ▪ Concern with increasing residential density and adding traffic congestion ▪ Concern with increasing residential density and conflicting with existing aesthetics of Solvang 	<p>Pursuant to Senate Bill 743, traffic congestion and level of service is no longer considered in CEQA analyses. This comment does not pertain to the analysis within the EIR.</p> <p>Section 4.1, <i>Aesthetics</i></p>
Margie Hunt	<ul style="list-style-type: none"> ▪ Concern with Alamo Pintado development impact to traffic ▪ Concern with Alamo Pintado development impact to wildlife ▪ Concern with Alamo Pintado development conflict with existing aesthetics 	<p>Section 6, <i>Alternatives</i></p> <p>Section 6, <i>Alternatives</i></p> <p>Section 6, <i>Alternatives</i></p>
Macy Weiser	<ul style="list-style-type: none"> ▪ Concern with Alamo Pintado development impacts to traffic ▪ Concern with Alamo Pintado development compatibility with existing neighborhoods ▪ Concern with Alamo Pintado development impact on water supply and sewer capacity 	<p>Section 6, <i>Alternatives</i></p> <p>Section 6, <i>Alternatives</i></p> <p>Section 6, <i>Alternatives</i></p>
Lynn Gendian	<ul style="list-style-type: none"> ▪ Concern with Alamo Pintado development impact to water supply, sewer capacity, and parking 	<p>Section 6, <i>Alternatives</i></p>
Melanie Wizan	<ul style="list-style-type: none"> ▪ Concern with Alamo Pintado development impacts to aesthetics 	<p>Section 6, <i>Alternatives</i></p>
Theodora Stephan	<ul style="list-style-type: none"> ▪ Concern with Alamo Pintado development impacts to traffic ▪ Concern with Alamo Pintado development impact on water supply ▪ Concern with Alamo Pintado development impact on aesthetics 	<p>Section 6, <i>Alternatives</i></p> <p>Section 6, <i>Alternatives</i></p> <p>Section 6, <i>Alternatives</i></p>
Lisa Anter	<ul style="list-style-type: none"> ▪ Concern with Alamo Pintado development impacts to traffic ▪ Concern with Alamo Pintado development compatibility with existing neighborhoods ▪ Concern with Alamo Pintado development impact on water supply and sewer capacity 	<p>Section 6, <i>Alternatives</i></p> <p>Section 6, <i>Alternatives</i></p> <p>Section 6, <i>Alternatives</i></p>
Robert Snyder	<ul style="list-style-type: none"> ▪ Concern with Alamo Pintado development impact on aesthetics and tourism 	<p>Section 6, <i>Alternatives</i></p>
Andrew Montejano	<ul style="list-style-type: none"> ▪ Concern with Alamo Pintado development impacts to traffic ▪ Concern with Alamo Pintado development impact on water supply 	<p>Section 6, <i>Alternatives</i></p> <p>Section 6, <i>Alternatives</i></p>

Commentor	Issue Area/Issues Raised	Where Addressed in the EIR
Randi Rossi	▪ Concern with Alamo Pintado development impacts to traffic	Section 6, <i>Alternatives</i>
	▪ Concern with Alamo Pintado development compatibility with existing neighborhoods	Section 6, <i>Alternatives</i>
	▪ Concern with Alamo Pintado development impact on water supply and sewer capacity	Section 6, <i>Alternatives</i>
Jack Williams	▪ Asked about timing of review of the 2045 General Plan	Comment is noted. Comment does not pertain to the analysis within the EIR.
Stephanie Statom	▪ Concern with Alamo Pintado development impacts to traffic	Section 6, <i>Alternatives</i>
	▪ Concern with Alamo Pintado development compatibility with existing neighborhoods	Section 6, <i>Alternatives</i>
	▪ Concern with Alamo Pintado development impact on water supply and sewer capacity	Section 6, <i>Alternatives</i>
Samantha Werk	▪ Concern with Alamo Pintado development impacts to traffic	Section 6, <i>Alternatives</i>
	▪ Concern with Alamo Pintado development compatibility with existing neighborhoods	Section 6, <i>Alternatives</i>
	▪ Concern with Alamo Pintado development impact on water supply and sewer capacity	Section 6, <i>Alternatives</i>
Sarah Spisak	▪ Concern with Alamo Pintado development impacts to traffic	Section 6, <i>Alternatives</i>
	▪ Concern with Alamo Pintado development compatibility with existing neighborhoods	Section 6, <i>Alternatives</i>
	▪ Concern with Alamo Pintado development impact on water supply and sewer capacity	Section 6, <i>Alternatives</i>
Kathleen Day	▪ Supports the City's Draft Housing Element and limiting rezoning of Site C identified in the Housing Element	Comment is noted. Comment does not pertain to the analysis within the EIR.
Morgan Casey	▪ Concern with Alamo Pintado development impacts to traffic	Section 6, <i>Alternatives</i>
	▪ Concern with Alamo Pintado development compatibility with existing neighborhoods	Section 6, <i>Alternatives</i>
	▪ Concern with Alamo Pintado development impact on water supply and sewer capacity	Section 6, <i>Alternatives</i>
Ellen Hall	▪ Concern with Alamo Pintado development impacts to traffic	Section 6, <i>Alternatives</i>
	▪ Concern with Alamo Pintado development impact on visual quality	Section 6, <i>Alternatives</i>
John LaViolette	▪ Opposes changes favoring development	Comment is noted. Comment does not pertain to the analysis within the EIR.
Kelly Persson	▪ Opposes zoning change	Comment is noted. Comment does not pertain to the analysis within the EIR.

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Commentor	Issue Area/Issues Raised	Where Addressed in the EIR
Kelly LaViolette	<ul style="list-style-type: none"> ▪ Concerns with impacts to traffic ▪ Concerns with impacts to sewer capacity 	<p>Section 4.14, <i>Transportation</i></p> <p>Section 4.16, <i>Utilities and Service Systems</i></p>
Mark Frank	<ul style="list-style-type: none"> ▪ Noted he did ground survey of natural aqueduct on Alamo Pintado development site. Noted depth of aqueduct ranges from 3 to 8 feet deep ▪ Requested height of project at Alamo Pintado and Old Mission Road ▪ Concern with Alamo Pintado development impacts to unstable soils ▪ Concern with grocery delivery trucks blocking entrance to residences at Old Mission Road 	<p>Section 6, <i>Alternatives</i></p> <p>Section 6, <i>Alternatives</i></p> <p>Section 6, <i>Alternatives</i></p> <p>Grocery delivery trucks are not directly addressed; however, a discussion of the alternatives' impacts on transportation is provided in Section 6, <i>Alternatives</i></p>
Mission Oaks Owners Association	<ul style="list-style-type: none"> ▪ Oppose zoning or land use changes to APN 139-530-001, -002 ▪ Requested to be notified of changes to APN 139-530-001, -002 	<p>Section 6, <i>Alternatives</i></p> <p>Comment is noted. Comment does not pertain to the analysis within the EIR.</p>
Pamela Sagawinia	<ul style="list-style-type: none"> ▪ Concern with Alamo Pintado development impacts to slope ▪ Concern with Alamo Pintado development impacts to traffic ▪ Concern with Alamo Pintado development impact on visual quality 	<p>Section 6, <i>Alternatives</i></p> <p>Section 6, <i>Alternatives</i></p> <p>Section 6, <i>Alternatives</i></p>
Jack and Elizabeth Clymer	<ul style="list-style-type: none"> ▪ Concern with increases in traffic in Solvang ▪ Concern with Alamo Pintado development impacts to traffic ▪ Suggest involving Caltrans in project ▪ Request Solvang traffic engineer provide solutions for traffic increases 	<p>Section 4.14, <i>Transportation</i></p> <p>Section 6, <i>Alternatives</i></p> <p>Comment is noted. Comment does not pertain to the analysis within the EIR.</p> <p>Comment is noted. Comment does not pertain to the analysis within the EIR.</p>
Jack Clymer	<ul style="list-style-type: none"> ▪ Concern with increased noise levels ▪ Concern with increased population and housing ▪ Concern with impacts to aesthetics and visual resources ▪ Concern with impacts to deer ▪ Concern with impacts to parking ▪ Concern with road congestion due to traffic increases 	<p>Section 4.11, <i>Noise</i></p> <p>Section 4.12, <i>Population and Housing</i></p> <p>Section 4.1, <i>Aesthetics</i></p> <p>Section 4.3, <i>Biological Resources</i></p> <p>Section 4.14, <i>Transportation</i></p> <p>Pursuant to Senate Bill 743, traffic congestion and level of service is no longer considered in CEQA analyses. This comment does not pertain to the analysis within the EIR.</p>

Commentor	Issue Area/Issues Raised	Where Addressed in the EIR
Elaine Morris	<ul style="list-style-type: none"> ▪ Concern with Alamo Pintado development impacts to traffic noise, pollution, and vehicular accidents 	Section 6, <i>Alternatives</i>
	<ul style="list-style-type: none"> ▪ Concern with Alamo Pintado development compatibility with existing views 	Section 6, <i>Alternatives</i>
	<ul style="list-style-type: none"> ▪ Concern with Alamo Pintado development impact on open space 	Section 6, <i>Alternatives</i>
Craig Kent	<ul style="list-style-type: none"> ▪ Concern with Alamo Pintado development impact on traffic and parking 	Section 6, <i>Alternatives</i>
	<ul style="list-style-type: none"> ▪ Concern with Alamo Pintado development impact on drainage 	Section 6, <i>Alternatives</i>
	<ul style="list-style-type: none"> ▪ Concern with Alamo Pintado development impact on aesthetics 	Section 6, <i>Alternatives</i>
Mary Gerlach	<ul style="list-style-type: none"> ▪ Concern with affordable housing 	Comment is noted. Comment does not pertain to the analysis within the EIR.
Carol Frizzell	<ul style="list-style-type: none"> ▪ Concern with Alamo Pintado development impact on infrastructure capacity 	Section 6, <i>Alternatives</i>
	<ul style="list-style-type: none"> ▪ Concern with Alamo Pintado development impact on traffic and parking 	Section 6, <i>Alternatives</i>
	<ul style="list-style-type: none"> ▪ Concern with Alamo Pintado development impact on air quality 	Section 6, <i>Alternatives</i>
Kathleen Rosenthal (WeWatch)	<ul style="list-style-type: none"> ▪ Notes Figure LU-1 of the General Plan Update is not consistent with the Council’s direction in the Housing Element 	Comment is noted. Comment does not pertain to the analysis within the EIR.
	<ul style="list-style-type: none"> ▪ Notes flatter parcel in Alamo Pintado development site better suitable for development than hillside 	Section 6, <i>Alternatives</i>
	<ul style="list-style-type: none"> ▪ Requests corrections to Figures LU-7.2, CD-1, CD-2, and CD-3 of the General Plan Update 	Comment is noted. Comment does not pertain to the analysis within the EIR.
	<ul style="list-style-type: none"> ▪ Requests Dark Sky Design Standards included in design standards for parking lots and structures 	Comment is noted. Comment does not pertain to the analysis within the EIR.
	<ul style="list-style-type: none"> ▪ Requests inclusion of waste reduction measures for visitor-serving amenities 	Comment is noted. Comment does not pertain to the analysis within the EIR.
	<ul style="list-style-type: none"> ▪ Requests edits to Policy MOB-6.3 	Comment is noted. Comment does not pertain to the analysis within the EIR.
	<ul style="list-style-type: none"> ▪ Requests edits to Policy MOB-4.5 	Comment is noted. Comment does not pertain to the analysis within the EIR.
	<ul style="list-style-type: none"> ▪ Requests the City to meet a higher LOS in the future 	Pursuant to Senate Bill 743, traffic congestion and level of service is no longer considered in CEQA analyses. This comment does not pertain to the analysis within the EIR.

Commentor	Issue Area/Issues Raised	Where Addressed in the EIR
	<ul style="list-style-type: none"> ▪ Requests General Plan policies reflect requirement to evaluate geologic hazards, traffic, and runoff ▪ Concern with water supply ▪ Requests edits to Goal PDF-8 and Policies PFS-8.2 and PFS-8.3 ▪ Concern with Alamo Pintado development impact on traffic ▪ Provides recommended inclusions to General Plan Update to reduce threat of wildfire ▪ Concerns with flooding ▪ Concern with emergency access impacts ▪ Requests adding residential neighborhoods to Policy SAF-11.3 ▪ Requests advanced notice for plans that will be required under the Administration Section 	<p>Comment is noted. Comment does not pertain to the analysis within the EIR.</p> <p>Section 4.16, <i>Utilities and Service Systems</i></p> <p>Comment is noted. Comment does not pertain to the analysis within the EIR.</p> <p>Section 6, <i>Alternatives</i></p> <p>Comment is noted. Comment does not pertain to the analysis within the EIR.</p> <p>Section 4.9, <i>Hydrology and Water Quality</i></p> <p>Section 4.14, <i>Transportation</i></p> <p>Comment is noted. Comment does not pertain to the analysis within the EIR.</p> <p>Comment is noted. Comment does not pertain to the analysis within the EIR.</p>
Patricia Hedrick	<ul style="list-style-type: none"> ▪ Concern with Alamo Pintado development impact on aesthetics ▪ Concern with Alamo Pintado development impact on land use and planning ▪ Concern with Alamo Pintado development impact on air quality and noise ▪ Concern with Alamo Pintado development impact on geology and soils ▪ Concern with Alamo Pintado development impact on water resources ▪ Concern with Alamo Pintado development impact on loss of habitat and oak tree removal ▪ Concern with Alamo Pintado development impact on transportation and traffic increases ▪ Recommends developing residences on the lower, more level area of the Alamo Pintado site 	<p>Section 6, <i>Alternatives</i></p> <p>Section 6, <i>Alternatives</i></p> <p>Section 6, <i>Alternatives</i></p> <p>Section 6, <i>Alternatives</i></p> <p>Section 6, <i>Alternatives</i></p> <p>Section 6, <i>Alternatives</i></p> <p>Section 6, <i>Alternatives</i></p> <p>Section 6, <i>Alternatives</i></p>
Stephen Martin	<ul style="list-style-type: none"> ▪ Concern with Alamo Pintado development impact on traffic safety ▪ Concern with Alamo Pintado development impact on air quality ▪ Concern with Alamo Pintado development impact on noise ▪ Concern with Alamo Pintado development impact on hydrology ▪ Concern with Alamo Pintado development impact on aesthetics 	<p>Section 6, <i>Alternatives</i></p> <p>Section 6, <i>Alternatives</i></p> <p>Section 6, <i>Alternatives</i></p> <p>Section 6, <i>Alternatives</i></p> <p>Section 6, <i>Alternatives</i></p>

Commentor	Issue Area/Issues Raised	Where Addressed in the EIR
	<ul style="list-style-type: none"> ▪ Concern with Alamo Pintado development impact habitat and open space 	Section 6, <i>Alternatives</i>
Chantal Cloutier	<ul style="list-style-type: none"> ▪ Concern with Alamo Pintado development impact on air quality ▪ Concern with Alamo Pintado development impact on noise ▪ Concern with Alamo Pintado development impact on population increase ▪ Concern with Alamo Pintado development impact on traffic safety ▪ Concern with Alamo Pintado development impact on water supply ▪ Concern with Alamo Pintado development impact on wildfire ▪ Concern with Alamo Pintado development impact on wildlife and oak trees 	Section 6, <i>Alternatives</i>
Laura Buff	<ul style="list-style-type: none"> ▪ Concern with Alamo Pintado development impact on noise and lighting ▪ Concern with Alamo Pintado development impact on traffic congestion ▪ Concern with Alamo Pintado development impact on hillside geologic hazards ▪ Concern with Alamo Pintado development impact on scenic roads 	Section 6, <i>Alternatives</i>
Jay Orlandi	<ul style="list-style-type: none"> ▪ Concern with Alamo Pintado development impact on aesthetics ▪ Concern with Alamo Pintado development impact on existing habitat ▪ Concern with Alamo Pintado development impact on geology and soils ▪ Concern with Alamo Pintado development impact on hydrology and water quality ▪ Concern with Alamo Pintado development impact on traffic ▪ Concern with Alamo Pintado development impact on noise ▪ Concern with Alamo Pintado development impact on water supply 	Section 6, <i>Alternatives</i>
Lisa Orlandi	<ul style="list-style-type: none"> ▪ Concern with Alamo Pintado development impact on existing habitat ▪ Concern with Alamo Pintado development impact on water supply ▪ Concern with Alamo Pintado development impact on light pollution ▪ Concern with Alamo Pintado development impact on traffic 	Section 6, <i>Alternatives</i>

City of Solvang
Solvang Comprehensive General Plan Update and Rezoning

Commentor	Issue Area/Issues Raised	Where Addressed in the EIR
Karry Rossetti	<ul style="list-style-type: none"> Requested limited density zoning change on the corner of Alamo Pintado and Old Mission Drive 	Comment is noted. Comment does not pertain to the analysis within the EIR.
Patrick Henry	<ul style="list-style-type: none"> Requests general project info, including EIR status, who has final say on approval of project, and timeline Concern with impacts to water supply 	<p>Comment is noted. Section 2, <i>Project Description</i>, describes the proposed project. The Solvang City Council has final discretionary approval of the proposed project.</p> <p>Section 4.16, <i>Utilities and Service Systems</i></p>
Candy Waldron	<ul style="list-style-type: none"> Concern with impacts on historic preservation Concern with impacts on additional traffic Concern with impact on recreation 	<p>Section 4.4, <i>Cultural Resources</i></p> <p>Section 4.14, <i>Transportation</i></p> <p>Section 4.13, <i>Public Services and Recreation</i></p>
Dennis Casey	<ul style="list-style-type: none"> Concern with Alamo Pintado development impact on traffic Concern with Alamo Pintado development impact on water supply and sewer use 	<p>Section 6, <i>Alternatives</i></p> <p>Section 6, <i>Alternatives</i></p>
Sonja Withey	<ul style="list-style-type: none"> Concern with Alamo Pintado development impact on traffic Concern with Alamo Pintado development impact on aesthetics Concern with water supply and sewer use 	<p>Section 6, <i>Alternatives</i></p> <p>Section 6, <i>Alternatives</i></p> <p>Section 4.16, <i>Utilities and Service Systems</i></p>
Karen Waite	<ul style="list-style-type: none"> Requests City choose original Housing Development Plan 	Comment is noted. Comment does not pertain to the analysis within the EIR.
Trent Casberg	<ul style="list-style-type: none"> Concern with Alamo Pintado development impact on traffic Concern with Alamo Pintado development impact on aesthetics Concern with water supply and sewer use 	<p>Section 6, <i>Alternatives</i></p> <p>Section 6, <i>Alternatives</i></p> <p>Section 4.16, <i>Utilities and Service Systems</i></p>
Susan Arakawa	<ul style="list-style-type: none"> Concern with Alamo Pintado development impact on traffic Concern with Alamo Pintado development impact on aesthetics Concern with water supply and sewer use 	<p>Section 6, <i>Alternatives</i></p> <p>Section 6, <i>Alternatives</i></p> <p>Section 4.16, <i>Utilities and Service Systems</i></p>
Jack Clymer	<ul style="list-style-type: none"> Requests City support the Draft Housing Element sent to the state 	Comment is noted. Comment does not pertain to the analysis within the EIR.
Debra Lynn Henno	<ul style="list-style-type: none"> Requests contact info to locating a map for cell towers and other equipment which will be emitting radiation 	Comment is noted. Comment does not pertain to the analysis within the EIR.
Hind Baki	<ul style="list-style-type: none"> Requested information on project at Old Lumberyard site 	Section 6, <i>Alternatives</i>

Commentor	Issue Area/Issues Raised	Where Addressed in the EIR
Steve Fort	<ul style="list-style-type: none"> Request the General Plan Update revise the Guest Ranch land use designation 	Comment is noted. Comment does not pertain to the analysis within the EIR.
	<ul style="list-style-type: none"> Request the General Plan Update revise the description of the Urban Growth Boundary 	Comment is noted. Comment does not pertain to the analysis within the EIR.
Name Not Provided	<ul style="list-style-type: none"> Concern with Alamo Pintado development impact to traffic 	Section 6, <i>Alternatives</i>

1.3 Scope and Adequacy

1.3.1 Scope and Sources

This EIR addresses impacts related to all topics listed in CEQA Guidelines Appendix G.

The alternatives chapter of this EIR (Section 6, *Alternatives*) was prepared in accordance with Section 15126.6 of the CEQA Guidelines and focuses on alternatives that are capable of eliminating or reducing significant adverse effects associated with the project while feasibly attaining most of the basic project objectives. In addition, the alternatives chapter identifies the “environmentally superior” alternative among the alternatives assessed. The alternatives evaluated include the CEQA-required “No Project” alternative and three alternative development scenarios for the Planning Area. In preparing this EIR, use was made of pertinent City policies and guidelines, certified EIRs and adopted CEQA documents, and other background documents. References are included as footnote citation references, where relevant, throughout this EIR document.

1.3.2 Content Adequacy

The level of detail contained throughout this EIR is consistent with the requirements of CEQA and applicable court decisions. Section 15151 of the *CEQA Guidelines* provides the standard of adequacy on which this document is based. The *CEQA Guidelines* state:

An EIR should be prepared with a sufficient degree of analysis to provide decision-makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of the proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection, but for adequacy, completeness, and a good faith effort at full disclosure.

1.4 EIR Content

The focus of this EIR is to:

- Provide information about the 2045 General Plan for review and consideration by the City Council in their selection of the 2045 General Plan, an alternative to the proposed 2045 General Plan, or a combination of various elements from the 2045 General Plan and its alternatives, for approval.
- Review and evaluate the potentially significant environmental impacts that could occur as a result of the growth and development envisioned in the 2045 General Plan.

- Identify feasible mitigation measures that may be incorporated into the 2045 General Plan in order to reduce or eliminate potentially significant effects.
- Disclose any potential growth-inducing and/or cumulative impacts associated with the 2045 General Plan.
- Examine a reasonable range of alternative growth scenarios that could feasibly attain the basic objectives of the 2045 General Plan, while eliminating and/or reducing some or all of its potentially significant adverse environmental effects.

Sections 4.1 through 4.17 of this EIR evaluates potential impacts in each of the following issues listed in the CEQA Checklist in Appendix G of the CEQA Guidelines:

- | | |
|-----------------------------------|----------------------------------|
| ▪ Aesthetics | ▪ Land Use and Planning |
| ▪ Air Quality | ▪ Noise |
| ▪ Biological Resources | ▪ Population and Housing |
| ▪ Cultural Resources | ▪ Public Services and Recreation |
| ▪ Energy | ▪ Transportation |
| ▪ Geology and Soils | ▪ Tribal Cultural Resources |
| ▪ Greenhouse Gas Emissions | ▪ Utilities and Service Systems |
| ▪ Hazards and Hazardous Materials | ▪ Wildfire |
| ▪ Hydrology and Water Quality | |

In addition, agricultural resources and mineral resources are discussed in Section 4.18, *Effects Found Not to Be Significant*.

1.5 Lead, Responsible, and Trustee Agencies

1.5.1 Lead Agency

The City of Solvang is the lead agency under CEQA for this EIR because it has primary discretionary authority to determine whether or how to approve the 2045 General Plan.

1.5.2 Responsible Agencies

Section 15381 of the CEQA Guidelines defines responsible agencies as other public agencies that are responsible for carrying out/implementing a specific component of a project or for approving a project (such as an annexation) that implements the goals and policies of a General Plan. There are no responsible agencies for the 2045 General Plan.

1.5.3 Trustee Agencies

Trustee agencies have jurisdiction over certain resources held in trust for the people of California but do not have legal authority over approving or carrying out the project. CEQA Guidelines Section 15386 designates four agencies as trustee agencies:

1. The California Department of Fish and Wildlife (CDFW) with regard to the fish and wildlife of the state, to designated rare or endangered native plants, and to game refuges, ecological reserves, and other areas administered by the department;

2. The State Lands Commission with regard to state owned “sovereign” lands such as the beds of navigable waters and state school lands;
3. The California Department of Parks and Recreation, with regard to units of the State Park System; and
4. The University of California, with regard to sites within the Natural Land and Water Reserves System.

CDFW is a trustee agency for the 2045 General Plan.

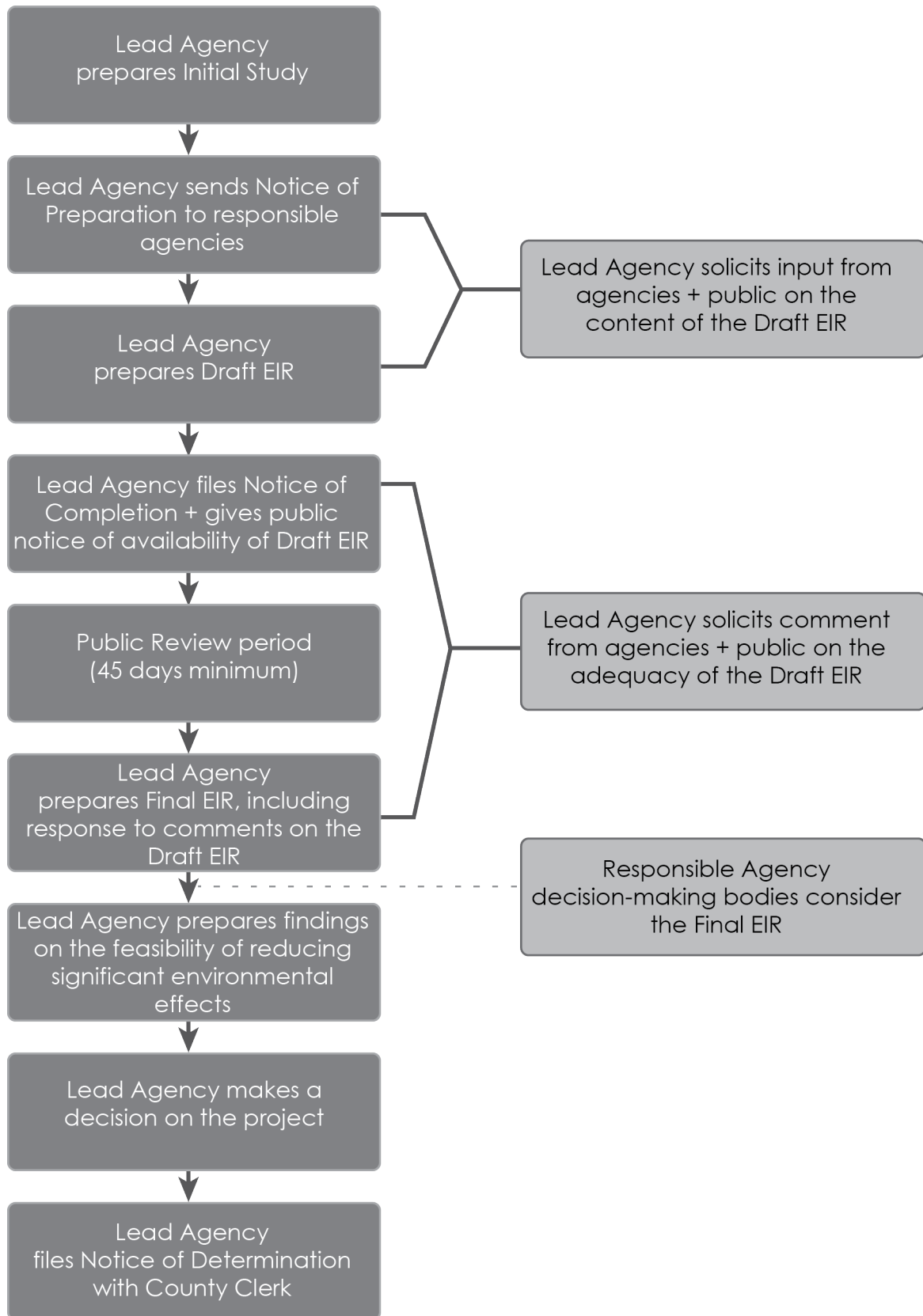
1.6 Environmental Review Process

The environmental impact review process required under CEQA is summarized below and illustrated in Figure 1-1. The steps are presented in sequential order.

1. **Notice of Preparation (NOP).** After deciding that an EIR is required, the lead agency (City of Solvang) must file a NOP soliciting input on the EIR scope to the State Clearinghouse, other concerned agencies, and parties previously requesting notice in writing (*CEQA Guidelines* Section 15082; Public Resources Code Section 21092.2). The NOP must be posted in the County Clerk’s office for 30 days.
2. **Draft EIR Prepared.** This Draft EIR contains the following required components: a) table of contents or index, b) summary, c) project description, d) environmental setting as part of the various topical sections, e) discussion of significant impacts (direct, indirect, cumulative, growth-inducing, and unavoidable impacts) as part of the various topical sections, f) a discussion of alternatives, g) mitigation measures as part of the various topical sections, and h) discussion of irreversible change (*CEQA Guidelines* Sections 15120 through 15132).
3. **Public Notice and Review.** A lead agency must prepare a Public Notice of Availability of an EIR. The Notice must be placed in the County Clerk's office for 30 days (Public Resources Code Section 21092) and sent to anyone requesting it. Additionally, public notice of Draft EIR availability must be given through at least one of the following procedures: a) publication in a newspaper of general circulation; b) posting on and off the project site; and c) direct mailing to owners and occupants of contiguous properties. The lead agency must consult with and request comments on the Draft EIR from responsible and trustee agencies, and adjacent cities and counties. The minimum public review period for a Draft EIR is 30 days. When a Draft EIR is sent to the State Clearinghouse for review, the public review period must be 45 days, unless a shorter period is approved by the Clearinghouse (Public Resources Code 21091). Distribution of the Draft EIR may be required through the State Clearinghouse.
4. **Notice of Completion.** A lead agency must file a Notice of Completion with the State Clearinghouse as soon as it completes a Draft EIR.
5. **Final EIR.** A Final EIR must include: a) the Draft EIR; b) copies of comments received during public review; c) list of persons and entities commenting; and d) responses to comments.
6. **Certification of Final EIR.** Prior to making a decision on a proposed project, the lead agency must certify that: a) the Final EIR has been completed in compliance with CEQA; b) the Final EIR was presented to the decision-making body of the lead agency; and c) the decision making body reviewed and considered the information in the Final EIR prior to approving a project (*CEQA Guidelines* Section 15090).

7. **Lead Agency Project Decision.** The lead agency may a) disapprove the project because of its significant environmental effects; b) require changes to the project to reduce or avoid significant environmental effects; or c) approve the project despite its significant environmental effects, if the proper findings and statement of overriding considerations are adopted (*CEQA Guidelines* Sections 15042 and 15043).
8. **Findings/Statement of Overriding Considerations.** For each significant impact of the project identified in the EIR, the lead agency must find, based on substantial evidence, that either: a) the project has been changed to avoid or substantially reduce the magnitude of the impact; b) changes to the project are within another agency's jurisdiction and such changes have or should be adopted; or c) specific economic, social, or other considerations make the mitigation measures or project alternatives infeasible (*CEQA Guidelines* Section 15091). If an agency approves a project with unavoidable significant environmental effects, it must prepare a written Statement of Overriding Considerations that sets forth the specific social, economic, or other reasons supporting the agency's decision.
9. **Mitigation Monitoring Reporting Program.** When the lead agency approves a project and makes findings on significant effects identified in the EIR, it must adopt a reporting or monitoring program for mitigation measures that were adopted or made conditions of project approval to mitigate significant effects.
10. **Notice of Determination (NOD).** The lead agency must file a NOD after deciding to approve a project for which an EIR is prepared (*CEQA Guidelines* Section 15094). A local agency must file the NOD with the County Clerk. The NOD must be posted for 30 days and sent to anyone previously requesting notice. Posting of the NOD starts a 30-day statute of limitations on CEQA legal challenges (Public Resources Code Section 21167[c]).

Figure 1-1 Environmental Review Process



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2 Project Description

The City of Solvang (City) proposes a Comprehensive General Plan Update, including eight respective City General Plan elements (referred to in this Environmental Impact Report [EIR] as “2045 General Plan” or “proposed project”). The 2045 General Plan considers the year 2045 as its horizon year, or the year that buildout is contemplated through. The project involves updates to all of the City’s existing General Plan Elements, except for the Housing Element which was updated as part of a separate project and adopted in 2023. The 2045 General Plan elements include: Land Use; Community Design; Economic Development; Mobility; Public Facilities, Services, and Infrastructure; Environment and Sustainability; and Safety. Although not explicitly its own element, environmental justice considerations are implemented within goals, policies, and implementation programs throughout the General Plan. In addition, the 2045 General Plan includes an Administration chapter which includes all implementation programs that implement each of the individual General Plan element goals and policies.

The 2045 General Plan serves as the long-term blueprint for development across the City’s Planning Area¹. This chapter of the EIR provides an overview of the Planning Area location and setting as well as the 2045 General Plan’s objectives, land use components, and policies. In addition, intended uses of this EIR by agencies with permitting and approval authority over the 2045 General Plan as well as required permits and approvals are discussed herein.

2.1 Planning Area Location and Setting

2.1.1 Regional Location

Solvang is located in the Santa Ynez Valley in central Santa Barbara County, approximately 25 miles northwest of Santa Barbara and 6 miles north of the Pacific Ocean, as shown in Figure 2-1. The city of Buellton is located about 3 miles to the west, the township of Santa Ynez is located 2 miles to the east, and the communities of Los Olivos and Ballard are located two to three miles to the north. State Route 246 (also known as Mission Drive) bisects Solvang and provides a key regional east-west link between Highway 101 and State Route 154.

Solvang is situated primarily along an alluvial plain formed by the Santa Ynez River and on the southeastern edge of the Purisima Hills. Solvang is surrounded by the Purisima Hills to the north, the upper Santa Ynez Valley to the east, the Santa Ynez Mountains to the south, and the lower Santa Ynez Valley to the west.

¹ The Planning Area covered by the 2045 General Plan consists of the corporate limits of the City as well as lands within the City’s Sphere of Influence (SOI). The term “sphere of influence” applies to the area designated by Santa Barbara County Local Agency Formation Commission (LAFCO) as the probable, future physical boundary or service area of the City.

Figure 2-1 Regional Location



Source: City of Solvang, 2016; Esri, 2021
 Date: November 2, 2023

Solvang Safety Element
 Fig 1 Regional Location

2.1.2 Local Setting

The 2045 General Plan covers approximately 3.1 square miles (1,968 acres) of land within Solvang’s Planning Area. Solvang is characterized as a compact city which has evolved into a widely recognized tourist destination in the village core due to its unique architecture. The Mission District contains the Mission Santa Inés and the surrounding open space around the mission. Other influences in the surrounding region include surrounding wineries and agricultural uses, and the Chumash reservation and casino. A breakdown of existing land uses in the Planning Area is provided in Table 2-1.

Table 2-1 Existing Land Uses

Land Use	Acres	Percent
Agriculture	6.1	0.3%
Commercial	119.5	6.1%
Industrial	42.2	2.1%
Miscellaneous	22.9	1.2%
Office	24.3	1.2%
Public and Quasi Public	34.2	1.7%
Recreational and Open Space	230.3	11.7%
Residential	1,069.0	54.3%
Roadways and Parking Lots	306.0	15.5%
Vacant	113.4	5.8%
Total	1,968.0	100%

Solvang is located within the Alisal Creek-Santa Ynez River sub-watershed which is approximately 25,817 acres in size and includes portions of the city of Buellton. The local climate in Solvang is characterized by warm summers and cool, wet winters. Figure 2-2 shows Solvang’s Planning Area boundaries.

Tourism is the largest sector in Solvang’s economy, accounting for one third of jobs and nearly two thirds of the City’s General Fund revenue. It is estimated that Solvang received more than 1.5 million visitors in 2019, about 8.2 percent of the County total of 18.8 million visitors. Solvang visitors spent about \$132.7 million in the City for accommodations, retail goods and services, restaurants and entertainment. According to the Solvang Chamber of Commerce, about 85 percent of visitors come from California locations, with New York, Arizona, Washington, and Texas rounding out the top five origins for Solvang visitors.

2.2 Existing Planning Area Characteristics

According to Census data, as of 2020, approximately 5,644 people lived in Solvang, representing a density of approximately 1,820 people per square mile. In 2019, approximately 2,566 housing units were present within Solvang (Mintier Harnish 2023).

2.3 Existing Land Use Designations

The current Solvang General Plan Land Use Element establishes 15 separate land use designations to provide a mixture of land uses for the City (City of Solvang 2008). Figure 2-3 shows the existing land use designations in the current Solvang General Plan Land Use Element.

2.4 General Plan Overview

A General Plan serves as a city’s primary guide for land use and development decisions and is a key tool for influencing and improving the quality of life for residents and businesses. As such, it serves as the “blueprint” for future development and conservation of a community. Under State law, the General Plan must serve as the foundation upon which all land use decisions are to be based, and must also be comprehensive, internally consistent, and have a long-term perspective. State law further mandates that the General Plan:

- Identify land use, circulation, environmental, economic, and social goals and policies for the City and its surrounding planning area as they relate to future growth and development;
- Provide a basis for local government decision-making, including decisions on development approvals and exactions;
- Provide citizens the opportunity to participate in the planning and decision-making process of their communities; and
- Inform citizens, developers, decision-makers, and other cities and counties of the ground rules that guide development within a particular community.

The City’s existing General Plan contains the following Elements:

- Land Use (adopted 2008)
- Circulation (adopted 2008)
- Housing (adopted 2015)
- Noise (adopted 2013)
- Safety (adopted 2016)
- Parks and Recreation (adopted 2009)
- Conservation and Open Space (adopted 2016)
- Community Design (adopted 1988)

Figure 2-2 Local Setting

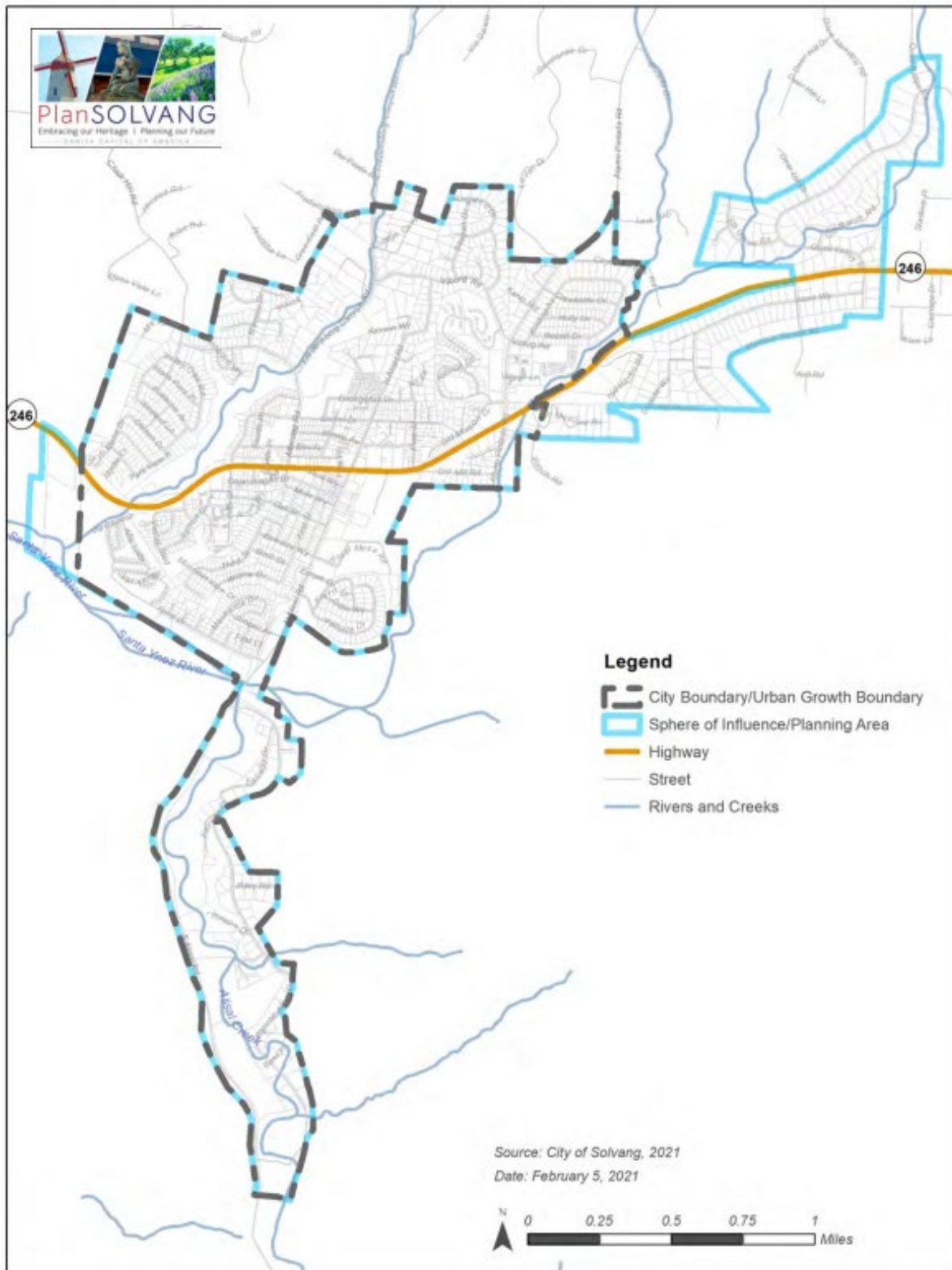
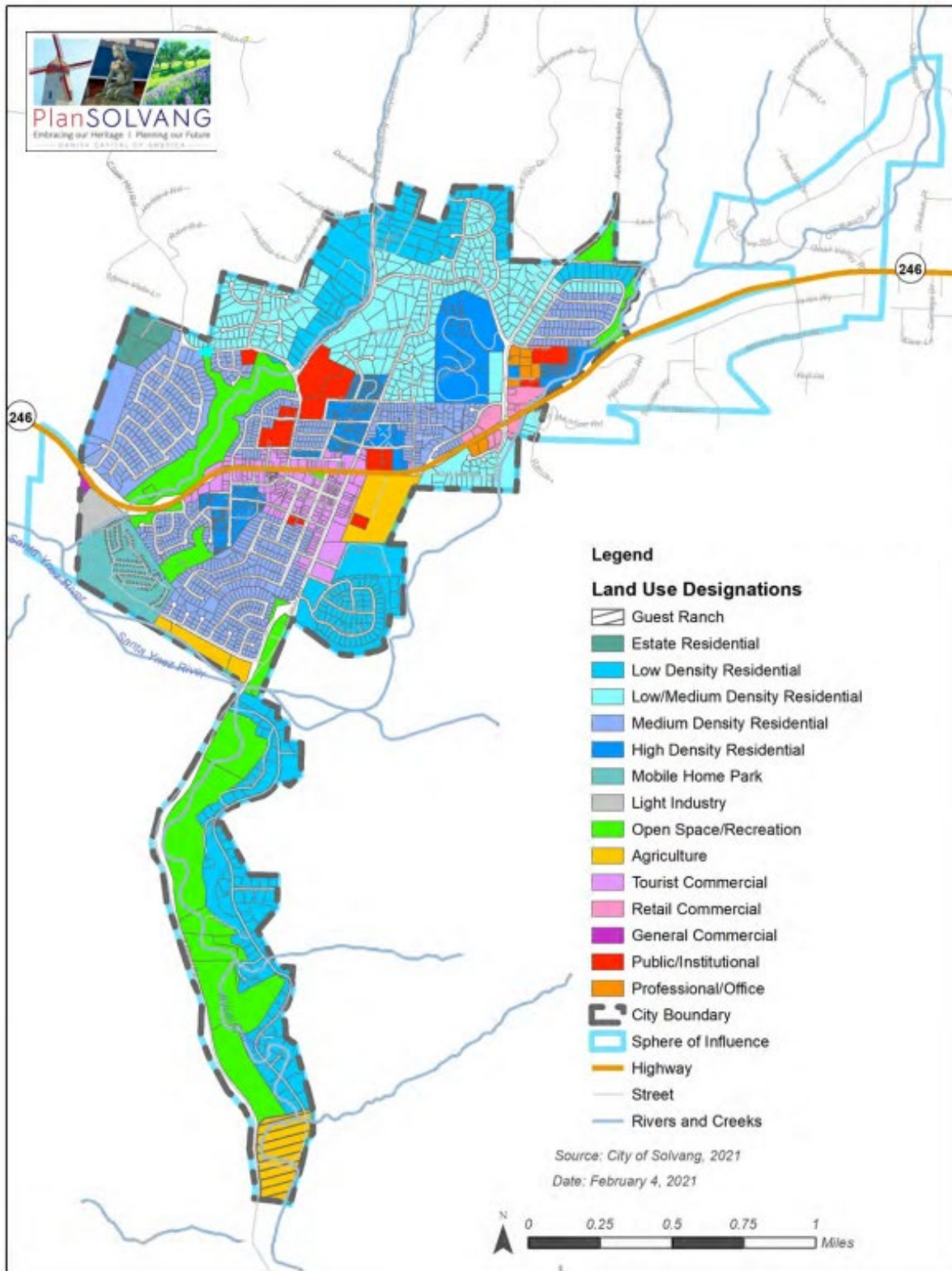


Figure 2-3 Existing General Plan Land Uses



According to current State Planning and Zoning law, General Plans are required to cover nine topics: land use, circulation, housing, conservation, open space, noise, air quality, safety, and environmental justice. Jurisdictions may include any other topics that are relevant to planning its future. The project involves updates to all the City's existing General Plan Elements. The 2045 General Plan includes the following elements:

- Land Use
- Community Design²
- Economic Development³
- Mobility
- Public Facilities, Services, and Infrastructure
- Environmental and Sustainability (includes Air Quality and Open Space and Conservation)
- Safety (includes Noise)

The General Plan Update would include all State required topics; however, some topics, including conservation, open space, noise, and air quality, would not be standalone elements but instead would be covered in the above elements. Although not explicitly its own element, environmental justice considerations are implemented within goals, policies, and implementation programs throughout the General Plan.

2.5 2045 General Plan Objectives

The City's 2045 General Plan objectives are as follows:

- **Support strategic land uses.** Strategically accommodate future growth and change while preserving and enhancing the qualities that make Solvang a desirable place to live and work through strategic land use designations and zoning.
- **Foster a distinct community character.** Maintain Solvang's urban form and architectural style in order to maintain the city's distinct community character.
- **Promote economic diversity and sustainability.** Promote a vibrant business mix, supportive workforce development, 21st century communications infrastructure, and regional collaboration to connect Solvang to the broader economy and enhance the fiscal health of the community.
- **Improve mobility.** Improve the mobility of people and goods within and through Solvang while emphasizing improving accessibility for visitors to park and move around Solvang.
- **Provide adequate facilities.** Ensure the provision of adequate public facilities, including water, wastewater, stormwater, solid waste and recycling, emergency response, community health, parks and recreation, education, and medical services.
- **Conserve open space.** Conserve and protect open space to preserve the scenic beauty of Solvang's natural surroundings.
- **Ensure public safety.** Provide a safe community through public safety services, resilient infrastructure, public awareness, preparedness, and action plans for both human-caused and natural disasters.

² Element not required by current State Planning and Zoning Law

³ Element not required by current State Planning and Zoning Law

- **Support diverse housing options.** Conserve and improve the quality of existing housing while facilitating the development of a range of housing types, densities, and affordability levels to meet the diverse needs of the community.

2.6 2045 General Plan Components

2.6.1 Land Use Allowance

Table 2-2 shows a summary of the growth planned for by the 2045 General Plan and is followed by a more-detailed description of the 2045 General Plan. To analyze potential growth and the development capacity more accurately, the 2045 General Plan evaluates the potential development and redevelopment of both vacant and underutilized land. Vacant and underutilized parcels in the city were identified using the following methodology:

- **Vacant Land:** To identify vacant parcels in the city, parcel data from the Santa Barbara County Assessor’s Office was used. Using the geographic information system (GIS) data provided by the Assessor, parcels with a tax use code of “Vacant” were identified. These sites were then visually reviewed (ground-truthed) against aerial photography to confirm the sites’ vacancy status. Once verified, the attributes of the vacant land GIS data were exported into an Excel spreadsheet for the analysis.
- **Underutilized Land:** The General Plan uses parcel improvement value data from the County Assessor (Santa Barbara County) to identify underutilized parcels. Underutilized sites are classified as parcels where the improvement value was less than half the land value, which suggested that the parcels are underutilized to a degree that would make them more likely to redevelop within the planning period of 2045. Underutilized and vacant parcels are considered opportunity sites for future development or redevelopment.

Since Solvang is primarily a built-out community, most of the anticipated growth is located within underutilized land or on parcels built with existing uses (site redevelopment). The 2045 General Plan evaluates the potential for existing developed areas to redevelop (i.e., remove an existing home and replace it with more units, such as a duplex or triplex), or increase the use of a parcel (i.e., adding additional units on a parcel with an existing home). A redevelopment percentage was applied to underutilized and build out parcels to account for the growth through 2045, since it is assumed that not all parcels will fully develop within the planning period. Redevelopment percentages applied to the land use designations under consideration for changes fluctuate between 5 and 10 percent, depending on the designation and the likelihood of future changes. Accessory dwelling units (ADUs) are not considered in the General Plan buildout, as the State does not include ADUs in the density per acre totals. However, for the purposes of fulfilling the City’s Regional Housing Needs Assessment (RHNA) allocation, ADUs and Junior Accessory Dwelling Units (JADUs) are counted in the City’s adopted 2023-2031 Housing Element.

All designations analyzed were applied with a set of development assumptions applicable density and floor area ratio (FAR) determined as part of the General Plan’s Alternatives process and approved by the City Council. Applying the density and intensity (FAR) standards allowed for the calculation of the potential net new dwelling units anticipated by 2045. The anticipated 2045 population was then counted using persons per household data averages from the United States Census Bureau’s American Community Survey (2019), Department of Finance (2019), and population projections from the Santa Barbara County Association of Governments (SBCAG).

In addition to the anticipated net new housing units and population figures, anticipated new housing units and population based on pending and approved City projects were also added to the total potential. Approved nonresidential projects include the Sansum Medical Clinic and two boutique hotels totaling 20 hotel units. There are currently 88 pending and approved dwelling units (85 multi-family, three single-family), which would accommodate a population increase of 211 residents. Calculating new population for pending and approved projects used the same process for calculating the net new population.

Lumberyard site. One area of potential growth considered by the 2045 General Plan is the Old Lumberyard site, located at 1783 and 1793 Mission Drive and 533 Pine Street and comprised of Assessor's Parcel Numbers (APNs) 139-150-012, 139-150-017, and 139-150-027. The project site has been previously developed with uses including the Solvang Mill and Lumberyard building, two single-family residences, two garages, and various accessory structures. The site is bounded by Mission Drive to the south, Pine Street to the east, Maple Avenue to the north, and existing community facilities to the west, including the Solvang Library, the Sherriff's Office, the Senior Center, and Veterans Memorial Hall. The site is currently designated as DR-20.

The potential project would merge all parcels into one lot and demolish most existing on-site buildings, except for the existing single-family residence located at 1793 Mission Drive, which would be relocated. The site would be rezoned to Tourist-related Commercial (TRC), which would allow a proposed hotel and residential apartment uses. The project would construct two, two-story hotel buildings adjacent to Mission Drive which would collectively contain 45 guest rooms. Two, two-story hotel buildings and one, one-story hotel building would be built adjacent to Pine Street which would provide five guest rooms. One, three-story multi-family residential building would be constructed adjacent to Maple Avenue and would include 51 micro-studio apartments. In addition, a two-story building comprised of a hotel lobby and mechanical car parker is proposed at the center of the Mission Drive project site. Appendix B provides renderings for the Old Lumberyard Project.

Site B. Site B is a 0.64-acre site at the junction of Alamo Pintado Road and Viborg Road that is zoned 20-R-1, or low-density single family residential. The site currently has dense foliage that will need to be cleared. The city intends to rezone the parcels to DR-20 with a General Plan land use designation of High Density Residential, allowing 20 dwelling units per acre. Based on the proposed zoning, the site has a likely development potential for 11 dwelling units, six moderate and five above-moderate income.

Site C. Another area of potential growth considered by the 2045 General Plan is the Alamo Pintado site, located at the northwestern corner of Alamo Pintado and Old Mission Drive at APNs 139-530-001 and 139-530-002. The 5.5-acre site is currently vacant. The current land use/zoning designation for this site is 20-R-1 with a potential buildout of 11-14 units.

The City Council authorized the lower half of the site with a land use designation of DR-20. The estimated buildout would be 40 to 50 units with the other half of the site designated for 20-R-1 or Open Space as noted in the adopted Housing Element.

The landowner has provided an alternative plan to be considered in the EIR. The potential project includes the construction of three, three-story apartment buildings featuring one- and two-bedroom units. Building A would include 25 units, Building B would include 38 units, and Building C would include 46 units (for a total of 109 units). The project would include amenities, an open space/drainage basin area, trash enclosures, and 143 parking spaces including 24 private garages. The project would involve a zone change to Design Residential 20 (DR-20). Under the 2045 General

Plan, the project site would have a land use designation of High Density Residential. Appendix B provides renderings for the Alamo Pintado Project.

Site D. Site D, or the Alisal Commons site, is a 3.71-acre portion of a large open space, recreation zoned parcel that encompasses portions of the rights-of-way for Alisal Road, Juniper Avenue, and Fjord Drive. Site D has realistic capacity to accommodate 59 lower-income dwelling units.

Projected Future Employment. The proposed General Plan analyzes potential projected employment. This analysis assumes that there would be no net loss of commercial square footage. When calculating the potential projected employment through 2045, the analysis uses the overall employment average, applicable FAR for each land use designation, and percentage of acreage by employment type. These multitude of factors allow for the calculation of the total potential projected employment by 2045 as summarized below in Table 2-2.

Table 2-2 Growth Summary

	Existing (2019)	Proposed (2045)	Net Change from Existing to Proposed
Residential Units	2,566 units	3,063 units	497 units
Employment	3,227 employees	3,438 employees	211 employees

The 2045 General Plan would provide the framework for developing up to 497 net new residential units, resulting in 2,145 single-family residences and 918 multi-family residential units in Solvang. Density ranges would be between zero and 20 dwelling units per acre. The 2045 General Plan would provide the framework for the addition of approximately 211 employees to Solvang, spread across the following land uses:

- Tourist Commercial: 97 employees
- Professional/Office: 71 employees
- Retail Commercial: 40 employees
- General Commercial: 2 employees
- Public/Institutional: 1 employee

With relatively limited opportunities for new development in Solvang, the 2045 General Plan emphasizes infill and reuse development within City limits, encourages high-density and mixed-use projects where appropriate, and supports development that compliments the existing natural and built environment. Future development would occur where existing roads, water, and sewer are in place and minimize development impact on existing infrastructure and services.

Specific land use designations are currently proposed by the 2045 General Plan. These land use designation amendments are to ensure consistency with existing land uses, such as public utilities, recreational facilities, and parks. These amendments would change the development potential for some of the land use designations proposed by the 2045 General Plan.

The 2045 General Plan serves as the City’s long-term development blueprint through 2045, contains goals and policies guiding land use and infrastructure decisions through 2045, and brings the General Plan up to date in response to latest State and regional plans and regulations related to housing,⁴ climate-related hazards,⁵ emergency evacuation routes and access, water supply, and

⁴ The City has recently adopted the Solvang Housing Element as part of the 6th Cycle Regional Housing Needs Allocation (RHNA) and to comply with California Government Code Sections 65580 to 65589.11.

⁵ Pursuant to Senate Bill 379, which amended California Government Code Section 65302.

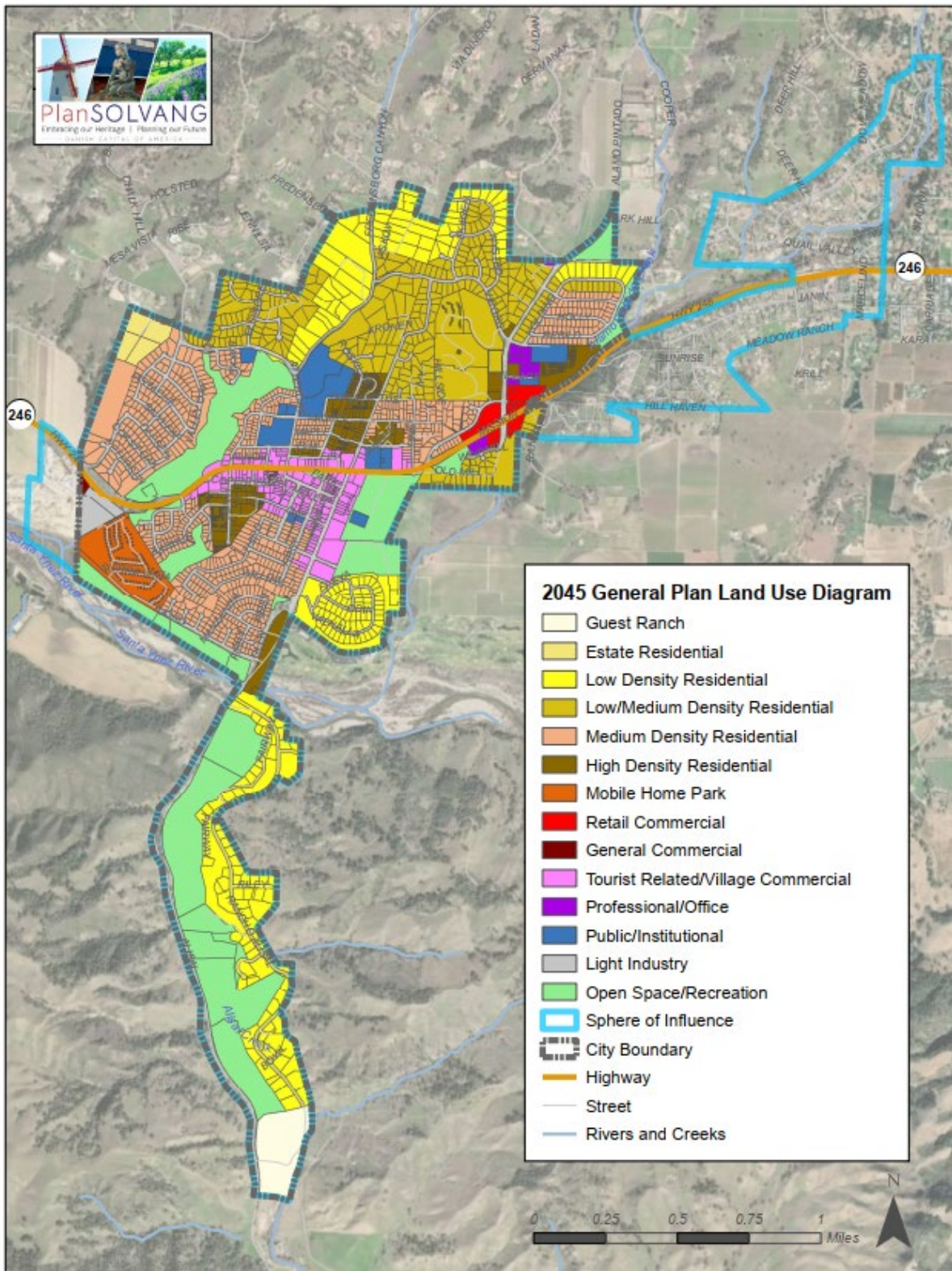
mobility. As such, the updated policies of the proposed 2045 General Plan are the focus of the description below, and the development opportunities under the umbrella of the 2045 General Plan are discussed in detail under the proposed Land Use Element description.

2.6.2 Proposed General Plan Element Aspects

Land Use Element

The Land Use Element contains the Land Use Map as well as the policies and standards that directly shape land use decisions and the resulting physical development of Solvang. The Land Use Element includes goals, policies, and programs intended to guide land development in Solvang. The Land Use Element addresses the type and intensity of development allowed on a site, the mix of uses permitted within Solvang, and the character of the community. The Land Use Element also determines the general location of residential, commercial, industrial, public, and open space uses. This Element balances land use issues, opportunities, and constraints with the community's other needs and desires. Figure 2-4 shows the proposed 2045 General Plan Land Use Map. Consistent with the proposed 2045 General Plan Land Use Map, the 2045 General Plan would also influence the rezoning of properties to be consistent with the recently adopted Housing Element and other proposed zoning changes.

Figure 2-4 Proposed Land Use Map



Source: City of Solvang, 2023
 Last Updated: July 2023

Proposed Land Use Designations

The Land Use Element would establish 14 separate land use designations to provide a mixture of land uses for the City. The proposed Land Use Element would remove the agriculture land use designation included in the current General Plan, and thus would have one less land use designation. The land uses proposed by the 2045 General Plan are described in Table 2-3.

Table 2-3 Proposed Land Use Designations

Land Use Designation	Description	Residential Density	Minimum Intensity (Floor Area Ratio)
Residential			
Guest Ranch	This designation is established to recognize the approximately 30 acres of the Alisal Ranch located within the city. Allowed uses include guest lodging, employee housing, restaurants, and recreation and entertainment.	N/A	0.34
Estate Residential	This designation allows for low-density, large lot single-family residential development. This designation is characterized by estate ranchettes with detached single-family residences.	0-1.0 dwelling unit per 3 acres	N/A
Low Density Residential	This designation allows for single-family residential development. This designation is characterized by detached single-family residences on large parcels.	0-1.0 dwelling unit per acre	N/A
Low/Medium Density Residential	This designation allows for single-family residential development. This designation is characterized by detached single-family residences on large parcels.	0-2.0 dwelling units per acre	N/A
Medium Density Residential	This designation allows for single- and multifamily residential development. This designation is characterized by detached single-family and/or medium-density, multifamily residences on smaller parcels.	3.0-7.0 dwelling units per acre	N/A
High Density Residential	This designation allows for multifamily residential development. This designation is characterized by duplexes, triplexes, row houses, apartments, and/or condominiums. These properties could have increased density based on State Law.	8.0-20.0 dwelling units per acre	N/A
Mobile Home Park	This designation allows for the development of mobile home parks.	0-8.0 dwelling units per acre	N/A
Commercial			
Tourist Commercial	The Tourism Commercial designation allows for a mix of commercial establishments, residential, professional office, hotels, hospitality uses, visitor-serving uses, and entertainment venues. This designation provides for a variety of uses with an emphasis on visitors-serving within the Danish theme downtown area. The ground floor shall remain a non-residential use for all vertical mixed-use developments.	Up to 20.0 dwelling units per acre	0.65

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Land Use Designation	Description	Residential Density	Minimum Intensity (Floor Area Ratio)
Retail Commercial	This designation allows for commercial establishments intended to serve the everyday needs of Solvang residents. This designation is characterized by specialty shops, grocery stores, personal service establishments, and residential mixed-use development. Residential is permitted in this designation only in a vertical mixed-use format. For vertical mixed-use developments, the ground floor shall remain a non-residential use.	0-20.0 dwelling units per acre	0.65
General Commercial	This designation allows for large scale commercial establishments and is characterized by wholesale, heavy commercial uses, and residential mixed-use development. Residential is permitted in this designation only in a vertical mixed-use format. For vertical mixed-use developments, the ground floor shall remain a non-residential use.	Up to 20.0 dwelling units per acre	0.65
Professional/Office	This designation allows for a range of office uses and is characterized by medical centers, general office uses, and residential mixed-use development. Residential is permitted in this designation only in a vertical mixed-use format. The ground floor shall remain a nonresidential use for all vertical mixed-use developments.	0-20.0 dwelling units per acre	0.65
Industrial			
Light Industry	This designation allows for a range of light industrial land uses. This designation is characterized by light manufacturing, research and development facilities, warehouses, and processing facilities.	N/A	0.23
Resource and Public Institutional			
Open Space/Recreation	This designation allows for public parks, indoor and outdoor recreation and entertainment uses, and open space.	N/A	N/A
Public/Institutional	This designation allows for a variety of public and quasi-public uses, and is characterized by schools, places of assembly, hospitals, and public utility facilities.	N/A	0.23

Proposed Land Use Element Goals and Policies

The goals and supportive policies of the proposed Land Use Element are shown in Table 2-4.

Table 2-4 Proposed Land Use Element Goals and Policies

ID	Goal and Supportive Policies
Goal LU-1	To promote high-quality development of a well-balanced and functional mix of land uses that preserves and enhances Solvang’s community character and tourism.
Policy LU-1.1	Compact Urban Form. The City shall maintain a compact urban form.
Policy LU-1.2	Infill Development. The City shall support and promote infill development that is compact, mixed-use, and pedestrian friendly.
Policy LU-1.3	Residential Land Use. Although most of the city is built out, the City shall designate a full range of residential land uses that provide for a variety of housing types, locations, and densities, including accessory dwelling units.
Policy LU-1.4	Commercial Land Use. The City shall designate a mix of commercial uses, including retail, general, and tourist commercial, to promote both the tourist economy and the needs of residents of Solvang and the Santa Ynez valley.
Policy LU-1.5	Village Area. The City shall continue to encourage a mix of uses in close proximity to each other in the Village Area (including both the Village Core and Mission Design Districts), including governmental services and facilities, cultural and recreational activities, a broad range of retail activities, business offices, entertainment, transit services, and housing.
Policy LU-1.6	Mixed-use. The City shall encourage mixed-use developments with a residential component to further enhance the range of housing opportunities provided to residents.
Policy LU-1.7	Industrial Land Use. The City shall encourage the development of more industrial uses in the M-1 zone to expand the City’s job base, including light industrial facilities, research and development parks, and heavy equipment maintenance yards.
Policy LU-1.8	Support Existing Industrial Development. The City shall support maintaining and expanding existing industrial uses within the Urban Growth Boundary area, including changes that require a popular vote, if necessary.
Policy LU-1.9	Open Space and Recreational Land Use. The City shall maintain and correctly designate an adequate amount of open space and recreational land uses to meet the needs of the entire community, consistent with City park standards.
Policy LU-1.10	Public and Institutional Land Use. The City shall designate institutional land uses to meet the social, economic, cultural, spiritual, and educational needs of the community.
Goal LU-2	To provide a variety of housing types that offer choices for Solvang residents and create complete, livable neighborhoods.
Policy LU-2.1	Regional Housing Needs Fair Share. The City shall provide an adequate amount of appropriately zoned land to accommodate new housing units to meet the City’s fair share regional housing needs allocations.
Policy LU-2.2	Existing Neighborhoods. The City shall attempt to maintain and enhance the quality of existing residential neighborhoods, ensuring adequate public facilities such as parks, streets, water supply, wastewater, and drainage while implementing required State Housing Laws.
Policy LU-2.3	Neighborhood Infill. The City shall allow infill development as required by State Law including ADU’s, JADU and density bonus.
Policy LU-2.4	High-density Residential Development. The City shall encourage new high-density residential development located in areas close to services and transit with appropriate site planning, and comply with objective design standards, and landscape criteria.
Goal LU-3	To ensure that existing and proposed commercial development is consistent with the overall character of the city.
Policy LU-3.1	New Commercial Development. The City shall ensure that new commercial development is appropriately located and is consistent with the Community Design Element of the General Plan.
Policy LU-3.2	High-quality Building Design. The City shall require distinctive and high-quality commercial building design, construction, and site planning that respects the character of Solvang and does not allow the use of “franchise architecture”.

ID	Goal and Supportive Policies
Policy LU-3.3	Commercial Amenities and Impact Mitigation. The City shall require new or expanded commercial or office areas to include provisions for adequate off-street parking, pathways connecting building entries to the public sidewalk, bicycle parking, mitigation of traffic impacts, adherence to architectural and low-water landscaping standards, and mitigation of land use conflicts with adjacent residential uses.
Goal LU-4	To protect, promote, and enhance the Village Area and the Village Core and Mission Design Districts. It is Solvang’s principal tourist attraction and the essential component of the City’s identity.
Policy LU-4.1	Tourist-Related Land Uses. The City shall assure that the Village Area is the primary focus of tourist-related land uses.
Policy LU-4.2	Village Area Mixed-use Development. The City shall encourage a mix of uses and mixed-use developments that integrate housing and commercial uses in the Village Area.
Policy LU-4.3	Safe Pedestrian Environment. The City shall encourage and/or undertake design improvements in the Village Area to create a safe, convenient, and pleasant pedestrian environment.
Policy LU-4.4	New Pedestrian Facilities. The City shall require new development in the Village Area to include pedestrian-oriented amenities such as, but not limited to, lighting, wider sidewalks, clearly marked pedestrian crossings, seating areas, landscaping, signage, and shaded areas.
Policy LU-4.5	Pedestrian Facility Design. The City shall design and manage City roadway and pedestrian facilities to minimize conflicts between vehicles, pedestrians, and bicyclists, and encourage Caltrans to do the same on State highway facilities.
Goal LU-5	To encourage mixed-use development projects that create vibrant, walkable districts.
Policy LU-5.1	Compatibility with Adjacent Uses. The City shall require new mixed-use development to be compatible with adjacent land uses, through site and architectural design techniques that establish buffers between uses and minimize negative impacts.
Policy LU-5.2	Mixed-use Design. The City shall require new mixed-use development to minimize the number of access driveways and provide pedestrian friendly access.
Policy LU-5.3	Pedestrian Orientation. The City shall require new mixed-use development to include amenities that create a comfortable environment for walking, sitting, and socializing.
Goal LU-6	To encourage, facilitate, and support the development of new employment and industrial uses.
Policy LU-6.1	Attract Industrial Uses. The City shall encourage and support new development of industrial uses that provide jobs for city residents, increase the tax base, and are designed and operated in a way that is compatible with surrounding uses.
Policy LU-6.2	Industrial Design Standards. The City shall ensure that new industrial development contributes to the overall attractiveness of the community through appropriate site design, architectural design, and landscaping. And particularly at gateways to the city.
Policy LU-6.3	Industrial Area Screening. The City shall require industrial development to screen loading and open storage areas so that they are not visible from public roadways.
Goal LU-7	To ensure and preserve adequate space throughout the city for public and institutional uses.
Policy LU-7.1	Institutional Land Use Designation. The City shall allow the development of publicly owned facilities, schools, churches, hospitals and medical centers, cemeteries, and retirement care facilities and convalescent homes where appropriate.
Policy LU-7.2	Solvang Veteran’s Memorial Building. The City shall preserve and maintain the Solvang Veteran’s Memorial Building and encourage its use for appropriate community events.
Policy LU-7.3	City Hall. The City shall provide conveniently located public facilities to support local government and city services with appropriate public access and participation.
Policy LU-7.4	Library. The City shall support a conveniently located public library facility with appropriate services, public access and participation.

ID	Goal and Supportive Policies
Policy LU-7.5	Senior Serving and Retirement Care Facilities. The City shall support senior serving and retirement care facilities.
Policy LU-7.6	Mission Santa Inés. The City shall support religious, cultural, educational, community oriented, and agricultural uses at Mission Santa Inés that are compatible with existing land uses.
Goal LU-8	To preserve the City’s identity as separate and unique from surrounding areas.
Policy LU-8.1	Community Separators. The City shall work with Santa Barbara County and the City of Buellton to protect the agricultural areas surrounding the city boundaries and Sphere of Influence to serve as “greenbelt” open space to separate communities in the Santa Ynez Valley.
Policy LU-8.2	Open Space Designations. The City shall designate riparian and publicly owned lands along the Santa Ynez River, Alisal Creek, Adobe Creek, Alamo Pintado Creek, and other appropriate locations as open space.
Policy LU-8.3	Compact Development Pattern. The City shall maintain a compact development pattern by promoting infill development that minimizes urban sprawl and is compact, mixed-use, and pedestrian friendly.
Goal LU-9	To promote the effective use and implementation of the General Plan Land Use Diagram.
Policy LU-9.1	Land Use Diagram. The City shall maintain and implement a Land Use Diagram describing the types of allowed land uses by geographic location and the density of allowed uses within each designation.
Policy LU-9.2	Zoning Designations. The City shall ensure that zoning designations and maps are consistent with the Land Use Diagram (Figure LU-1 in the proposed Land Use Element) In addition, the City shall ensure that amendments to the General Plan land use designations, Land Use Diagram or General Plan text are consistent with the Guiding Principles, and relevant goals and policies.
Goal LU-10	To provide a clear framework for the ongoing administration, maintenance, and implementation of this General Plan consistent with State law.
Policy LU-10.1	General Plan Review. The City shall conduct a technical review of the General Plan every eight years and revise and update as necessary to assure compliance with State law and responsiveness to current City needs, including a jobs/housing balance and adequate municipal revenues to maintain adequate level of public services.
Policy LU-10.2	Implementation Program Monitoring. The City shall maintain and annually review the General Plan Implementation Programs. As part of this process, the City shall update the prioritization of programs based on applicability, relevance, timing of initiation, and availability of funding.
Policy LU-10.3	Eight Year Review of the Housing Element Update. The City shall, as directed by the California Department of Housing and Community Development (HCD), update and implement a Housing Element every eight years that provides policy and programs to encourage the provision of safe, well-designed, accessible, sanitary, and affordable residential areas where people of all ages can live, work, and play. This includes an equitable distribution of parks and public facilities to all residential areas consistent with legal requirements.

Community Design Element

The Community Design Element looks at the key components of urban form and architectural style in Solvang and describes the physical features that, together, create Solvang’s distinct community character. The Community Design Element discusses anticipated urban design enhancements related to urban form, architectural styles, landscape, lighting, pedestrian-oriented environments, and the City’s Design Districts. The Community Design Element sets forth the City’s goals and policies aimed at enhancing Solvang’s visual character.

Proposed Community Design Element Goals and Policies

Goals and supportive policies of the proposed Community Design Element are shown in Table 2-5.

Table 2-5 Proposed Community Design Element Goals and Policies

ID	Goal and Supportive Policies
Goal CD-1	To establish the natural and man-made environmental balance of the city and to design and coordinate a unified community that will enhance the two Design Districts (Village Area and Mission) and the historic and rural image and character of the entire city.
Policy CD-1.1	Community Identity. The City shall strengthen the visual identity of the city at its borders and in its spheres of influence to reflect the unique character of the community.
Policy CD-1.2	Design Elements. The City shall maintain a comprehensive, but flexible, design vocabulary of shapes, colors, textures, materials, fixtures, and symbols to maintain the city’s image in the design districts to differentiate the city from adjacent areas.
Policy CD-1.3	Neighborhood Centers. The City shall promote the establishment of citywide recognizable village or neighborhood centers as part of future developments to enhance public and community gathering places.
Policy CD-1.4	Building Element Proportion. The City shall encourage building elements to be in proportion with existing development in all neighborhoods, including building massing and height.
Policy CD-1.5	Preservation of Community Identifiers. The City shall encourage the preservation or establishment of significant landmarks, view corridors, and focal points.
Policy CD-1.6	Commercial Development Maintenance. The City shall require commercial developments to regularly maintain their properties.
Policy CD-1.7	Gateway Identification. The City shall identify and develop gateways including pathways, primary entry points, and landmarks that distinguish the city from the surrounding region.
Policy CD-1.8	Gateway Components. The City shall support the implementation of distinctive signage, paving materials, and environmentally friendly, drought-tolerant landscaping for primary entries to the city.
Policy CD-1.9	Wayfinding. The City shall establish consistent and coordinated roadway signage to direct visitors and residents from entry points to areas of interest throughout the city, including areas for parking.
Policy CD-1.10	Collaboration with Cal Trans. The City shall coordinate with Cal Trans to find innovative approaches for roadway design enhancements that are consistent with the design vision for which the city is known.
Policy CD-1.11	Streetscape Continuity. The City shall promote visual continuity along city streets through consistent use of hardscape materials, landscape plantings, street lighting, and directional signage which reinforce the hierarchy of the street system established in the Mobility Element of the General Plan.
Policy CD-1.12	Multi-Modal Streetscapes. The City shall require new development to create and/or upgrade streetscapes to be multimodal, thus creating streetscapes that are walkable, pedestrian-oriented, tree-shaded, and bike-friendly.
Policy CD-1.13	Emphasis of Nodes. The City shall encourage streetscape treatments at activity nodes and major decision-making points by use of changes in paving materials and lighting, accent plantings and theme signage to reinforce their importance.
Policy CD-1.14	Street Trees and Tree Canopy. The City shall require street trees citywide, including in medians, to create an expanded tree canopy and to reduce the urban heat island effect.
Policy CD-1.15	Streamlined Public Places. The City shall reduce visual clutter along city streets, particularly temporary sidewalk signs and sidewalk merchandise sales.
Policy CD-1.16	Compliance with Sign Standards. The City shall require all signs to meet design standards criteria and to be consistent with the overall streetscape design.
Policy CD-1.17	Implementation of Public and Municipal Signs. The City shall restrict public and municipal signs to those that are necessary to ensure public safety, control, or direct traffic, and provide locational information. The use of internationally recognized symbols to display information shall be required wherever possible.
Policy CD-1.18	Design of Public and Municipal Signs. The City shall require that public and municipal signs be designed per the streetscape standards and installed to minimize their adverse aesthetic impact.

ID	Goal and Supportive Policies
Policy CD-1.19	Multi-tenant Signs. The City shall require multi-tenant buildings or developments to provide consolidated commercial signage to limit the overuse of signs on a single building and/or site.
Policy CD-1.20	Cohesive Signage. The City shall require signage to be integrated into the overall site and architectural design process to provide signs that are consistent with architectural style, color, material, and landscaping themes.
Policy CD-1.21	Promotion of Outdoor Community Gathering Spaces. The City shall promote the location and development of outdoor public focal points and gathering places in a hierarchy of interest ranging from neighborhoods, design districts (Village Area and Mission Area), to citywide.
Policy CD-1.22	Application of Open Space and Landscaping. The City shall apply open space, landscaping, and urban design standards and guidelines for commercial and residential developments to strengthen the identity and image of the city.
Policy CD-1.23	Drought-tolerant Landscaping. The City shall require that all public landscaping in medians, on City property, and within public gathering spaces is drought tolerant.
Policy CD-1.24	Sustainable Landscape Design. The City shall require landscaping plans for all development to include drought tolerant plants with low water irrigation consistent with State law and to maximize the use of trees for energy efficiency, climate control, screening, shading (especially of parking lots), and aesthetics.
Policy CD-1.25	Linkages through Open Space. The City shall promote citywide linkages using open spaces areas, parks, trails, and paths to connect activity centers, residential neighborhoods, commercial centers, and the Village Area.
Policy CD-1.26	Landscaping Buffering. The City shall require the use of landscaping such as trees, shrubs, and trellised vines to mitigate the effects of building mass and provide benefits to the environment.
Policy CD-1.27	Landscape and Open Space Buffering. The City shall require open space uses or landscaped buffers into new development where appropriate to improve aesthetic appeal and provide buffers between potentially incompatible uses within the city.
Policy CD-1.28	Use of Form to Define Edges. The City shall use greenbelts, open space areas, signage, and gateway features to define community edges and form.
Policy CD-1.29	Tree and Natural Feature Preservation. The City shall require the preservation of existing trees and natural features (e.g., drainage courses, rock outcrops) in the overall landscape design to the maximum extent feasible.
Policy CD-1.30	Compatibility with Existing Development. The City shall ensure that new development incorporates design features that provide transition from existing development, specifically when adjacent development is of lesser density and/or intensity.
Policy CD-1.31	Undergrounding of Utilities. The City shall require that utilities be underground in new development to the maximum extent feasible.
Policy CD-1.32	Incorporate of the Natural Grade. The City shall require new streets and development to be designed to follow and incorporate the natural features of the landscape.
Policy CD-1.33	Sustainable Site Design. The City shall encourage new development to incorporate climate considerations into site design and include sustainable design methods to address solar access, water conservation and retention, and wind conditions.
Policy CD-1.34	Developments in High Visibility Areas. The City shall ensure that new development on sites with high visibility, such as on hillsides or in the highway corridors, is designed to minimize adverse visual impact.
Policy CD-1.35	Variation in Multifamily Residential Site Planning. The City shall require the use of varied setbacks, lot orientation, and placement of dwelling units for new multifamily residential developments.
Policy CD-1.36	Clustering of Development. The City shall encourage cluster style development to maximize open space preservation and density for diversity of housing types.
Policy CD-1.37	Residential Lot Width. The City shall encourage lot width along residential streets to be varied.

City of Solvang
Solvang Comprehensive General Plan Update and Rezoning

ID	Goal and Supportive Policies
Policy CD-1.38	Hillside Development. The City shall require new development on major ridge lines, canyon edges, and hilltops to be designed and constructed to blend into the natural environment without creating adverse visual impacts. Such design and construction techniques should include siting, massing, scale, and grading that are visually consistent with the natural topography.
Policy CD-1.39	Natural Grade and Slopes. The City shall ensure any all-hillside grading maintains the natural appearance of slopes.
Policy CD-1.40	Slope Stabilization. The City shall require revegetation of graded slopes to assist in slope stabilization.
Policy CD-1.41	Hillside Landscape Design. The City shall require hillside residential development projects to use plant materials which screen structures and present an appearance that integrates residences with the natural appearance of the area.
Policy CD-1.42	Fencing in Hillside Areas. The City shall require fences on hillsides to be of open design to allow passage of native wildlife.
Goal CD-2	To maintain and enhance unique, vibrant, and architecturally diverse districts in the city that evoke community traditions and history.
Policy CD-2.1	Village Area Old-World Danish Architecture. The City shall require all new development and redevelopment of existing properties to be designed using the theme and design vernaculars of traditional and historic Old-World Danish architecture.
Policy CD-2.2	Village Area Design Standards. The City shall retain comprehensive and consistent design standards for the Village Area that sustain and enhance the existing trademark architectural vernacular that reflects Old-World Danish architecture.
Policy CD-2.3	Village Area Expansion. The City shall retain the Village Area Design District.
Policy CD-2.4	Signs in the Village Area Design District. The City shall collaborate with public and private groups to promote special events using a designed and consistently located and applied to banner per a temporary sign plan for areas within the Village Area.
Policy CD-2.5	Parking Lot and Alley Maintenance. The City shall require ongoing maintenance by property owners of private parking lots and alleys in the Village Area.
Policy CD-2.6	Village Area Lighting. The City shall require street and structure lighting using Dark Skies standards to minimize visual and ecological impacts by preventing glare, limiting the amount of light that falls on neighboring properties, and avoiding light pollution of the night sky.
Policy CD-2.7	Village Area Wayfinding. The City shall provide wayfinding to denote the location and route for visitors to visit landmarks and focal points in the Village Area.
Policy CD-2.8	Village Area Parking Lots and Structures. The City shall require all parking lots and structures to include design or screening methods to minimize the visual and lighting impact on surrounding neighborhoods and the environment.
Policy CD-2.9	Architectural Design Features. The City shall require the use of Old-World Danish architectural style throughout the Village Area and shall enforce the Design Guidelines as adopted.
Policy CD-2.10	Awnings. The City shall encourage awnings on doors and windows to accentuate the architectural character of buildings.
Policy CD-2.11	Varied Elevations. The City shall require new buildings within the Village Area to incorporate varied elevations to create additional visual interest.
Policy CD-2.12	Blank Walls. The City shall prohibit the use of blank walls fronting a primary or secondary street.
Policy CD-2.13	Roof Styles. The City shall require all new buildings to incorporate roof designs and pitch that reflect Old-World Danish design.
Policy CD-2.14	Fenestration in relation to Building Orientation. The City shall encourage new buildings in the Village Area, specifically along Mission Drive, to be oriented toward the primary street front and include fenestration in the form of doors and windows.

ID	Goal and Supportive Policies
Policy CD-2.15	Parking Access. The City shall require when feasible, that vehicular parking is accessed from an alley, easement, or secondary street, and not the primary street, to limit interference with the pedestrian experience.
Policy CD-2.16	Parking Location. The City shall require that parking is not located or oriented at the front of the building.
Policy CD-2.17	Parking Areas. The City shall require that parking areas do not conflict with pedestrian-oriented areas and pathways.
Policy CD-2.18	Pedestrian Experience. The City shall encourage new development to provide internal pedestrian spaces, pathways, walkways, and/or openings that face the street.
Policy CD-2.19	Courtyards and Gathering Spaces. The City shall encourage all developments to include courtyards and gathering spaces to emulate that of European cities. Developments are encouraged to include seating areas, lighting, public art, landscaping, dining areas, and other public amenities in courtyards.
Policy CD-2.20	Landscaping. The City shall encourage landscaping to be used to relieve the appearance of solid unbroken elevations.
Policy CD-2.21	Modern Landscaping. The City shall prohibit modern landscaping techniques (e.g., earth mounding and the use of boulders) in the Village Area.
Policy CD-2.22	Tree Grates. The City shall require the use of tree grates around trees in walkways.
Policy CD-2.23	Landscaping and Lighting. The City shall require, for safety reasons, that all trees and landscaping do not block or obscure parking lots and street lighting.
Policy CD-2.24	Landscaping Visibility. The City shall require that landscaping does not block the vision of motorists at pedestrian crossings.
Policy CD-2.25	Walking Surface Paving. The City shall require decorative paving materials for all walking surfaces consistent with the surroundings.
Policy CD-2.26	Solid Waste and Recycling Enclosures. The City shall require that solid waste and recycling enclosures be treated and integrated into the overall site design and are screened.
Policy CD-2.27	Spanish Colonial Revival Architecture Requirement. The City shall require all new development and redevelopment to be designed using the theme and design vernaculars of Spanish Colonial Revival architecture.
Policy CD-2.28	Spanish Style Signage. The City shall require cohesive sign designs that are consistent with the Spanish Colonial Revival architectural style of the Mission Design District.
Policy CD-2.29	Landscaping. The City shall require landscaping to be drought tolerant, with an emphasis on native and Mediterranean landscaping. Palm trees are prohibited as part of any landscaping plan in this Mission Design District.
Policy CD-2.30	Stucco Cladding. The City shall require the exterior of buildings to use stucco cladding as the primary, but not exclusive, exterior building material.
Policy CD-2.31	Arcades. The City shall encourage the use of arcades with porticos.
Policy CD-2.32	Roof Style. The City shall require that roof structures be low in pitch using the gable application. Roof materials and configurations shall be compatible with the architectural style. The use of wood or composite shingles is prohibited.
Policy CD-2.33	Decorative Elements. The City shall encourage the use of decorative elements, such as adobe and brick in foundations, tile on entrance steps, decorative attic vents, and chimney caps.
Policy CD-2.34	Front Entries. The City shall encourage the incorporation of a front entry porch, stoop, or similar covered front entry element at the primary entrance to the building.
Policy CD-2.35	Gathering Spaces. The City shall encourage developments to include gathering spaces in the form of paseos, courtyards, and patios, and gardens similar to those found in traditional Spanish and Mission design.

ID	Goal and Supportive Policies
Policy CD-2.36	Design Theme for Streetscape. The City shall encourage a consistent design theme with the Spanish Colonial Revival architectural style for all public realm and streetscape features including but not limited to lighting, benches, wayfinding, and landscaping.
Policy CD-2.37	Fencing. The City shall require that new or remodeled development to include fencing that is either wrought iron, split rail wood, or solid stucco wall. The inclusion of solid wall or pillar components is encouraged. Chain link fencing and vinyl fencing is prohibited.
Policy CD-2.38	Architecture. The City shall encourage high-quality architecture in the style of rural California origins and ranch styles using minimal massing, low rooflines, façade articulation, fenestration, and simple rooflines that reflect a human scale environment.
Policy CD-2.39	Colors. The City shall encourage the use of colors that blend with the surrounding buildings and natural setting.
Policy CD-2.40	Hillside Landscaping Design. The City shall require that hillside properties be designed to minimize formal landscape planting and hardscapes and locate them close to the residence, follow the natural topography, and preserve native trees, native plant and wildlife habitats, and migration corridors.
Policy CD-2.41	Hillside Development. The City shall prohibit development on steep slopes and require additional review to ensure that the siting and design of structures preserve hillside areas.
Policy CD-2.42	Screening of Parking and Storage Areas. The City shall encourage screening to be used to obscure the view of parking and/or storage areas, including trash enclosures, adjacent to a public street or pedestrian area.

Economic Development Element

The Economic Development Element, a new component of the proposed 2045 General Plan, includes policies to promote a vibrant business mix to attract tourists, provide essential services for residents, and maintain the fiscal health of the City.

Proposed Economic Development Element Goals and Policies

Goals and supportive policies of the proposed Economic Development Element are shown in Table 2-6.

Table 2-6 Proposed Economic Development Goals and Policies

ID	Goal and Supportive Policies
Goal ED-1	To provide a unique and attractive visitor experience that highlights the cultural heritage of Solvang and the surrounding region and offers world class amenities appropriate to the scale of the community.
Policy ED-1.1	City Beautification. The City shall invest in the beautification of the City and efficient and appropriate wayfinding signage to offer the best possible visitor experience.
Policy ED-1.2	Destination Image and Amenities. The City shall encourage the development of modern services such as electric vehicle charging stations and high-speed internet availability.
Policy ED-1.3	Visitor Facilities. The City shall support the development of facilities that would attract business travel and other mid-week trade, such as a conference center or other meeting facilities.
Policy ED-1.4	Visitor Attractions. The City shall work with the Chamber of Commerce, other organizations, the business community, and cultural institutions to offer a wide range of visitor experiences such as evening activities, agri-tourism, museums, galleries, wine tasting and breweries.
Policy ED-1.5	Marketing. The City shall support the coordination of local and regional tourism marketing efforts and events to ensure efficient visitor attractions that reach diverse markets.

ID	Goal and Supportive Policies
Policy ED-1.6	Public Facilities. The City shall encourage comfortable and useful public facilities to support a positive visitor experience, including parking, restrooms, public gathering spaces, water fountains, and pedestrian spaces., etc.
Goal ED-2	To encourage a vibrant mix of businesses that supports the tourism economy while also providing essential services for residents and living wage job opportunities.
Policy ED-2.1	Business Start-ups. The City shall ensure that City permitting processes are conducive to business start-ups and expansions.
Policy ED-2.2	Business Development. The City shall work with the Chamber of Commerce, event coordinators, and other economic development organizations to encourage locally owned businesses and attractions that complement the unique and distinctive character of the Solvang community.
Policy ED-2.3	Business Attraction. The City shall work with other organizations like REACH and the Chamber of Commerce to encourage new businesses and visitor attractions that would enhance the existing business mix to benefit both local residents and visitors.
Policy ED-2.4	Remote Work Opportunities. The City shall promote Solvang as a location for remote work opportunities by working with the hotels and other businesses to provide access to broadband and strategic workspaces around the city.
Policy ED-2.5	Light Industrial Jobs. The City shall consider opportunities for compatible industries with long-term viability in the City's industrial zones within the Urban Growth Boundary and Sphere of Influence.
Goal ED-3	To expand education and training opportunities for local workers as well as housing and transportation options that support employees of all income levels.
Policy ED-3.1	Workforce Training. The City shall encourage area colleges, community groups and training agencies to establish programs that would benefit the Solvang workforce.
Policy ED-3.2	Workforce Housing. As part of the City's overall housing goals, the City shall encourage housing designed and priced to be affordable to workers employed in Solvang, particularly in new mixed-use developments.
Policy ED-3.3	Transportation. The City shall support efforts to improve local and regional transit options to increase worker accessibility to job opportunities in Solvang and the broader region.
Goal ED-4	To ensure that Solvang remains a vital member of the regional economy through collaboration with economic development and planning partner agencies.
Policy ED-4.1	Business Expansion. The City will coordinate with the Chamber of Commerce, event planners, vintner organizations and REACH to encourage businesses to expand in Solvang and not in the surrounding communities.
Policy ED-4.2	Economic Infrastructure. The City shall support regional efforts to establish future-oriented infrastructure systems and human capital resources that can benefit Solvang, such as sustainable energy, improved broadband, expanded transportation options, workforce housing and workforce training.
Goal ED-5	To maintain a vibrant economy that provides a strong and resilient fiscal foundation for City Government.
Policy ED-5.1	Tourism Funding. The City shall continue to support local and regional tourism promotional funding efforts.
Policy ED-5.2	Fiscal Management. The City shall recognize the important but volatile fiscal benefit of the tourism industry for Solvang by maintaining strong budget reserve policies to help weather economic downturns.
Policy ED-5.3	Local Financing Programs. The City shall support financing mechanisms such as assessment districts to facilitate business and property owner financing of new facilities to support economic development.

Mobility Element

The Mobility Element addresses the movement of people and goods throughout Solvang. Solvang's transportation network and services provide mobility for residents, employees, and visitors, and serve goods movement throughout Solvang. The transportation network includes the roadway network, walking, bicycling, public transit, and tourist- and recreation-oriented travel. Figure 2-5 shows Solvang's existing roadway network and Figure 2-6 shows Solvang's existing pedestrian network. Figure 2-7 shows existing bicycle facilities in Solvang, as well as in the greater Santa Ynez Valley. These networks are discussed in greater detail in Section 4.14, *Transportation*.

Figure 2-5 Existing Roadway Network

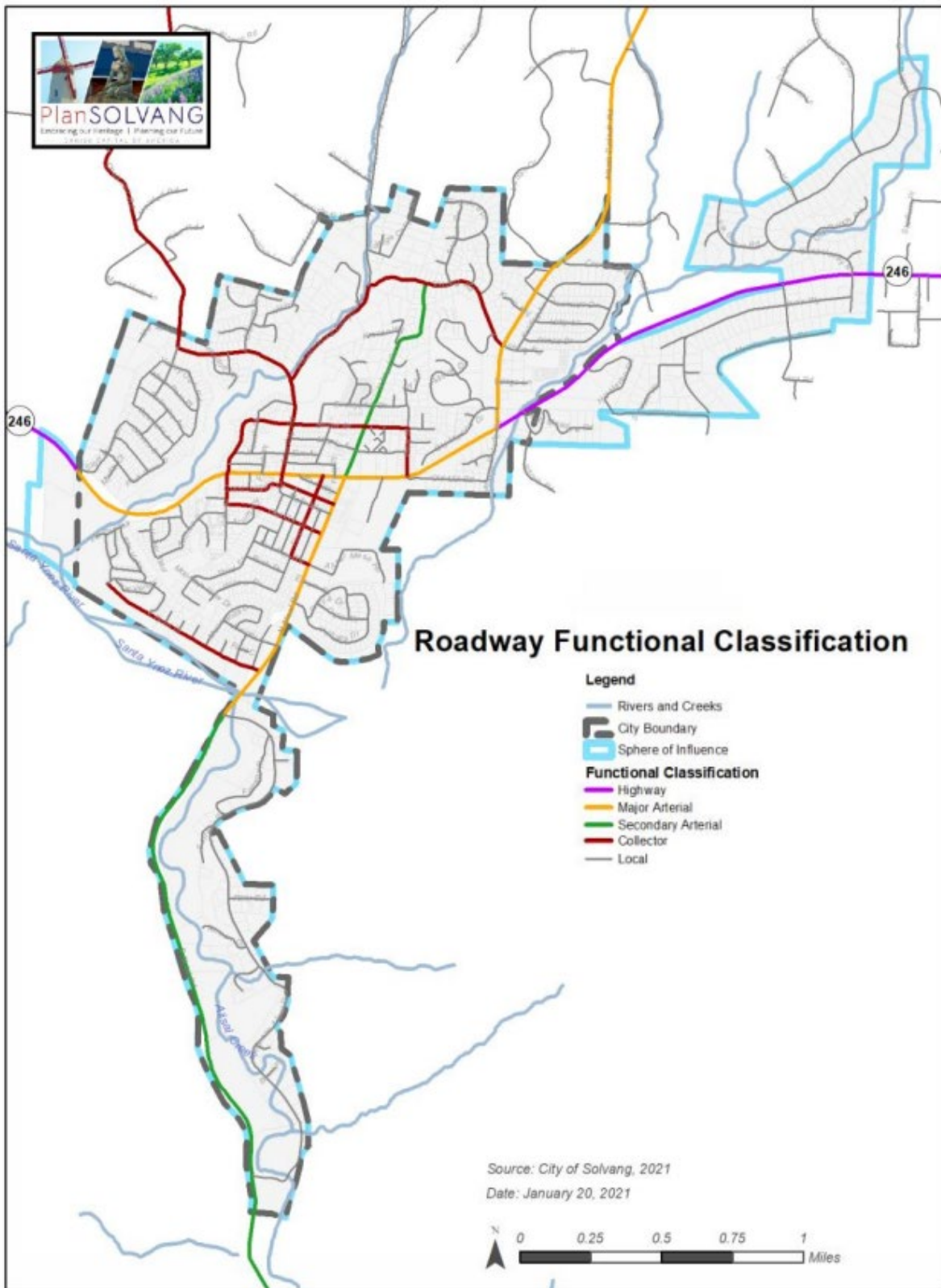


Figure 2-6 Existing Pedestrian Network

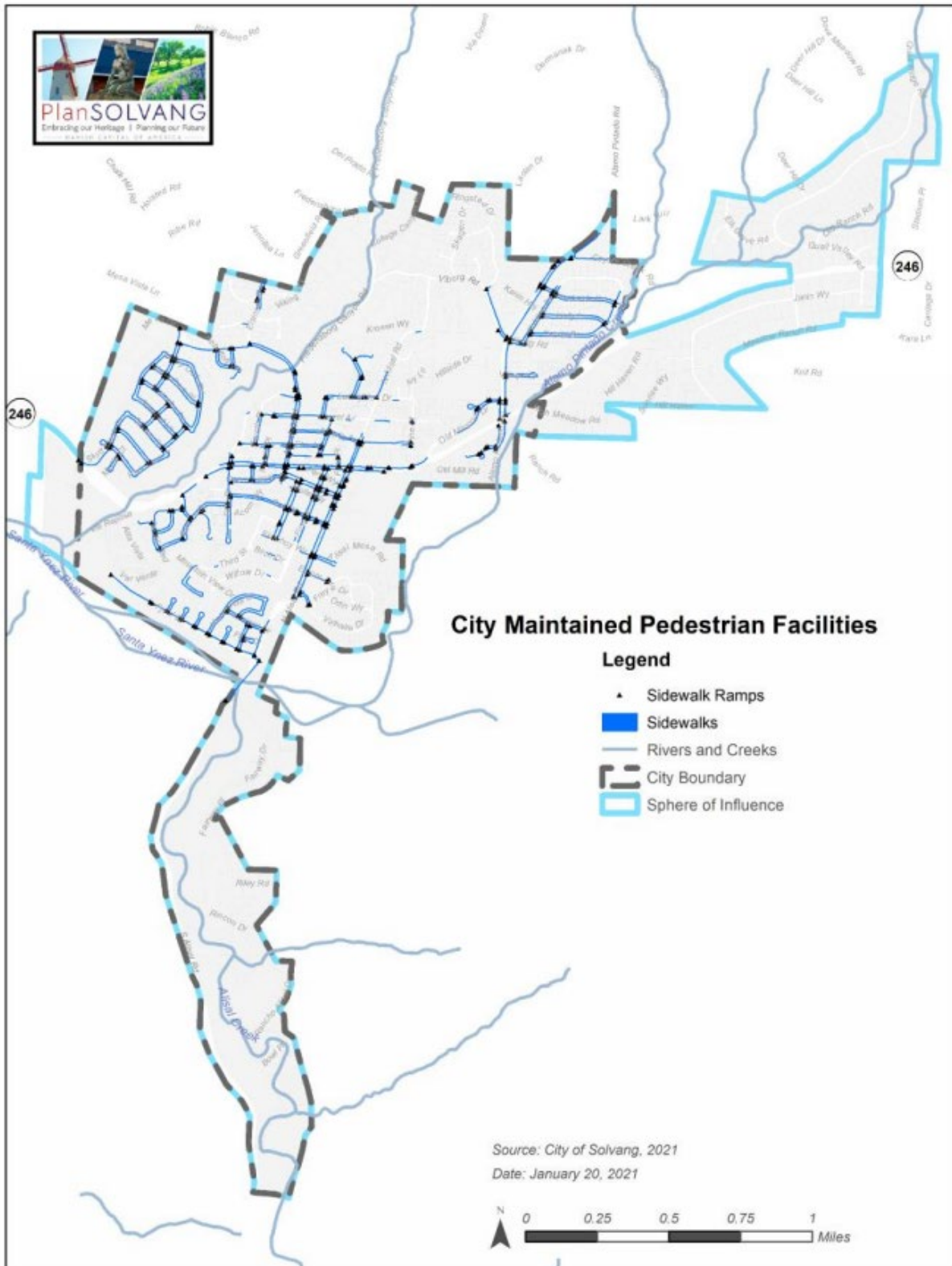
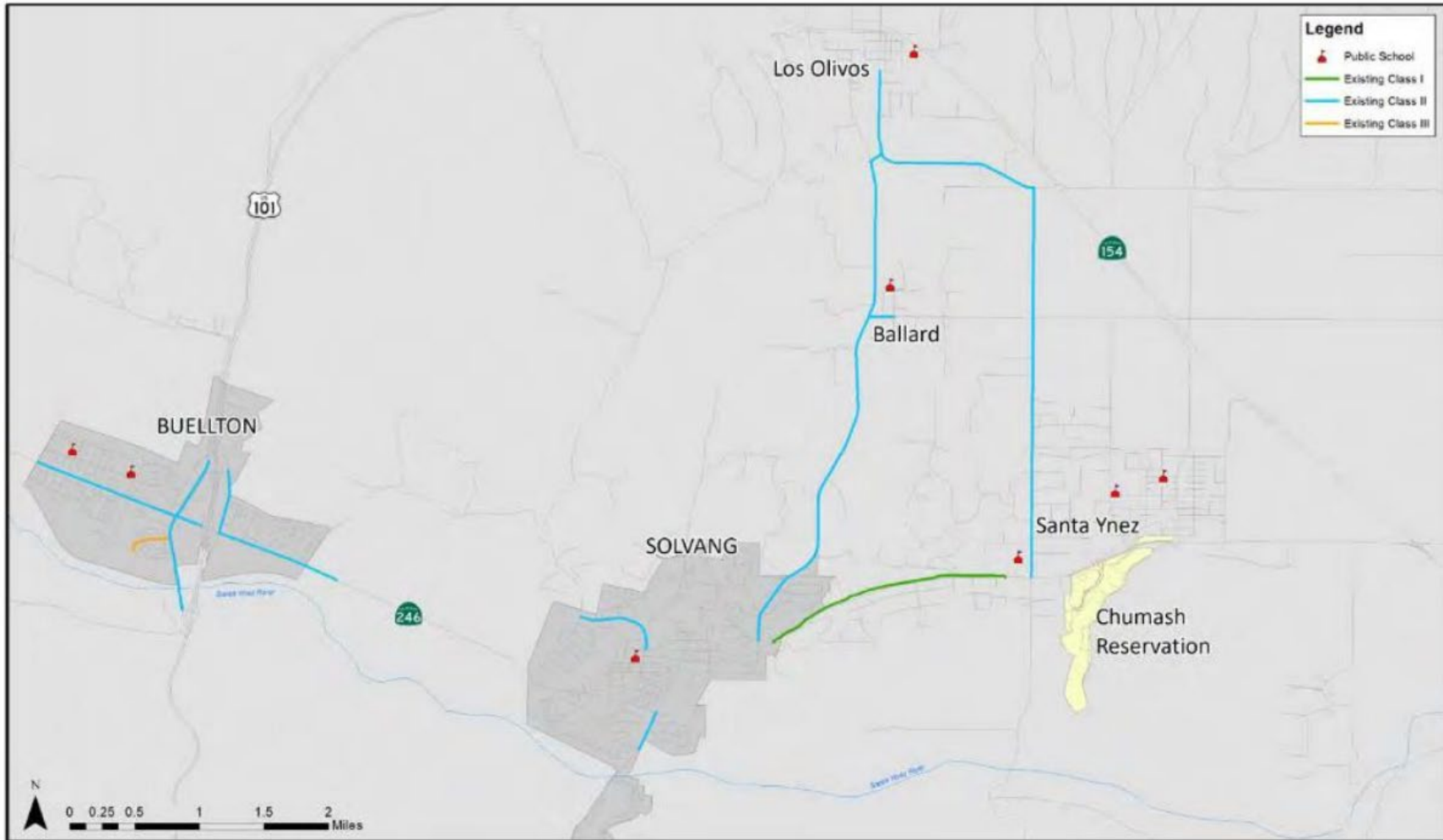


Figure 2-7 Existing Bicycle Facilities



Proposed Mobility Element Goals and Policies

Goals and supportive policies of the proposed Mobility Element are shown in Table 2-7.

Table 2-7 Proposed Mobility Element Goals and Policies

ID	Goal and Supportive Policies
Goal MOB-1	To provide a street network to move people and goods safely and efficiently.
Policy MOB-1.1	Transportation Funding. The City shall identify roadway needs and identify and evaluate potential revenue sources for financing roadway system development and improvement projects and pursue viable revenue sources to meet the roadway system funding needs. This includes coordinating with SBCAG to pursue competitive Federal/State grant funding opportunities.
Policy MOB-1.2	Transportation System Capacity. The City shall use its discretionary authority over land use development to ensure that development levels do not exceed the capacity of the City’s transportation systems.
Policy MOB-1.3	Level of Service. The City shall maintain a minimum level of service D at all intersections during normal peak hours and level of service E during “average tourist season peak hours” to ensure that traffic delays are kept to a minimum.
Policy MOB-1.4	VMT Thresholds. The City shall establish VMT thresholds for determining transportation impacts for CEQA as well as screening criteria for CEQA streamlining.
Policy MOB-1.5	New Development Access. The City shall require new development to be served by roads of adequate capacity and design standards to provide reasonable access in accordance with City standards.
Policy MOB-1.6	Rights-of-way Preservation. The City shall reserve and protect adequate rights-of-way to accommodate future roadway widening projects.
Policy MOB-1.7	Mission Drive Improvement. The City shall coordinate with the California Department of Transportation to make modifications to Mission Drive (SR 246) to improve traffic flow.
Policy MOB-1.8	Residential Area Parking and Traffic Control. The City shall preserve the quality of residential neighborhoods by discouraging tourism related parking by providing adequate Village Center parking, enforcing speed limits, and prohibiting truck and bus traffic in these areas.
Policy MOB-1.9	Safe Speeds. The City shall enforce speed limits and consider lower posted speeds as warranted.
Policy MOB-1.10	Residential Traffic Diversion. The City shall maintain minimum levels of service on city streets in order to avoid diversion of through traffic into residential neighborhoods.
Policy MOB-1.11	Regional Coordination for Roadway Management. The City shall coordinate with SBCAG, the City of Buellton, the Chumash Tribe, Santa Barbara County, the California Department of Transportation, and other jurisdictions in the planning and funding of regional transportation alternatives. Mission Drive (SR 246) shall not be widened to four lanes through the Village Area instead, emphasis shall be placed on developing regional transportation alternatives.
Policy MOB-1.12	Air Quality Impact Reduction. The City shall work to reduce the air quality impacts of motor vehicle use by reducing traffic congestion and promoting efforts to reduce fossil fuel-based motor vehicle use, including support for a citywide network of all electric charging station types (e.g., Level 1, Level II, Tesla, Mega-charging).
Policy MOB-1.13	Future Automotive Technology. The City shall work with Caltrans and other relevant stakeholders to ensure that City streets are designed and striped to safely accommodate connected and autonomous vehicles.
Policy MOB-1.14	Tribal Coordination on Circulation. The City shall coordinate with the Chumash Tribe on alternative traffic and circulation mitigation solutions for future projects funded or managed by the Tribe in the City.
Policy MOB-1.15	Roadway Capacity. The City shall require roads to be of adequate width for use in times of emergency.

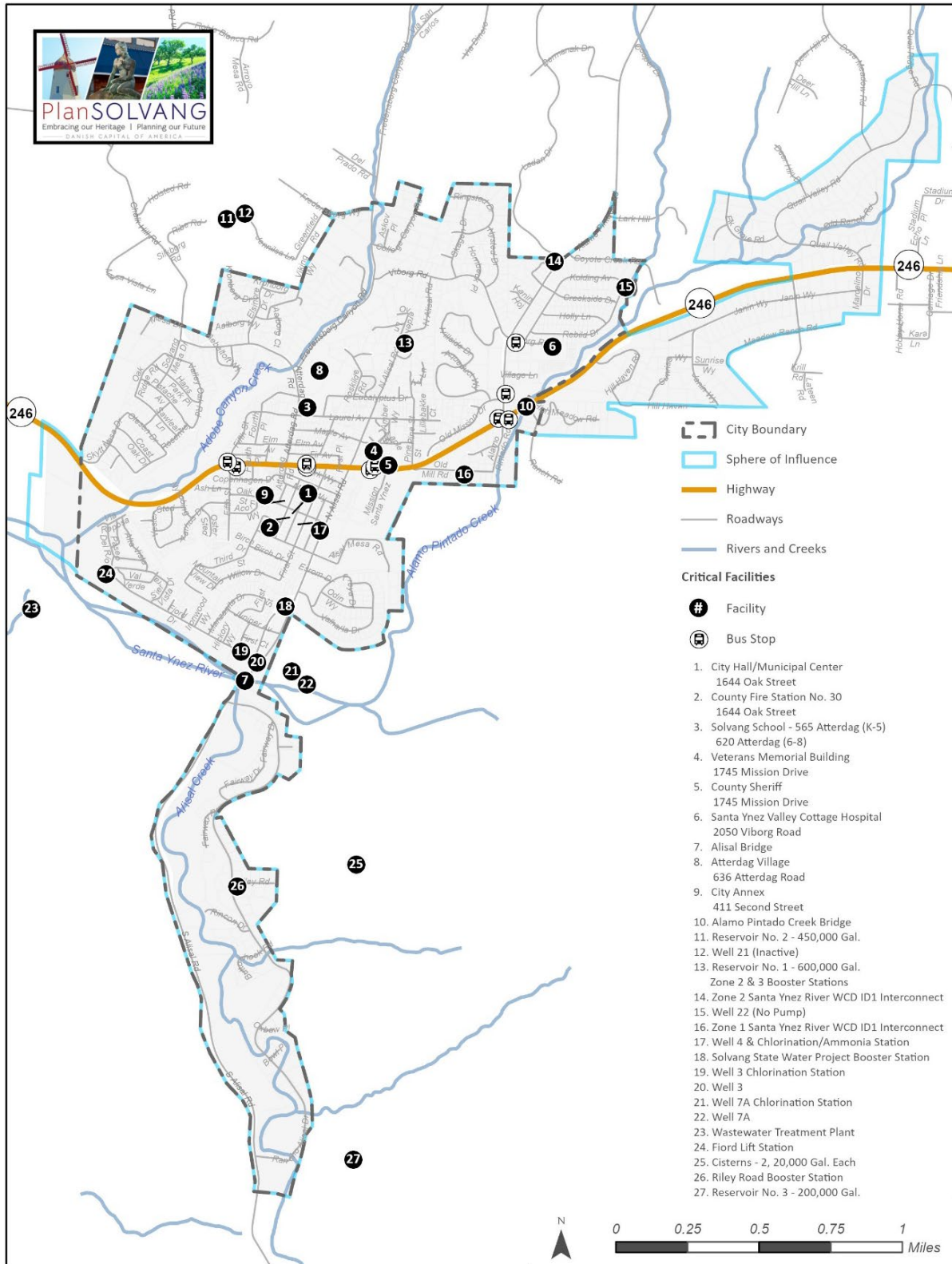
ID	Goal and Supportive Policies
Goal MOB-2	To promote safe alternatives to motorized transportation that meet the needs of all city residents.
Policy MOB-2.1	Bicycle Master Plan. The City shall adopt a master plan of bikeways on public property and shall develop bikeways as needed and feasible.
Policy MOB-2.2	Bicycle and Pedestrian Routes on New Roadways. The City shall incorporate bicycle routes or trails into the design of new or expanded roadways when feasible.
Policy MOB-2.3	Safe Bikeway System. The City shall allocate resources to maintain a safe bikeway system by ensuring pavement is of good quality, mode separation is implemented where feasible, and signs and markings are maintained.
Policy MOB-2.4	Pedestrian Facilities. The City shall provide a system of sidewalks or pathways that provides a safe environment for pedestrians.
Policy MOB-2.5	New Pedestrian Access. The City shall require new development to provide adequate pedestrian access.
Policy MOB-2.6	Wheelchair Ramps. The City shall require the installation of wheelchair ramps on all new sidewalks.
Policy MOB-2.7	New Facilities in Existing Neighborhoods. The City shall encourage the installation of sidewalks, pedestrian paths, bikeways, and wheelchair ramps in existing neighborhoods, where appropriate and support Safe Routes to Schools funding.
Goal MOB-3	To provide an adequate supply of public parking to meet the needs of residents and visitors to the city.
Policy MOB-3.1	Monitor Parking Needs. The City shall continue to monitor the parking situation in the downtown area and consider the creation of programs limiting parking if needs arise. This may include revising existing standards, programs, or fees, the implementation of paid parking, the implementation of timed parking, or other programs to limit long-term parking, increase parking capacity, and encourage economic activity.
Policy MOB-3.2	Parking Construction Coordination. The City shall work cooperatively with developers and the business community to identify funding mechanisms for the construction of future public parking facilities or maximize use of current underutilized private parking facilities.
Policy MOB-3.3	Alternative Parking Measures. The City shall consider all parking alternatives such as valet parking, the construction of a parking structure, remote parking lots, or engaging in a public private partnership as alternative parking measures to address demand.
Policy MOB-3.4	Parking for New Development. The City shall require new or expanded development to provide adequate off-street parking or offer the financial means for parking to be provided.
Policy MOB-3.5	Micro-Mobility Parking. The City shall review and consider the use of alternative transportation modes by providing adequate parking for small vehicles such as zero emission vehicles, scooters, and bicycles.
Policy MOB-3.6	Increase Turnover of Prime On-street Parking Spaces. The City shall consider parking time limits in the most in-demand parking areas to increase turnover of parking spaces, increase parking opportunities to active shoppers, and reduce instances of employees parking in prime downtown parking.
Goal MOB-4	To provide a safe network of streets that reduce automobile dependence without sacrificing mobility are safe for all users.
Policy MOB-4.1	Complete Streets. The City shall create guidelines to facilitate the installation of non-automobile serving infrastructure along its streets, including sidewalks and bike trails.
Policy MOB-4.2	Street Closures. The City shall analyze the potential for streets to be closed to vehicular traffic or otherwise modified to improve travel routes available to pedestrians and bicyclists.
Policy MOB-4.3	Safe Streets. The City shall pursue and enact traffic calming measures as appropriate to meet the policy objectives, as conditions warrant.

ID	Goal and Supportive Policies
Policy MOB-4.4	Curbside Management. The City shall analyze access to high-use curb space to facilitate curbside pick-up and drop-off for transportation network and delivery companies without unduly obstructing access for pedestrians and bicyclists.
Policy MOB-4.5	E-Scooters. The City shall study the implementation of micro-mobility transportation alternatives.
Goal MOB-5	To reduce traffic congestion and vehicle trips through more efficient infrastructure and support for trip reduction programs.
Policy MOB-5.1	VMT Management. The City shall work with SBCAG and the Santa Barbara County Air Pollution District to identify trip and VMT reduction opportunities.
Policy MOB-5.2	TDM. The City shall encourage employers to promote carpooling, public transportation, and allow telecommuting.
Policy MOB-5.3	Park-and-Ride Lots. The City shall work with the SBCAG to plan park and ride lots at suitable locations serving long distance and local commuters.
Policy MOB-5.4	TSM. The City shall explore options for telematics-based parking and route management systems to smooth traffic flow.
Policy MOB-5.5	Supporting ITS Infrastructure. The City shall assess the suitability and adequacy of broadband infrastructure in the city to support future ITS implementation and capacity for telework within the City.
Goal MOB-6	To participate in a public transportation system that is safe, convenient, efficient and meets the identified need of the Solvang community.
Policy MOB-6.1	Transit Service Use and Expansion. The City shall support the use of the public transportation system as well as the expansion of transit operations when demand levels are sufficient to warrant increased service.
Policy MOB-6.2	Regional Transit Network. The City shall work with SBCAG and other nearby cities and jurisdictions to ensure that the regional transit network offers access for those with limited mobility options.
Policy MOB-6.3	Transportation Access for Mobility Impaired. The City shall support the public transportation system to accommodate the mobility needs of residents, especially of transit dependent persons such as the elderly and disabled.

Public Facilities, Services, and Infrastructure Element

The Public Facilities, Services, and Infrastructure Element is a new component of the proposed 2045 General Plan. The purpose of the Public Facilities, Services, and Infrastructure Element is to present goals, policies, and programs related to public facilities and community services within City limits. Public facilities provide convenient and efficient services and assist maintaining existing population and providing for ongoing growth within Solvang. Figure 2-8 shows existing public facilities and infrastructure in Solvang.

Figure 2-8 Existing Public Facilities and Infrastructure



Source: City of Solvang, 2016 & 2022
Date: April 26, 2022

Solvang Safety Element
Fig X Critical Facilities

Proposed Public Facilities, Services, and Infrastructure Element Goals and Policies

Goals and supportive policies of the proposed Public Facilities, Services, and Infrastructure Element are shown in Table 2-8.

Table 2-8 Proposed Public Facilities, Services, and Infrastructure Element Goals and Policies

ID	Goal and Supportive Policies
Goal PFS-1	To maintain an adequate level of service in the City’s water system to meet the needs of existing and future residents, businesses, and new development.
Policy PFS-1.1	Water Supply Sources. The City shall continue to maintain a water supply program consisting of multiple sources of water, water conservation and groundwater management to accommodate projected water demand and provide for reliable water supply.
Policy PFS-1.2	Adequate Fire Flows. The City shall insure the provision of water supply, storage, and adequately sized pipelines to provide fire flows to meet the recommendations of the Fire Chief, City Engineer, and Utilities Director.
Policy PFS-1.3	Water Supply and Infrastructure. The City shall ensure there is adequate water supply and infrastructure in place or that it will be available in place and prior to approving any new development. The City will consider existing and future water supply and demand prior to project approval.
Policy PFS-1.4	Water Line Maintenance. The City shall systematically replace or repair leaking and deteriorated water lines.
Policy PFS-1.5	Cost of New Infrastructure. The City shall require that the costs of improvements to the water distribution system that are necessary for new developments are financed by the property owner and/or developer.
Policy PFS-1.6	Water Efficient Landscaping. The City shall require new development to comply with the State water efficient landscaping requirements.
Goal PFS-2	To operate and maintain the City’s sanitary sewer system and wastewater treatment plant facilities to provide adequate capacity for existing residents, businesses, and future development.
Policy PFS-2.1	Wastewater System Capacity. The City shall continue to expand water treatment, distribution, and storage facility systems for potable and non-potable systems as necessary to accommodate the needs of existing and planned development.
Policy PFS-2.2	Cost of New Infrastructure. The City shall require that the costs of improvements to the wastewater and water reclamation system that are necessary for new development are financed by the property owner or developer.
Policy PFS-2.3	Pursue Infrastructure Funding. The City will pursue available funding from county, state, and federal grants.
Policy PFS-2.4	Protect Groundwater Quality. The City shall preserve and protect groundwater quality through the implementation of best practices and innovative methods for modern wastewater disposal.
Goal PFS-3	To reduce solid waste entering local landfills through waste management and recycling.
Policy PFS-3.1	Waste Management. The City shall continue to coordinate with the contractor to improve its solid waste management system through emphasis on waste prevention, reuse, recycling, composting, and appropriate disposal.
Policy PFS-3.2	Reduce Municipal Solid Waste. The City shall reduce municipal solid waste generation by employing a wide range of innovative techniques, including electronic communications to reduce paper usage and buying products with less packaging or in bulk, where feasible.
Policy PFS-3.3	Recycling Collection. The City shall require all new projects to provide sufficient and accessible space for the storage and collection of recyclable materials and organic waste separate in addition to, space for refuse storage and collection.

ID	Goal and Supportive Policies
Goal PFS-4	To coordinate with law enforcement, fire protection, and emergency service providers to ensure a safe community and protect city residents and property.
Policy PFS-4.1	Police Staffing. The City shall coordinate with the county to ensure adequate staffing and facilities to achieve desired levels of public safety.
Policy PFS-4.2	Community Policing Strategies. The City shall promote community policing strategies that support community partnerships and problem-solving techniques that build public trust and proactively address public safety issues.
Policy PFS-4.3	School Security and Safety. The City shall encourage local law enforcement to collaborate with the Solvang School District to study and implement measures that enhance the security of schools and the safety of students, teachers, and administrators.
Policy PFS-4.4	Tourist and Visitor Safety. The City shall coordinate with the Chamber of Commerce, hotels, and downtown businesses to train employees about crime prevention.
Policy PFS-4.5	Mutual Aid Agreements. The City shall maintain mutual aid agreements among fire protection and emergency service providers to ensure residents and property are adequately served and to facilitate the efficient use of available resources.
Policy PFS-4.6	Emergency Medical Services. The City shall coordinate emergency medical services between agencies serving the city.
Goal PFS-5	The City shall work to reduce fire risk to structures, property, and residents.
Policy PFS-5.1	Fire Safety Information. The City shall coordinate with County Fire Department to inform homeowners of the risk of fire and ways to prevent loss, including information about methods for fire protection at the urban/wildland interface.
Policy PFS-5.2	Defensible Space. The City shall coordinate with the County Fire Department to work with residents and businesses to provide “defensible space” around structures to provide fire fighters with sufficient room to defend structures and maneuver.
Policy PFS-5.3	Fire Flows. The City shall ensure that adequate peak load water fire-flows are maintained throughout the city and shall regularly monitor fire-flows to ensure adequacy.
Goal PFS-6	Improve the health and quality of life for all Solvang residents.
Policy PFS-6.1	Collaboration for Improved Health. The City shall collaborate with local health officials, planners, nonprofit organizations, businesses, schools, hospitals, local health clinics, and community groups to improve community health.
Policy PFS-6.2	Health in All Policies. The City shall prioritize the overall health of Solvang residents in its strategies, programs, daily operations, and practices.
Policy PFS-6.3	Address Health Inequities. The City shall address health inequities in Solvang by striving to remove barriers to healthy living, avoiding disproportionate exposure to unhealthy living environments, and providing a high quality of life for all residents, regardless of income, age, or ethnicity.
Goal PFS-7	To provide and maintain park facilities with a range of recreational opportunities for City residents of all ages and abilities.
Policy PFS-7.1	Recreation Services. The City shall continue to provide and facilitate quality recreational services, including programs, classes, special events, and facilities to all members of the community in a courteous and efficient manner.
Policy PFS-7.2	Parks and Recreation System. The City shall continue to operate and maintain a parks and recreation system which provides important environmental, social, personal and economic benefits to meet the needs of the City’s residents.
Policy PFS-7.3	Park Facility Use. The City shall continue to maximize the use of each park facility by creatively adapting the recreation opportunities available, as community needs change and evolve.
Policy PFS-7.4	Facility Master Plans. The City shall create Master Plans for each park or recreation facility and periodically review and update the plans and estimate implementation costs to respond to changing needs.

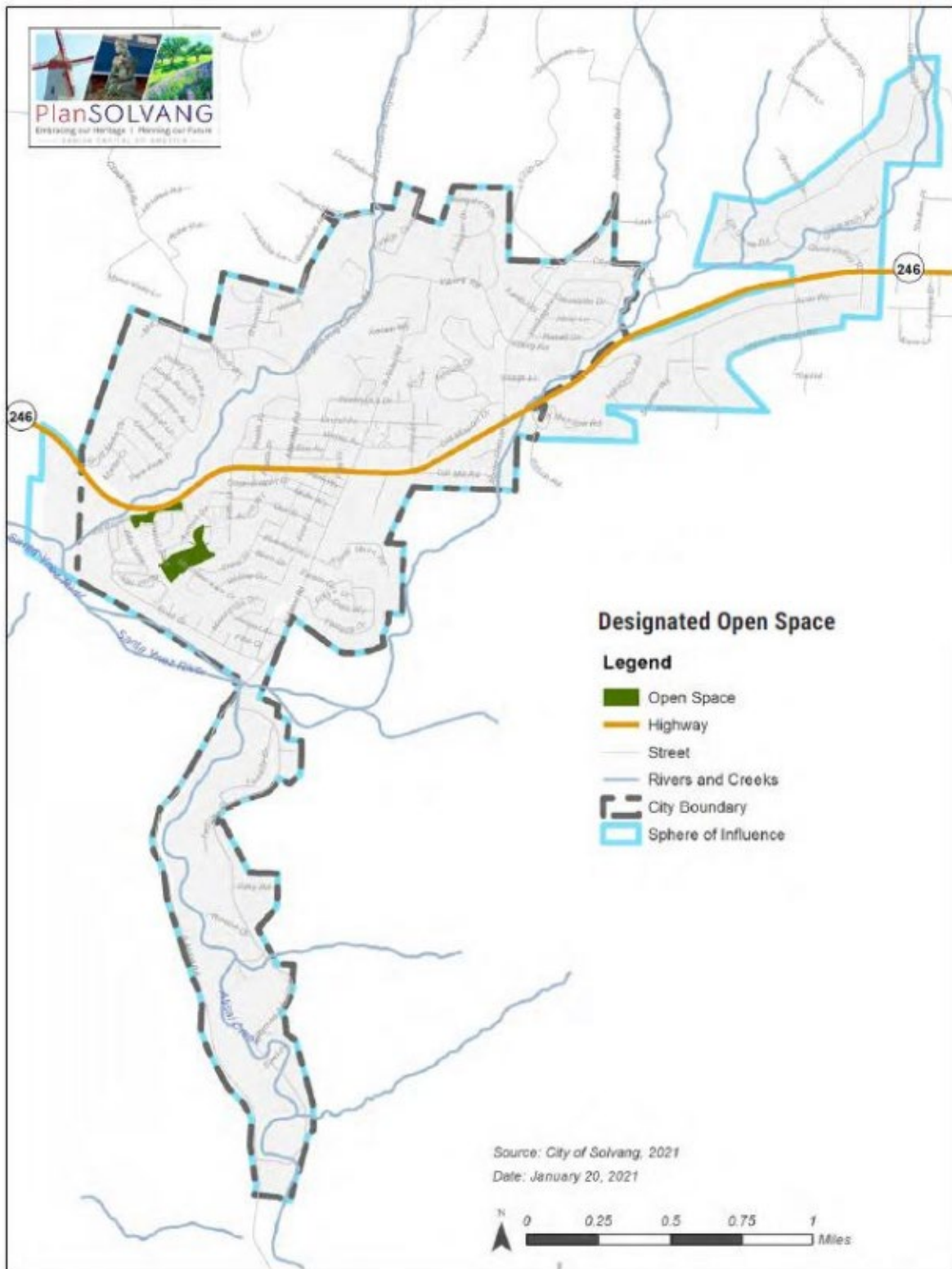
ID	Goal and Supportive Policies
Policy PFS-7.5	Neighborhood Impacts. When preparing new, or updating existing, park and facility plans, the City shall consider the effects on surrounding neighborhoods for issues such as noise, light and glare, and traffic and parking in order to minimize impacts on neighborhood quality of life.
Policy PFS-7.6	Intergovernmental Coordination. The City shall maintain open communication with the State, the County, the City of Buellton, local organizations, and the school districts to establish mutual goals and timelines for achieving those goals.
Policy PFS-7.7	Park Safety. The City shall continue to maintain and improve safety in existing parks and design park improvements to facilitate security and policing.
Policy PFS-7.8	Park Patrols. The City shall coordinate with the law enforcement to provide mobile patrols of parks and recreation events.
Policy PFS-7.9	Neighborhood Watch. The City shall coordinate with neighborhood watch programs to provide added security in park areas.
Policy PFS-7.10	Public Awareness. The City shall increase resident awareness of available park and recreational facilities and opportunities by periodically providing public information and activity guides and maintaining cooperative relationships with local media outlets and local organizations.
Policy PFS-7.11	Undeveloped Natural Areas. The City shall conserve and enhance the publicly owned undeveloped natural areas of Adobe Creek and Alamo Pintado Creek for the passive use and enjoyment of the public.
Policy PFS-7.12	Recreation Activities at State Parks. The City shall coordinate with the State to maintain recreational activities for residents and visitors at the Santa Ines Mission Mills State Park, State Parks Department, and Santa Barbara Trust for Historic Preservation management objectives.
Policy PFS-7.13	Urban Trails Plan. The City shall prepare an urban trails plan and program in coordination with neighboring Cities.
Goal PFS-8	To provide high-quality, cost-effective park operation and maintenance.
Policy PFS-8.1	ADA Compliant Parks and Facilities. The City shall design park and recreation facilities that are ADA accessible and energy and resource efficient.
Policy PFS-8.2	Energy-Efficient Parks and Facilities. When creating new, or updating existing park and facility plans, the city should incorporate energy and resource efficient concepts to the extent feasible.
Policy PFS-8.3	Water Efficient Parks. The City shall use drip irrigation and other water efficient methods in parks to the extent feasible.
Policy PFS-8.4	Drought Tolerant Landscaping. The City shall use drought tolerant landscaping, solar oriented structures, and structures with natural lighting during daylight hours, where feasible.
Policy PFS-8.5	Park Facility Maintenance. The City shall reduce City Park facility maintenance costs wherever feasible including use of durable materials.
Policy PFS-8.6	Long-term Park Maintenance and Operating Cost Estimate. The City shall estimate the long-term maintenance and operating costs associated with a proposed project in conjunction with accepting or developing a new park.
Policy PFS-8.7	Park Net Benefit. The City shall ensure that it receives a net benefit to the City park and recreation system when an existing or proposed park is impacted by private or quasi-public infrastructure and other easements.
Goal PFS-9	To use a variety of funding sources to acquire, develop, expand, and maintain the City's parks, facilities, recreation opportunities and natural areas.
Policy PFS-9.1	Capital Improvement Program. The City shall continue to list potential park projects in the City's Ten-Year Capital Improvement Program project list.
Policy PFS-9.2	Development Impact Fees. The City shall maintain and update projected costs for new park and recreation facilities to provide a basis of reviewing and updating development impact fees collected by the City to be used to fund improvements.

ID	Goal and Supportive Policies
Policy PFS-9.3	Quimby Act. The City shall adopt a Quimby Act Park dedication ordinance at the ratio of one acre of parkland for each 1,000 in population added by proposed subdivisions, or payment of park in lieu fees.
Policy PFS-9.4	Park Grant and Bond Funding. The City shall continue to pursue grants and park bond funding for construction of new parks, major park maintenance projects, or to upgrade or add new facilities to existing parks.
Policy PFS-9.5	Local Partnerships. The City shall explore funding arrangements and partnerships with other regional agencies.
PFS-10	To provide Solvang with distinguished schools, programs, and learning opportunities.
Policy PFS-10.1	Solvang School District Partnership. The City shall continue to confer with and work jointly with the Solvang School District on issues of mutual interest, including new school sites or facilities.
Policy PFS-10.2	School District Facility Planning. The City shall continue to forward all residential development proposals to the Solvang School District and the Santa Ynez Valley Union High School District for review with regard to school capacity and potential school sites.
Policy PFS-10.3	Solvang Library. The City shall continue to support the Solvang Library to improve the library facilities and expand their service to the community.

Environment and Sustainability Element

The Environment and Sustainability Element is a new component of the proposed 2045 General Plan. The purpose of the Environment and Sustainability Element is to preserve, protect, and enhance the natural resources that make Solvang a unique place. The Environment and Sustainability Element addresses a broad range of topics, including water quality and supply, air quality, greenhouse gas emissions and climate change, open space, cultural and natural resources, mineral resources, and biological resources. Figure 2-9 shows existing designated open space in Solvang.

Figure 2-9 Existing Open Space



Proposed Environment and Sustainability Element Goals and Policies

Goals and supportive policies of the proposed Environment and Sustainability Element are shown in Table 2-9.

Table 2-9 Proposed Environment and Sustainability Element Goals and Policies

ID	Goal and Supportive Policies
Goal ENV-1	To protect and provide access to important space areas within the city and within the region.
Policy ENV-1.1	Open Space Management. The City shall manage city-owned open space designated land for the protection of sensitive biological resources primarily as a preserve.
Policy ENV-1.2	Support Regional Open Space. The City shall support the efforts of Santa Barbara County, and other jurisdictions, the Land Trust for Santa Barbara County and other agencies, organizations, and private landowners to establish and maintain open space lands in the region.
Policy ENV-1.3	Maintain Agricultural Lands. The City shall support Santa Barbara County to retain the Agriculture designation in viable farming units on lands surrounding the City and support implementation of the Santa Ynez Valley Community Plan.
Policy ENV-1.4	Open Space Access. The City shall continue to provide access to open space resources, with interpretive information, when doing so is consistent with protection of the resources, and with the security and privacy of affected landowners and occupants.
Goal ENV-2	To protect important scenic resources within the city's plan area.
Policy ENV-2.1	Protect Scenic Qualities. The City shall protect and enhance the important scenic qualities within the City Limits, including scenic views of rolling hillsides and agricultural lands.
Policy ENV-2.2	Urban Forest. The City shall protect the urban forest created by mature trees in existing developed areas and require planting of approved trees and landscaping in new development.
Policy ENV-2.3	Scenic Transportation Corridors. The City shall support efforts by Santa Barbara County to protect the scenic qualities of transportation corridors serving the City and region.
Policy ENV-2.4	Greenbelts. The City shall work with the County of Santa Barbara, the City of Buellton, and other jurisdictions and agencies, to preserve the scenic character of the greenbelts and buffers surrounding Solvang and enhance the gateways to the City.
Policy ENV-2.5	City Gateways. The City shall support efforts to enhance and improve city gateways.
Goal ENV-3	To protect natural open space areas, sensitive native vegetation, and wildlife communities and habitat.
Policy ENV-3.1	Natural Resource Protection. The City shall protect sensitive natural resources, wildlife communities and habitats within the open spaces.
Policy ENV-3.2	Educational Programs. The City shall encourage and support educational programs in the local schools and park programs that enhance public appreciation and awareness of the natural environment, and programs on how to manage development to preserve native wildlife populations.
Policy ENV-3.3	Minimize Impacts of Development. The City shall ensure new development does not significantly deplete, damage, or alter existing critical wildlife habitat or populations such as coastal oak woodland along Alamo Pintado Creek, Alisal Creek, and Adobe Creek and riparian habitat along the Santa Ynez River.
Policy ENV-3.4	Support Local and Regional Efforts. The City shall support and participate in local and regional efforts of local, State and federal resource agencies (e.g., Santa Barbara County, California Department of Fish and Wildlife, U.S. Army Corps, United States Fish and Wildlife Service, Cost Guard, local land trusts and conservation organizations) to protect, restore and maintain viable, contiguous areas of habitat for sensitive plant and animal species along Alamo Pintado Creek, Alisal Creek, and Adobe Creek and the Santa Ynez River.

ID	Goal and Supportive Policies
Policy ENV-3.5	Preserve Creek Corridors. The City shall preserve the ecological integrity of creek corridors that support riparian resources by preserving native riparian plants and, to the extent feasible, removing invasive nonnative plants. If preservation of the ecological integrity of existing resources is found to be infeasible, adverse impacts to riparian resources shall be fully mitigated consistent with the requirements of applicable State and Federal regulations.
Goal ENV-4	To protect the historic and cultural resources in order to preserve the heritage of native peoples and the area’s earliest settlers.
Policy ENV-4.1	Protect Archaeological Resources. The City shall provide for the protection of both known and potential archaeological resources citywide. To avoid significant damage to important archaeological sites, all available measures shall be explored at the time of a development proposal. Where such measures are not feasible and development would adversely affect identified archaeological or paleontological resources, mitigation shall be required in accordance with the relevant provisions of federal and State laws.
Policy ENV-4.2	Collaboration with Chumash. The City shall continue a positive and collaborative working relationship with the Santa Ynez Band of Chumash Indians through continued consultation and collaboration with respect to the preservation of, or the mitigation of impacts to, specified Native American places, features, and objects.
Policy ENV-4.3	Central Coast Information Center Referrals. The City shall continue to refer development proposals that may adversely affect archaeological sites to the University of California Santa Barbara Central Coast Information Center for review and comment.
Goal ENV-5	To preserve and enhance Solvang’s Historic and Danish heritage.
Policy ENV-5.1	Protect Significant Sites and Buildings. The City shall protect and enhance Solvang’s historically and architecturally significant sites and buildings.
Policy ENV-5.2	Support Property Owners. The City shall encourage the efforts of property owners to preserve and renovate historic and architecturally significant structures. Where such buildings cannot be preserved intact, the City shall seek to preserve the building facades and ensure renovations are consistent with the applicable standards set forth in the Community Design Element and design guidelines.
Goal ENV-6	To achieve environmentally responsible reclamation of mineral extraction sites.
Policy ENV-6.1	Mineral Extraction Site Reclamation. The City shall require the environmentally responsible reclamation of mineral extraction sites within the City and shall work with other agencies in the area to do the same.
Policy ENV-6.2	Mineral Extraction Site Reclamation. The City shall require the environmentally responsible reclamation of mineral extraction sites within the City and shall work with other agencies in the area to do the same.
Policy ENV-6.3	Mineral Extraction. The City shall work with existing mineral extraction operations to minimize impacts to human health and the environment.
Goal ENV-7	To maintain an adequate level of service in the City’s water system to meet the needs of existing and future development.
Policy ENV-7.1	Adequate Water Supply. The City shall continue to work with water providers to ensure adequate water supply is available to the community. Further, the City shall impose limitations or moratoriums on new development or redevelopment when the water supply of existing customers will be adversely impacted.
Policy ENV-7.2	Diverse Water Supply. The City shall pursue a water supply program consisting of the development of multiple sources of water, water conservation, and groundwater management to accommodate projected water demand and provide as best possible for water supply security.
Policy ENV-7.3	Water Conservation Measures. The City shall require new development and redevelopment projects to incorporate water conservation measures to reduce water demand through the Water Efficient Landscape Ordinance (MWELO), relevant sections of Title 24 and LEED certification, and other conservation policies and programs.

ID	Goal and Supportive Policies
Goal ENV-8	To foster effective communication, cooperation, and coordination in developing and operating community and regional air quality programs.
Policy ENV-8.1	Reduce Air Pollution. The City shall cooperate with the efforts of the SBCAPCD to reduce emission of air pollutants and their precursors and ensure ongoing attainment of federal and State ambient air quality standards.
Policy ENV-8.2	Particulate Emissions Reduction. The City shall work with the SBCAPCD to reduce particulate emissions from construction, grading, excavation, and demolition to the maximum extent feasible.
Policy ENV-8.3	Air Quality Mitigation Measures. The City shall ensure all air quality mitigation measures are feasible, implementable, and cost effective.
Policy ENV-8.4	Mitigation Measures. The City shall require new development and redevelopment to incorporate measures from the most recent SBCAPCD Clean Air Plan to reduce air quality impacts to a less than significant level.
Policy ENV-8.5	Air Quality Education Programs. The City shall support the efforts of local public and private groups that provide air quality education programs.
Goal ENV-9	To reduce the air quality impacts of motor vehicles and small engine use.
Policy ENV-9.1	Workforce Housing Opportunities. The City shall support expansion of workforce housing opportunities in Solvang to reduce the volume and distance of home-to-work commute trips by motor vehicle.
Policy ENV-9.2	Commuter Trip Reduction. The City shall support regional transportation programs that reduce single-rider commuter related vehicle trips.
Policy ENV-9.3	Alternative Modes of Transportation. The City shall encourage the use of alternative transportation modes, including transit, walking, and bicycling.
Policy ENV-9.4	Electric Vehicle Infrastructure. The City shall encourage the installation of solar photovoltaic systems and electric vehicle charging facilities in commercial, residential, and industrial development.
Policy ENV-9.5	Fuel Efficient Vehicles. The City shall encourage adoption of alternative fuel vehicles including electric, hybrid, hydrogen fuel cell, or other fuel-efficient vehicles, for personal transportation.
Policy ENV-9.6	City Fleet and Equipment. The City shall work toward converting 100 percent of non-emergency City vehicles to electric, hybrid, flex-fuel, or alternative fuels. In addition, the City shall replace gas-powered mowers and other equipment with electric or hybrid models and to use alternative carbon-free models where possible.
Policy ENV-9.7	Sustainable Development Patterns. The City shall continue to promote patterns of development that minimize dependence on personal automobiles and reduce VMT and GHG.
Goal ENV-10	To reduce the emission of greenhouse gases.
Policy ENV-10.1	State GHG Reduction Goals. The City shall work with the SBCAPCD, SBCAG and Santa Barbara County to comply with statewide greenhouse gas reduction goals as established in AB 32, SB 375 and subsequent Executive Orders and legislation.
Policy ENV-10.2	Regional Climate and Sustainability Plans. The City shall implement the relevant provisions of the Santa Barbara County Energy plans to reduce emissions.
Policy ENV-10.3	GHG Reduction Preference. The City shall give preference to vendors which reduce or eliminate indirect greenhouse gas emissions.
Policy ENV-10.4	GHG Thresholds. The City shall establish and maintain GHG thresholds to evaluate non-exempt discretionary projects consistent with CEQA. Projects above those thresholds shall mitigate their GHG emissions and locally offset the remaining GHG emissions if necessary.
Policy ENV-10.5	Prioritize GHG Reduction in Development. The City shall support new development that is compact, mixed-use, transit oriented, and reduces GHG emissions by lowering vehicle miles traveled (VMT) and promoting energy-efficient building design and site planning

ID	Goal and Supportive Policies
Goal ENV-11	To encourage community action to mitigate and adapt to climate change.
Policy ENV-11.1	Green Business Program. The City shall encourage businesses to obtain certification under the Santa Barbara County Green Business Program.
Policy ENV-11.2	Sustainability Education. The City shall partner with the local school districts, waste haulers, food banks, and other local organizations to integrate sustainability and environmental literacy into the academic curriculum and educate the community on waste diversion and recycling.
Policy ENV-11.3	Local Partnerships. The City shall partner with local businesses and organizations to secure grants and incentives for facilitating GHG reduction projects such as energy efficiency and renewable energy projects.
Goal ENV-12	To incorporate sustainable building and development practices into the city’s development regulations.
Policy ENV-12.1	Green Building Code. The City shall require through the State Building Code energy efficient construction and sustainable building practices by continuing to implement the Green Building Code.
Policy ENV-12.2	<p>Green Building Practices. The City shall support the use of green building practices in the planning, design, construction, management, renovation, operations, and demolition of all public and private buildings and projects, including:</p> <ul style="list-style-type: none"> ▪ Land planning and design techniques that preserve the natural environment and minimize disturbance of the land. ▪ Site development to reduce erosion, minimize paved surfaces and runoff and protect vegetation, especially trees. ▪ Water conservation indoors and outdoors. ▪ Energy efficiency in heating/cooling systems, appliances, lighting, and the building envelope. ▪ Selection of materials based on recyclability, durability and the amount of energy used to create the material. ▪ Waste reduction, reuse and recycling during construction and throughout the life of the project. ▪ Other new aspects of green design and construction included in LEED™ or other certification programs. ▪ Control nighttime lighting to lower energy use, reduce glare, and prevent illumination of the night sky.
Policy ENV-12.3	LEED Certified City Buildings. The City shall design and construct all new or renovated City buildings to achieve Leadership in Energy and Environmental Design (LEED) Gold rating requirements.
Policy ENV-12.4	Passive Temperature Regulation. The City shall to the extent feasible, require the orientation of buildings to maximize passive solar heating during cool seasons, avoid solar heat gain in warm seasons, enhance natural ventilation and effective use of daylight, and to maximize opportunities for the installation of solar panels.
Policy ENV-12.5	Co-Generation Facilities. The City should promote and encourage co-generation projects, office, and industrial facilities, provided they meet all applicable air quality standards and provide a net reduction in GHG emissions associated with energy production.
Policy ENV-12.6	Emerging Technologies. The City shall remain informed of and support the inclusion of new and emerging technologies for carbon-free and energy efficient design. Support may include permit streamlining procedures, reduced fees, rebate and financing information, or other incentives at the City’s discretion.
Goal ENV-13	To reduce Green House emissions (GHG) related to energy consumption.
Policy ENV-13.1	Energy Efficiency Incentives. The City shall work with energy providers and developers on voluntary incentive-based programs to encourage the use of energy efficient designs and equipment in existing buildings.
Policy ENV-13.2	Renewable Energy for Homes. The City shall encourage installation of renewable energy sources for new homes per the new state building codes.

ID	Goal and Supportive Policies
Policy ENV-13.3	Building Emissions Reductions Plan. The City shall consider the adoption of an ordinance for all new buildings to meet State emissions reductions targets by 2045.
Policy ENV-13.4	Energy Retrofit Program. The City shall encourage homeowners and building owners to retrofit their structures with energy efficiency improvements.
Policy ENV-13.5	Low Income Energy Efficiency. The City shall partner with community service agencies and organizations to support energy efficient projects for low-income residents. Eligible projects may include installation of heating, ventilation, and air-conditioning systems, lighting, water heating equipment, and insulation and weatherization.
Policy ENV-13.6	Renewable Energy in Open Space. The City shall allow renewable energy projects in areas zoned for open space, where consistent with all the elements of this General Plan, and other uses and values.
Goal ENV-14	To become a zero-waste community through responsible procurement, waste diversion, and innovative strategies.
Policy ENV-14.1	Zero Waste. The City shall promote activities that reduce waste and increase waste diversion, including sourcing products with reusable, recyclable, or compostable packaging; establishing food diversion programs; and promoting and educating on waste diversion and its importance.
Policy ENV-14.2	Household Waste Programs. The City shall coordinate with the contract waste management company to provide convenient, easy-to-use programs for bulky items and household hazardous waste.

Safety Element

The Safety Element evaluates natural hazards and safety hazards in Solvang and outlines goals and policies to minimize risk to life and property. The primary natural hazard threats for Solvang are earthquakes, wildfire, drought, localized flooding, and an increased number of high heat days. Many of the goals and policies in this element correspond to local and regional safety priorities such as those established in the County of Santa Barbara’s Multi-Jurisdictional Hazard Mitigation Plan, a multi-jurisdictional document that helps coordinate participating jurisdictions to reduce risk from the most prevalent natural disasters in Santa Barbara County. Likewise, many of the goals and policies correspond to the City’s Emergency Management Plan. In addition, Solvang noise characteristics are described within the 2045 General Plan Safety Element including descriptions of common sources of noise as well as goals and policies to lessen noise for sensitive land uses (e.g., residences, schools, medical facilities).

Proposed Safety Element Goals and Policies

The goals and supportive policies of the proposed Safety Element are shown in Table 2-10.

Table 2-10 Proposed Safety Element Goals and Policies

ID	Goal and Supportive Policies
Goal SAF-1	To ensure that City emergency response procedures are appropriate and coordinated with the County in the event of natural or human-made disasters.
Policy SAF-1.1	Emergency Response Programs. The City shall support local and regional response programs that provide emergency and other services to the public when a disaster occurs.
Policy SAF-1.2	Community Education and Organization. The City shall develop and support preparedness programs that educate and organize the community, especially vulnerable populations, to respond appropriately to disasters.
Policy SAF-1.3	Interjurisdictional Coordination. The City shall work to improve coordination and information sharing among city, County and State programs and agencies to reduce the risks of disasters.
Policy SAF-1.4	Law Enforcement and Fire Protection Services. The City shall continue to work with Santa Barbara County to maintain local law enforcement and fire protection services in a state of readiness to ensure adequate protection for the citizens of Solvang.
Policy SAF-1.5	Standardized Emergency Management System. The City shall continue to support efforts to ensure local agency compliance with the State’s Standardized Emergency Management System.
Policy SAF-1.6	Command Center. The City shall continue to coordinate with the county to designate and develop a command center for use during times of emergency, such as the Veterans Hall.
Policy SAF-1.7	Critical Facilities. The City shall continue to maintain existing and expand critical facilities outside of flood, seismic, and high fire hazard zones whenever feasible.
Policy SAF-1.8	Mutual Aid Agreements. The City shall continue to maintain mutual aid agreements and communications links with surrounding jurisdictions for assistance during times of emergency.
Policy SAF-1.9	Communication and Media Protocols. The City shall continue to maintain emergency communication resources, protocols, and improve information transfer to the media and public during emergencies.
Goal SAF-2	To prevent and/or reduce loss of life, injury, and property damage due to geologic and seismic hazards, including ground shaking, fault rupture, and liquefaction.
Policy SAF-2.1	Earthquake Resistant Design. The City shall continue to require earthquake resistant designs for all structures and utilities.
Policy SAF-2.2	Critical Facilities Placement. New critical structures such as hospitals, police substations, fire stations, emergency communication centers, schools, high occupancy buildings and bridges shall be located away from high-risk earthquakes, landslides, and liquefaction zones.
Policy SAF-2.3	Geotechnical Reports. The City shall continue to require the preparation of geotechnical reports and impose appropriate mitigation measures for new development in areas of potential seismic or geologic hazards to ensure, within the limits of technical and economic feasibility, that new structures are able to withstand the effects of seismic activity, including liquefaction, slope instability, expansive soils, or other geologic hazards.
Policy SAF-2.4	Underground Utilities. The City shall continue to require the design of underground utilities, particularly water and natural gas mains, to resist seismic forces in accordance with state requirements.
Policy SAF-2.5	Identification and Abatement of Risk for Existing Structures. The City shall identify and encourage risk abatement for existing structures that will be hazardous during an earthquake event, especially high occupancy structures that have the greatest potential effect on public safety.
Policy SAF-2.6	Alquist-Priolo Earthquake Fault Zoning Act. The City shall continue to enforce the Alquist-Priolo Earthquake Fault Zoning Act that requires geologic studies to be performed so that habitable structures and essential facilities will be sited away from active and potentially active faults.
Goal SAF-3	To reduce the potential damage to structures and infrastructure from landslide hazards.
Policy SAF-3.1	Landslide and Slope Instability Hazard Mitigation. The City shall continue to require development to avoid and/or mitigate any potential impacts a project contributes to landslides and slope instability hazards on neighboring property, appurtenant structures, utilities, and roads.

ID	Goal and Supportive Policies
Policy SAF-3.2	Expansion of Development in Areas of Landslide Activity. The City shall prohibit the expansion of existing structures or developments in areas of known landslide activity except when the project incorporates measures to reduce the potential for loss of life and property.
Policy SAF-3.3	New Development in Areas of Landslide Activity. The City shall prohibit new development in areas of known landslide activity unless development plans indicate that the hazard can be reduced to a less than significant level prior to beginning development.
Goal SAF-4	To prevent and/or reduce loss of life, injury, and property damage due to flooding.
Policy SAF-4.1	Development in Floodplains. The City shall not approve new development in areas subject to a 100-year flood event, based on Federal Emergency Management Agency (FEMA) mapping or on other updated mapping acceptable to the City, unless and until the flood hazard has been mitigated.
Policy SAF-4.2	Mitigate Flooding. The City shall require new development and redevelopment to incorporate flood reduction measures into the project design in areas known to be prone to flooding.
Policy SAF-4.3	Dam Inundation. The City shall update and maintain the Emergency Management Plan to minimize the risk to life and property due to dam failure.
Policy SAF-4.4	Reducing Flood Impacts. The City shall require mitigation to less than significant levels for new development with the potential to increase flooding impacts.
Policy SAF-4.5	100-Year Flood Plains. The City shall require development on land subject to a 100- year flood event, based on Federal Emergency Management Agency (FEMA) mapping or on other updated mapping acceptable to the City, to conform to National Flood Insurance Program (NFIP) standards.
Policy SAF-4.6	New Parcels. The City shall prohibit the creation of parcels upon which the presence of easements, floodplain, marsh or riparian habitat, or other features would leave insufficient land to build and operate structures. This action item shall not apply to open space lots specifically created for dedication to the City or another appropriate party for habitat protection, flood control, drainage, or wetland maintenance.
Goal SAF-5	To prevent and/or reduce loss of life, injury, and property damage due to wildland and structural fires.
Policy SAF-5.1	Protect New Development. The City shall require new developments designed to protect life and property from wildfires and structural fires relative to the identified risk level.
Policy SAF-5.2	Fire Equipment Access and Resources. The City shall require that new development provides for adequate fire equipment access and fire suppression resources.
Policy SAF-5.3	Road and Building Identification. The City shall require that all roads and buildings are properly identified by name or number with clearly visible signs in order to promote faster response times.
Policy SAF-5.4	Work with Homeowners on Fire Safety. The City shall work with and educate homeowners to improve fire safety and defensibility.
Policy SAF-5.5	Fire Safety Improvements. The City shall encourage fire safety improvements for existing homes and commercial buildings
Goal SAF-6	To coordinate with fire protection and emergency service providers to ensure adequate fire facilities, equipment, and services are available to protect city residents and property from fire.
Policy SAF-6.1	County Fire Department Staffing. The City shall work with Santa Barbara County Fire Department to maintain fire department staffing levels and response times consistent with National Fire Protection Association standards.
Policy SAF-6.2	Mutual Aid Agreements. The City shall continue to maintain mutual aid agreements among fire protection and emergency service providers to ensure residents and property are adequately served and to facilitate the efficient use of available resources.
Policy SAF-6.3	Peak Fire-Flow. The City shall continue to ensure that adequate peak load water fire-flows are maintained throughout the city and shall regularly monitor fire-flows to ensure adequacy.
Policy SAF-6.4	Homeowner Resources. The City shall continue to work with local agencies to inform homeowners of the dangers and appropriate responses to fire and ways to prevent loss.

ID	Goal and Supportive Policies
Goal SAF-7	To reduce the potential for exposure of humans and the environment to hazardous substances.
Policy SAF-7.1	Hazardous Material Storage and Disposal. The City shall require proper storage and disposal of hazardous materials, including medical waste, to prevent leakage, potential explosions, fires, or the escape of harmful gases, and to prevent individually innocuous materials from combining to form hazardous substances, especially at the time of disposal.
Policy SAF-7.2	Designated Routes for Transport of Hazardous Materials. The City shall designate and continue to enforce safe routes through the City for the transport of hazardous materials.
Policy SAF-7.3	Testing and Remediation of Contaminated Sites. The City shall require testing for contamination in areas suspected as potentially hazardous and shall require that the remediation of hazardous areas takes place prior to development in cooperation with the Santa Barbara County Public Health Department.
Goal SAF-8	To ensure that Solvang remains a relatively safe community with a low incidence of crime.
Policy SAF-8.1	Public Safety. The City shall continue to maintain a high-level of public safety in Solvang.
Policy SAF-8.2	Design Review. The City shall ensure through design review that crime prevention and safety are incorporated into new development projects, especially for residential subdivision and commercial development.
Policy SAF-8.3	Education on Personal Safety. The City shall continue to work with the Chamber of Commerce and the Sheriff to support volunteer and educational programs to inform the public regarding personal safety.
Goal SAF-9	To promote the safe operation of the airport and protect the safety of city residents.
Policy SAF-9.1	Coordinate with the ALUC. The City shall coordinate with the Airport Land Use Commission (ALUC) on land use planning around the Santa Ynez Airport and the City’s Plan Area.
Policy SAF-9.2	Airport Area of Influence. The City shall submit development proposals for land within the airport area of influence for review by the ALUC for consistency with the Airport Land Use Compatibility Plan.
Policy SAF-9.3	Airport Land Use Consistency. The City shall work to achieve consistency between General Plan land uses and the ALUP, when and where it is appropriate. Measures may include restrictions on permitted land uses and development criteria, including height restrictions.
Goal SAF-10	To protect city residents, visitors and infrastructure from the hazards associated with falling trees.
Policy SAF-10.1	Tree Maintenance. The City shall continue to maintain trees on City property to minimize hazards, and work with property owners to do the same.
Goal SAF-11	To reduce, minimize and manage noise and vibration to the greatest extent feasible.
Policy SAF-11.1	Roadway Project Noise Mitigation. The City shall work with Caltrans to require the inclusion of noise mitigation measures along Highway 246 near residential units in the design of new roadway projects where necessary to maintain acceptable noise levels for adjacent uses.
Policy SAF-11.2	Noise Mitigation in Design. The City shall require the use noise mitigation measures where appropriate in the design of new development and redevelopment, especially for residential or other noise-sensitive land uses adjacent to major roads or noise-generating commercial or industrial areas to ensure internal noise levels of the receiving noise-sensitive uses remain at acceptable levels.
Policy SAF-11.3	Sensitive Areas. The City shall ensure acceptable noise levels are maintained near schools, hospitals, and other noise sensitive areas through proper land use decisions and site plan review.
Policy SAF-11.4	Vibration Impacts. For projects involving the use of major vibration generating equipment (e.g., pile drivers, vibratory rollers) that could generate groundborne vibration levels in excess of 0.2 in/sec ppv, the city may require a project-specific vibration impact assessment to analyze potential groundborne vibrational impacts and may require measures to reduce ground vibration levels.

ID	Goal and Supportive Policies
Goal SAF-12	Reduce the potential and severity of short- and long-term health emergencies, control the rate and extent of the spread of an illness, reduce economic and social displacement, and reduce loss of life.
Policy SAF-12.1	State and County Minimum Requirements. The City shall implement all minimum requirements from appropriate State of California and Santa Barbara County agencies relative to declared public health emergencies.
Policy SAF-12.2	Interagency Coordination. The City shall work closely with the State of California and Santa Barbara County health officials to make certain that City needs are considered and addressed and to inform residents of programs and resources in a timely manner.
Policy SAF-12.3	Communication and Education. The City shall continue to maintain and enhance communications and education resources to provide timely and up-to-date information concerning public health emergencies, with specific focus on vulnerable populations.
Policy SAF-12.4	Public Health Emergency Minimize Disease Spread. The City shall collaborate with the Santa Barbara County Public Health Department and other jurisdictions to implement measures that minimize the risk of disease spread based on best available data.
Policy SAF-12.5	Resources. The City shall work with the State of California and Santa Barbara County to maintain a supply of resources necessary to track, respond to, and recover from a public health emergency.
Policy SAF-12.6	Organizational Partnerships. The City shall partner with organizations responsible for essential health care and human services to ensure those services are provided as early as possible to respond during, and recover after, a public health emergency or event.
Policy SAF-12.7	Disease Vector Control. The City shall work collaboratively with other agencies to control vectors such as mosquitos to protect Solvang residents from vector-borne diseases.
Goal SAF-13	To reduce and/or prevent loss of life, injury, and property damage due to climate impacts.
Policy SAF-13.1	Water Conservation. The City shall continue to support water conservation programs and efficiency upgrades through education, regulation, and incentives. The city will work with hotels and restaurants to encourage water use reduction measures.
Policy SAF-13.2	Climate Resilient Public Facilities. The City shall require development, renovation, and maintenance of public facilities to be designed to minimize vulnerabilities to climate impacts such as heat, fire, and drought.
Policy SAF-13.3	Resilience Hubs. The City shall establish community facilities that provide a safe harbor to vulnerable populations during climate hazard events such as fires, poor air quality, extreme heat, and floods (known as resilience hubs).
Policy SAF-13.4	Building Retrofits. The City shall support retrofits of existing structures to better withstand climate impacts, including extreme heat, poor air quality, fire, and floods.
Policy SAF-13.5	Green Infrastructure. The City shall encourage development and redevelopment projects incorporate green infrastructure such as street trees, landscaping, and green and cool roofs to mitigate the effects of extreme heat events.
Policy SAF-13.6	Climate Adaptation Planning. The City shall continue to evaluate and plan for climate change impacts and coordinate planning efforts with Santa Barbara County and other jurisdictions and agencies.

2.6.3 Construction

Given the programmatic nature of the 2045 General Plan, specific projects details and locations that could result in the future within these land use areas are unknown at this time. Future discretionary projects would require project-level environmental review analysis.

2.7 Required Actions and Approvals

Implementation of the 2045 General Plan would require the following approvals:

- City Council – EIR Certification
- City Council – Adoption of the 2045 General Plan
- City Council – Approve Proposed Rezoning

3 Environmental Setting

This section provides a general overview of the environmental setting for the City of Solvang (City) Comprehensive General Plan Update (referred to in this Environmental Impact Report [EIR] as “2045 General Plan” or “proposed project”). More detailed descriptions of the environmental setting for each environmental issue area can be found in Section 4, *Environmental Impact Analysis*.

3.1 Regional Setting

Solvang is located in the Santa Ynez Valley in central Santa Barbara County, approximately 25 miles northwest of Santa Barbara and 6 miles north of the Pacific Ocean (see Section 2.1, Planning Area Location and Setting, in Section 2, *Project Description*). The city of Buellton is located about 3 miles to the west, the township of Santa Ynez is located 2 miles to the east, and the communities of Los Olivos and Ballard are located two to three miles to the north. State Route 246 (also known as Mission Drive) bisects Solvang and provides a key regional east-west link between Highway 101 and State Route 154.

Solvang is situated primarily along an alluvial plain formed by the Santa Ynez River and on the southeastern edge of the Purisima Hills. Solvang is surrounded by the Purisima Hills to the north, the upper Santa Ynez Valley to the east, the Santa Ynez Mountains to the south, and the lower Santa Ynez Valley to the west.

3.2 Physical Setting

The 2045 General Plan covers approximately 3.1 square miles (1,968 acres) of land within Solvang’s Planning Area. Solvang is characterized as a compact city which has evolved into a widely recognized tourist destination in the village core due to its unique architecture. The Mission District contains the Mission Santa Inés and the surrounding open space around the mission. Other influences include surrounding wineries and agricultural uses, and the Chumash reservation and casino. A breakdown of existing land uses in the Planning Area is provided in Table 3-1.

Table 3-1 Existing Land Uses

Land Use	Acres	Percent
Agriculture	6.1	0.3%
Commercial	119.5	6.1%
Industrial	42.2	2.1%
Miscellaneous	22.9	1.2%
Office	24.3	1.2%
Public and Quasi Public	34.2	1.7%
Recreational and Open Space	230.3	11.7%
Residential	1,069.0	54.3%
Roadways and Parking Lots	306.0	15.5%
Vacant	113.4	5.8%
Total	1,968.0	100%

Solvang is located within the Alisal Creek-Santa Ynez River sub-watershed which is approximately 25,817 acres in size and includes portions of the city of Buellton. The local climate in Solvang is characterized by warm summers and cool, wet winters.

3.3 Baseline and Cumulative Project Setting

3.3.1 EIR Baseline

Section 15125 of the California Environmental Quality Act (CEQA) Guidelines states that an Environmental Impact Report (EIR) “should include a description of the physical environmental conditions in the vicinity of the project, as they exist at the time the notice of preparation is published.” Section 15125 states that this approach “normally constitute[s] the baseline physical conditions by which a lead agency determines whether an impact is significant.”

This EIR evaluates impacts against existing conditions for the baseline year of 2023, which is the year that the Notice of Preparation (NOP) was published.

3.3.2 Approach for Impact Analysis

The programmatic nature of the 2045 General Plan necessitates a general approach to the evaluation of existing conditions and impacts associated with the proposed project. As a programmatic document, this EIR presents a regionwide assessment of the impacts of the 2045 General Plan. Because the EIR is a long-term document intended to guide actions over 20 years into the future, analysis relies on program-level and qualitative evaluation. Quantitative analyses are provided where applicable with available information. During future stages in planning and implementation of specific elements of the 2045 General Plan, project-specific CEQA documents will be prepared by the appropriate project implementation agency.

3.3.3 Approach for Cumulative Analysis

CEQA defines cumulative impacts as two or more individual actions that, when considered together, are considerable or will compound other environmental impacts. Cumulative impacts are the changes in the environment that result from the incremental impact of development of the proposed project and other nearby projects. For example, traffic impacts of two nearby projects may be insignificant when analyzed separately but could have a significant impact when analyzed together. Cumulative impact analysis allows an EIR to provide a reasonable forecast of future environmental conditions and can more accurately gauge the effects of a series of projects.

Because the proposed project is comprised of the 2045 General Plan, rezoning, and pending development projects considered by the 2045 General Plan, cumulative impacts are treated somewhat differently than would be the case for a project-specific development. Section 15130 of the State *CEQA Guidelines* provides the following direction relative to cumulative impact analysis:

Impacts should be based on a summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or areawide conditions contributing to the cumulative impact.

By its nature, a general plan considers cumulative impacts insofar as it considers cumulative development that could occur within a city’s plan area over a defined timeframe. Therefore, the analysis of project impacts also largely constitutes the cumulative analysis. The 2045 General Plan

addresses cumulative conditions by design. As such, the environmental analysis of the 2045 General Plan presented throughout this EIR is a cumulative analysis consistent with CEQA policies.

The cumulative impact analyses included in each of the environmental issue areas addressed in Section 4 of this EIR examine impacts associated with implementation of the 2045 General Plan, in addition to implementation of projected development for Santa Barbara County, which surrounds Solvang, to address cumulative effects from growth extending beyond the Plan Area.

When evaluating cumulative impacts, CEQA allows the use of either a list of past, present, and probable future projects, including projects outside the control of the lead agency, or a summary of projections in an adopted planning document, or a combination of the two approaches. The cumulative analysis presented below uses a projections-based approach. (See *CEQA Guidelines* Section 15130B)(1). Land use and growth projections for the City, which are the subject of analysis throughout this EIR, are combined with the growth projections for the adjoining County. Santa Barbara County borders Solvang to the north, south, east, and west. The City of Buellton is located approximately 1.6 miles west of Solvang. Buellton and Solvang do not share any boundaries; however, due to proximity, Buellton is considered when evaluating cumulative impacts. Buellton is also included in the overall Santa Barbara County projections. Therefore, for most issue areas, Santa Barbara County is referred to in this analysis as the “cumulative impact analysis area.”

Table 3-2 shows the 2020 population and housing units and the 2045 projected population and housing units for the City of Solvang and Santa Barbara County. However, for some topics where cumulative impacts are more localized (e.g., noise) or broader (e.g., greenhouse gas emissions), the cumulative impact area may be smaller or larger than the County. If a different cumulative impact area other than the County was used, it is noted under the “cumulative impact” section in the applicable subsection of Chapter 4.

Table 3-2 Population and Housing Projections of Cumulative Analysis Area, 2020-2045

	Population		Housing Units	
	2020	2045	2020	2045
City of Solvang	5,644	6,300	2,566 ¹	3,063 ²
Santa Barbara County	444,895	517,500	159,317	184,000

¹ 2,566 existing housing units reflect 2019 buildout data (Mintier Harnish 2023), which was used in the table to maintain consistency throughout the EIR analyses.

² 3,063 projected housing units are based on 2019 buildout data (Mintier Harnish 2023), which was used in the table to maintain consistency throughout the EIR analyses.

Sources: Census 2020a, 2020b; SBCAG 2019; Mintier Harnish 2023

As shown in Table 3-2, the City comprised approximately 1.3 percent of the 2020 County population and 1.6 percent of the number of housing units in the County in 2020. By 2045, this proportion is expected to remain similar (approximately 1.2 percent of the County population and 1.7 percent of housing units in the County). Thus, under both current and forecasted future conditions, the City represents a relatively small portion of the growth in the cumulative analysis impact area.

Analysis of the cumulative effects of the 2045 General Plan for each environmental issue area is presented at the ends of Sections 4.1 through 4.17.

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4 Environmental Impact Analysis

This section discusses the possible environmental effects of the City of Solvang (City) Comprehensive General Plan Update (referred to in this Environmental Impact Report [EIR] as “2045 General Plan” or “proposed project”) for the specific issue areas that were identified through the scoping process as having the potential to experience significant effects. A “significant effect” as defined by the *California Environmental Quality Act (CEQA) Guidelines §15382*:

means a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment. A social or economic change related to a physical change may be considered in determining whether the physical change is significant.

The assessment of each issue area begins with a discussion of the environmental setting related to the issue, which is followed by the impact analysis. In the impact analysis, the first subsection identifies the methodologies used and the “significance thresholds,” which are those criteria adopted by the City and other agencies, universally recognized, or developed specifically for this analysis to determine whether potential effects are significant. The next subsection describes each impact of the proposed project, mitigation measures for significant impacts, and the level of significance after mitigation. Each effect under consideration for an issue area is separately listed in bold text with the discussion of the effect and its significance. Each bolded impact statement also contains a statement of the significance determination for the environmental impact as follows:

- **Significant and Unavoidable.** An impact that cannot be reduced to below the threshold level given reasonably available and feasible mitigation measures. Such an impact requires a Statement of Overriding Considerations to be issued if the project is approved per §15093 of the CEQA Guidelines.
- **Less than Significant with Mitigation Incorporated.** An impact that can be reduced to below the threshold level given reasonably available and feasible mitigation measures. Such an impact requires findings under §15091 of the CEQA Guidelines.
- **Less than Significant.** An impact that may be adverse but does not exceed the threshold levels and does not require mitigation measures. However, mitigation measures that could further lessen the environmental effect may be suggested if readily available and easily achievable.
- **No Impact.** The proposed project would have no effect on environmental conditions or would reduce existing environmental problems or hazards.

Following each environmental impact discussion is a list of mitigation measures (if required) and the residual effects or level of significance remaining after implementation of the measure(s). In cases where the mitigation measure for an impact could have a significant environmental impact in another issue area, this impact is discussed and evaluated as a secondary impact. The impact analysis concludes with a discussion of cumulative effects, which evaluates the impacts associated with the proposed project in conjunction with other planned and pending developments in the area listed in Section 3, *Environmental Setting*.

The Executive Summary of this EIR summarizes all impacts and mitigation measures that apply to the proposed project.

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4.1 Aesthetics

The analysis in this section describes current visual conditions in and around Solvang and evaluates the potential aesthetic and visual impacts of the proposed 2045 General Plan, including impacts to scenic vistas, scenic resources, visual character and quality, and light and glare.

4.1.1 Setting

a. Existing Visual Conditions

The City of Solvang is located in central Santa Barbara County. The primary arterial roadway in Solvang is State Route (SR) 246 (also known as Mission Drive). The city is located in the Santa Ynez Valley, known for its agricultural lands, rolling hills, open spaces, rural character, scenic roadways, and natural features. Solvang is surrounded by the Purisima Hills to the north, the upper Santa Ynez Valley to the east, the Santa Ynez Mountains to the south, and the lower Santa Ynez Valley to the west. Views south of SR 246 include rolling foothills and the Santa Ynez Mountains. To the east and west of Solvang, primary views are comprised of agricultural operations with scattered development. To the north, views include open space and scattered residential development.

b. Scenic Resources

Most communities identify scenic resources as important assets that form community identity. Scenic resources can be natural or man-made features such as trees, rock formations, historic buildings, and public art. Scenic resources in Solvang include scenic vistas and open space. Scenic vistas visible from Solvang include views overlooking the Santa Ynez River and views of the Santa Ynez Mountains, as well as the hillsides within and surrounding Solvang. In addition, there are a variety of open space features both within Solvang's City limits and in the surrounding area that contribute to the rural character of the community such as Alamo Pintado Creek, Alisal Creek, Adobe Creek, Hans Christian Andersen Park, Sunny Fields Park, Solvang Park, and undeveloped land adjacent to Mission Santa Inés. City gateways, which are designated entry points to Solvang, also serve as scenic resources due to their prominence when entering and exiting Solvang.

c. Scenic Roadways

California's Scenic Highway Program designates scenic highways with the intention of protecting these corridors from change that would diminish the aesthetic value of adjacent lands. A highway is designated as an eligible scenic highway when the California Department of Transportation (Caltrans) determines that the roadway corridor qualifies for official status. The status of an officially designated scenic highway changes when the local governing body applies to Caltrans for scenic highway approval, adopts a Corridor Protection Program, and receives notification that the highway has been officially designated. Designated scenic highways are required to have an approved Corridor Protection Program and remain in compliance to maintain scenic highway status. According to the Caltrans State Scenic Highway Map, there are no eligible or officially designated scenic highways in Solvang (Caltrans 2023).

d. Visual Character

The visual character of Solvang has contributed to the city being recognized as the “Danish Capital of America.” Solvang’s architecture, landscaping, streetscape, and landmarks, focal points, and gateways make up the visual character of Solvang. These are each described below.

Architecture

The architecture in the Village Area uses traditional Old-World Danish design elements. This architectural style is the primary feature contributing to Solvang’s identity and visual character. In general, this architectural style involves the use of half-timbering on structures with roofing materials such as wood (or in the instance of many buildings, painted to appear to be half timbers), tile, metal finished to look like copper, and thatch. Structures in the city incorporating this style include Hamlet Square and Tivoli Square. Other structures of note in the Village Area include three Danish-style windmills, the Round Tower – a small-scale replica of Copenhagen’s Rundetaarn – and the First Street building with its entwined dragon tail spire, a local interpretation of the spire on The Old Stock Exchange in Copenhagen.

Solvang’s Mission District also offers a distinct architectural style. The Mission District showcases a unique blend of Danish and Spanish architectural influences, reflecting the town’s rich cultural history. The buildings in this district often feature half-timbered facades adorned with intricate Nordic designs, alongside elements reminiscent of traditional Spanish missions, such as stucco walls, red-tiled roofs, and arched doorways.

Outside of the Village Area and Mission District, the city is not uniformly developed with a single architectural style. For example, most residential neighborhoods are developed with traditional California ranch style. As a result, the Danish architectural character of the city is focused within the Village Area and Mission District.

Landscaping

Apart from linking the community’s-built environment with the natural environment, landscaping contributes to a pedestrian-friendly area with shade, screening, decorative color, softening of architectural features, delineation of outdoor spaces, and erosion control. The City has incorporated cohesive functional landscaping within public or private areas which is intended to complement the architectural character of surrounding development. Landscaping is used to emphasize gateways and focal points and frame the scenic vistas that link the city with the surrounding area.

Streetscape

Streetscapes offer pedestrians an impression of Solvang’s overall character. The pedestrian’s perspective includes the material, width, and condition of the sidewalks, the availability of amenities such as street furniture, light fixtures, landscaping, and shade, the use of signage, and the nature of street crossings. In Solvang’s Village Area, streetscapes complement the architectural character of surrounding buildings.

Landmarks, Focal Points, and Gateways

Landmarks and focal points are prominent natural or man-made features that are easily recognized and provide points of reference that people can use for orientation purposes. Landmarks also provide a sense of place and can make a lasting impression on visitors who may come to identify the community in terms of a landmark. Landmarks and focal points in Solvang include Mission Santa

Inés, the Veterans Memorial Building, Bethania Lutheran Church, Elverhøj Museum, numerous windmills throughout town, and the Round Tower. These structures function as landmarks based on historic and cultural significance, location, and visibility.

Major entrances to the city provide visitors with first impressions of Solvang and represent opportunities to enhance the city's identity. Most of Solvang's visitors enter the city on SR 246 from the west or east, but others utilize Alamo Pintado Road or Alisal Road. The cedar trees lining SR 246 between Buellton and Solvang are outside the City limits but create a memorable delineation of the entry into Solvang.

e. Light and Glare

Light and glare from indoor or outdoor uses can reduce visibility of the night sky, create potential hazards to drivers, and be a nuisance to residential areas. The City has typical light conditions found in suburban areas (e.g., roadway lighting, commercial parking lot and building lighting, residential buildings, headlights from motor vehicles). Sources of daytime glare include direct beam sunlight and reflections from windows, architectural coatings, glass, and other shiny reflective surfaces. Nighttime lighting and glare are produced by both stationery and mobile sources. Stationary sources of nighttime light include structure illumination, decorative landscape lighting, lighted signs, and streetlights. The main sources of light pollution in Solvang are streetlights and exterior lighting for the downtown area, as well as lighting along SR 246. The primary source of mobile nighttime light is motor vehicle headlights. Sources of light and glare in the downtown area and residential areas include street lighting along roadways, lit building exteriors and signage, and parking lot lighting.

4.1.2 Regulatory Setting

a. Federal Regulations

No existing federal regulations pertain to the visual resources in the City.

b. State Regulations

Caltrans Scenic Highways

Caltrans defines a scenic highway as any freeway, highway, road, or other public right-of-way, that traverses an area of exceptional scenic quality. Suitability for designations as a State scenic highway is based on the vividness, intactness, and unity of their view corridors, as described in Caltrans' Scenic Highway Guidelines (Caltrans 2008):

- *Vividness* is the extent to which the landscape is memorable. This is associated with the distinctiveness, diversity, and contrast of visual elements. A vivid landscape makes an immediate and lasting impression on the viewer.
- *Intactness* is the integrity of visual order in the landscape and the extent to which the natural landscape is free from visual intrusions (e.g., buildings, structures, equipment, grading).
- *Unity* is the extent to which development is sensitive to and visually harmonious with the natural landscape.

c. Local Regulations

Solvang General Plan

California Government Code Section 65300 describes the scope and authority of local jurisdictions to prepare, adopt, and amend general plans. Communities prepare general plans to guide the long-term physical development of the jurisdiction, and any land within the jurisdiction's Sphere of Influence. At a minimum, the California Government Code requires general plans to address land use, circulation, housing, noise, conservation, open space, and safety issues. The City's current General Plan includes the Community Design Element (adopted in 1988), Land Use Element and Circulation Element (adopted in 2008), Parks and Recreation Element (adopted in 2009), Noise Element (adopted in 2013), Housing Element (adopted in 2023), and the Safety Element and Conservation and Open Space Element (adopted in 2016). The General Plan is currently undergoing a comprehensive update, which is evaluated throughout this EIR. Please refer to Section 2, *Project Description*, Subsection 2.6, *2045 General Plan Components*, for more information related to the 2045 General Plan update.

Solvang Municipal Code – Title 11 (Zoning Regulations)

The City's Zoning Regulations (Title 11) are to implement the goals and policies of the General Plan. While General Plan designations are more generalized in nature, the Zoning Code and zoning districts provide specific controls on land use, density or intensity of development, and development standards to implement the City's General Plan goals and policies. The City's Zoning Regulations provide standards for protection of visual resources, compatible design, and illumination for new development in the City associated with zoning.

Title 11, Chapter 12, Section 18 of the City's Municipal Code outlines regulations for exterior area lighting. According to Section 18, all exterior lighting should protect the night sky, minimize glare, and light trespass, and not be directed toward any area zoned or developed for residential, mixed-use, or hotel/motel uses. All exterior lighting fixtures should be fully shielded. Through these lighting regulations, the City aims to maintain architecturally attractive exterior lighting that will protect the beauty of Solvang's natural setting and enhance its Danish/Northern European architecture and small-town character.

4.1.3 Impact Analysis

a. Methodology and Significance Thresholds

The assessment of aesthetic impacts involves qualitative analysis that is inherently subjective in nature. Different viewers react to views and aesthetic conditions differently. This evaluation measures the existing visual environment of the City, described above, against the proposed project, analyzing the nature of the anticipated change. This analysis focuses on land use changes envisioned under the proposed 2045 General Plan and the aesthetic impacts on the community in terms of arrangement of built to open space, density and intensity of development, and height, according to the thresholds of significance discussed below.

The following thresholds of significance are based on California Environmental Quality Act (CEQA) Guidelines Appendix G. For the purposes of this EIR, implementation of the proposed project may have a significant adverse impact if it would do any of the following:

1. Have a substantial adverse effect on a scenic vista.
2. Substantially damage scenic resources, including trees, rock outcroppings, and historic buildings within a state scenic highway.
3. In non-urbanized areas, substantially degrade existing visual character or quality of public views of the site and its surroundings; or conflict with applicable zoning and other regulations governing scenic quality in urbanized areas.
4. Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area.

b. Project Impacts and Mitigation Measures

Threshold 1: Would the project have a substantial adverse effect on a scenic vista?

Impact AES-1 THE 2045 GENERAL PLAN WOULD NOT FACILITATE DEVELOPMENT THAT WOULD SUBSTANTIALLY OBSTRUCT SCENIC VISTAS, AND THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

As stated in Section 4.1.1(b), scenic vistas visible from Solvang include views overlooking the Santa Ynez River, views of the Santa Ynez Mountains, and the hillsides within and surrounding Solvang. In addition, there are a variety of open space features both within Solvang's City limits and in the surrounding area that contribute to the rural character of the community, such as Alamo Pintado Creek, Alisal Creek, Adobe Creek, Hans Christian Andersen Park, Sunny Fields Park, Solvang Park, and undeveloped land adjacent to Mission Santa Inés.

The 2045 General Plan would facilitate development in Solvang that could affect scenic vistas through obstruction of views, alteration of natural landscapes, and changes to the City's skyline. However, the 2045 General Plan includes the following objectives and policies within the Environment and Sustainability Element that would minimize impacts to scenic vistas:

- **Goal ENV-2:** To protect important scenic resources within the city's plan area.
- **Policy ENV-2.1: Protect Scenic Qualities.** The City shall protect and enhance the important scenic qualities within the City Limits, including scenic views of rolling hillsides and agricultural lands.
- **Policy ENV-2.3: Scenic Transportation Corridors.** The City shall support efforts by Santa Barbara County to protect the scenic qualities of transportation corridors serving the City and region.
- **Policy ENV-2.4: Greenbelts.** The City shall work with the County of Santa Barbara, the City of Buellton, and other jurisdictions and agencies, to preserve the scenic character of the greenbelts and buffers surrounding Solvang and enhance the gateways to the City.

As stated in Section 2, *Project Description*, Subsection 2.5, *2045 General Plan Objectives*, one of the primary objectives of the 2045 General Plan is to conserve and protect open space to preserve the scenic beauty of Solvang's natural surroundings. Policies in the proposed Environment and Sustainability Element would encourage the protection of scenic vistas. Goal ENV-2 aims to protect important scenic resources within the Planning Area; this goal would be implemented through Policy ENV-2.1, which requires protection of scenic views of rolling hillsides and agricultural lands; Policy ENV-2.3, which requires protection of scenic qualities of transportation corridors; and Policy ENV-2.4, which requires preservation of the scenic character of the greenbelts and buffers surrounding Solvang. These policies would ensure development would not adversely affect scenic vistas throughout Solvang.

Several policies in the 2045 General Plan’s Community Design Element are intended to preserve specific vistas of the hillsides that surround Solvang:

- **Policy CD-1.34: Developments in High Visibility Areas.** The City shall ensure that new development on sites with high visibility, such as on hillsides or in the highway corridors, is designed to minimize adverse visual impact.
- **Policy CD-1.38: Hillside Development.** The City shall require new development on major ridge lines, canyon edges, and hilltops to be designed and constructed to blend into the natural environment without creating adverse visual impacts. Such design and construction techniques should include siting, massing, scale, and grading that are visually consistent with the natural topography.
- **Policy CD-1.41: Hillside Landscape Design.** The City shall require hillside residential development projects to use plant materials which screen structures and present an appearance that integrates residences with the natural appearance of the area.
- **Policy CD-2.40: Hillside Landscaping Design.** The City shall require that hillside properties be designed to minimize formal landscape planting and hardscapes and locate them close to the residence, follow the natural topography, and preserve native trees, native plant and wildlife habitats, and migration corridors.

Policy CD-1.34 would ensure that new development on sites with high visibility, such as on hillsides or in the highway corridors, is designed to minimize adverse visual impact. Policy CD-1.38 would require new development on major ridge lines, canyon edges, and hilltops to be designed and constructed to blend into the natural environment without creating adverse visual impacts. Policy CD-1.41 would require hillside residential development projects to use plant materials that screen structures and present an appearance that integrates residences with the natural appearance of the area. Policy CD-2.40 would prohibit development on steep slopes and require additional review to ensure that the siting and design of structures preserve hillside areas. Implementation of these policies from the 2045 General Plan would minimize the potential for future development facilitated by the proposed project to adversely affect scenic vistas of Solvang’s hillsides.

The 2045 General Plan considers an area of potential growth at the Old Lumberyard site and proposes to construct four, two-story hotel buildings; one, one-story hotel building; one, three-story multi-family residential building; and one, two-story building that would contain a hotel lobby and mechanical car parker on the site (for additional details, please refer to Section 2, *Project Description*, Subsection 2.5.1, *Land Use Allowance*). The abovementioned 2045 General Plan goals and policies pertaining to protection of scenic vistas and hillside vistas would apply to development at the Old Lumberyard site, and would minimize the potential for this development to adversely affect scenic vistas in Solvang.

The 2045 General Plan also considers an area of potential growth at the Alama Pintado site (Site C) and would potentially construct three, three-story apartment buildings featuring one- and two-bedroom units on the site (for additional details, please refer to Section 2, *Project Description*, Subsection 2.5.1, *Land Use Allowance*). Similar to development on the old Lumberyard site, the abovementioned 2045 General Plan goals and policies pertaining to protection of scenic vistas and hillside vistas would apply to development at the Alama Pintado site and would minimize the potential for this development to adversely affect scenic vistas in Solvang.

Adherence to 2045 General Plan policies would minimize the potential for new development facilitated by the 2045 General Plan to have a substantially adverse effect on views overlooking the

Santa Ynez River, views of the Santa Ynez Mountains, views of Solvang’s hillsides, or views of Solvang’s open space features. Therefore, the proposed project’s impact on scenic vistas would be less than significant.

Mitigation Measures

No mitigation is required because this impact would be less than significant.

Threshold 2: Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Impact AES-2 **THERE ARE NO DESIGNATED STATE SCENIC HIGHWAYS IN SOLVANG. THEREFORE, THERE WOULD BE NO IMPACT.**

As discussed in Section 4.1.1(b), according to the Caltrans State Scenic Highway Map, there are no eligible or officially designated scenic highways in Solvang (Caltrans 2023). Therefore, the project would not have the potential to substantially damage scenic resources within a state scenic highway, and there would be no impact.

Mitigation Measures

No mitigation is required because there would be no impact.

Threshold 3: In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings?

Impact AES-3 **THE 2045 GENERAL PLAN WOULD NOT FACILITATE DEVELOPMENT THAT DEGRADES SOLVANG’S EXISTING VISUAL CHARACTER. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.**

Per CEQA Guidelines Section 15387, the City of Solvang is not an “urbanized area” because it is not a city with a population of 50,000 or more. However, the city is considered urbanized by definition of the County of Santa Barbara. As Solvang is considered non-urbanized pursuant to CEQA Guidelines Section 15387, the following analysis discusses whether the project would substantially degrade the existing visual character or quality of public views within and surrounding Solvang.

The visual character of Solvang has contributed to the city being recognized as the “Danish Capital of America.” As stated in Section 4.1.1(d), Solvang’s architecture, landscaping, streetscape, and landmarks, focal points, and gateways make up the visual character of Solvang. The overall vision of the proposed 2045 General Plan would preserve this visual character. As stated in Section 2, *Project Description*, Subsection 2.5, *2045 General Plan Objectives*, a project objective includes maintaining Solvang’s urban form and architectural style to preserve the city’s distinct community character. As discussed under Impact AES-1, policies from the proposed Environment and Sustainability Element and Community Design Element would protect the scenic natural resources that contribute to the City’s visual character, including the surrounding hillsides.

With limited opportunities for new development in Solvang, the proposed 2045 General Plan Land Use Element emphasizes infill and reuse development within City limits, encourages high-density and mixed-use projects where appropriate, and supports development that complements the existing natural and built environment. Goals and policies from the Land Use Element that pertain to visual character include the following:

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- **Goal LU-1:** To promote high-quality development of a well-balanced and functional mix of land uses that preserves and enhances Solvang’s community character and tourism.
- **Goal LU-3:** To ensure that existing and proposed commercial development is consistent with the overall character of the city.
- **Policy LU-5.1:** Compatibility with Adjacent Uses. The City shall require new mixed-use development to be compatible with adjacent land uses, through site and architectural design techniques that establish buffers between uses and minimize negative impacts.

The proposed 2045 General Plan Community Design Element identifies key components of urban form and architectural style in Solvang and describes the features that create Solvang’s distinct community character. The Community Design Element discusses anticipated urban design enhancements related to urban form, architectural styles, landscape, lighting, pedestrian-oriented environments, and the City’s Design Districts. The Community Design Element also sets forth the City’s goals and policies aimed at enhancing Solvang’s visual character, including the following:

- **Goal CD-1:** To establish the natural and man-made environmental balance of the city and to design and coordinate a unified community that will enhance the two Design Districts (Village Area and Mission) and the historic and rural image and character of the entire city.
- **Goal CD-2:** To maintain and enhance unique, vibrant, and architecturally diverse districts in the city that evoke community traditions and history.

Goal CD-1 would be implemented through Policies CD-1.1 through CD-1.42. Goal CD-2 would be implemented through Policies CD-2.1 through CD-2.42. For the full text of policies CD-1.1 through CD-1.42 and CD-2.1 through CD-2.42, please refer to Section 2, *Project Description*. These policies would ensure that new development or redevelopment under the proposed project would be consistent with existing architectural styles (including the Old-World Danish architectural style throughout the Village Area), landscaping, courtyards, streetscapes, signage, and colors.

The 2045 General Plan considers an area of potential growth at the Old Lumberyard site and proposes to construct four, two-story hotel buildings; one, one-story hotel building; one, three-story multi-family residential building; and one, two-story building that would contain a hotel lobby and mechanical car parker on the site (for additional details, please refer to Section 2, *Project Description*, Subsection 2.5.1, *Land Use Allowance*). The abovementioned 2045 General Plan goals and policies pertaining to encouragement of development that complements Solvang’s natural and built environment, as well as enhancement of Solvang’s visual character, would apply to development at the Old Lumberyard site, and would minimize the potential for this development to degrade visual character.

The 2045 General Plan also considers an area of potential growth at the Alamo Pintado site (Site C) and would potentially construct three, three-story apartment buildings featuring one- and two-bedroom units on the site (for additional details, please refer to Section 2, *Project Description*, Subsection 2.5.1, *Land Use Allowance*). The abovementioned 2045 General Plan goals and policies pertaining to encouragement of development that complements Solvang’s natural and built environment, as well as enhancement of Solvang’s visual character, would apply to development at the Alamo Pintado site, and would minimize the potential for this development to degrade visual character.

As Solvang is considered urbanized by definition of the County of Santa Barbara, the following discussion regarding the 2045 General Plan’s conflict with applicable zoning and other regulations governing scenic quality is included for informational purposes. Development and redevelopment

that may occur under the 2045 General Plan would be governed by the abovementioned policies, which would be applied and enforced through the City's standard development review procedures. These plans and procedures work together to protect Solvang's aesthetic resources and are a means to retain the community's character, while providing enhancements in certain areas of the city. Future development would also be required to comply with the City's Municipal Code standards governing scenic quality. For these reasons, future development facilitated by the 2045 General Plan would not conflict with regulations governing scenic quality in urbanized areas.

In addition to adherence to proposed 2045 General Plan goals and policies, all new development and modifications to existing structures facilitated by the proposed project, including development at the Old Lumberyard site and Alamo Pintado site, would be subject to design, density, and height standards applicable to land use and zoning designations. Compliance with established standards and the above goals and policies in the proposed 2045 General Plan would ensure that new development complements and enhances the City's existing visual character and quality and does not conflict with existing regulations that govern scenic quality. Therefore, new development associated with the proposed project would not substantially degrade Solvang's existing visual character or quality of public views and would not conflict with applicable regulations that govern scenic quality, and the impact to visual character and quality would be less than significant.

Mitigation Measures

No mitigation is required because this impact would be less than significant.

Threshold 4: Would the project create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?

Impact AES-4 NEW DEVELOPMENT ASSOCIATED WITH THE 2045 GENERAL PLAN COULD INCREASE LIGHT AND GLARE EFFECTS IN AND AROUND SOLVANG. HOWEVER, NEW DEVELOPMENTS WOULD BE SUBJECT TO EXISTING REGULATIONS IN THE CITY'S MUNICIPAL CODE AND PROPOSED 2045 GENERAL PLAN POLICIES TO PROTECT DARK SKIES AT NIGHTTIME. THEREFORE, THE PROJECT WOULD HAVE A LESS THAN SIGNIFICANT IMPACT ASSOCIATED WITH LIGHT AND GLARE.

The proposed project would facilitate development that could introduce new sources of light and glare in Solvang, resulting in increased ambient nighttime lighting. New sources of light and glare could be installed for infill development, new development in currently vacant or undeveloped lots, or modification of existing buildings. Specific sources of light could include streetlights, light fixtures in parking lots, signage on businesses, exterior building illumination, interior lighting passing through building fenestration, and outdoor lighting at recreational facilities. Reflective building and vehicles' surfaces, and the headlights of motor vehicles, could generate additional glare.

Compliance with the following, proposed 2045 General Plan Community Design Element policies would minimize adverse effects from light spillover to nearby properties:

- **Policy CD-2.6: Village Area Lighting.** The City shall require street and structure lighting using Dark Skies standards to minimize visual and ecological impacts by preventing glare, limiting the amount of light that falls on neighboring properties, and avoiding light pollution of the night sky.
- **Policy CD-2.8: Village Area Parking Lots and Structures.** The City shall require all parking lots and structures to include design or screening methods to minimize the visual and lighting impact on surrounding neighborhoods and the environment.

For street and structure lighting that use Dark Skies standards, Policy CD-2.6 would minimize visual and ecological impacts by preventing glare, limiting the amount of light that falls on neighboring properties, and avoiding light pollution of the night sky. Policy CD-2.8 would require all parking lots and structures to include design or screening methods to minimize the lighting impact on surrounding neighborhoods and the environment. In addition to these General Plan policies, compliance with Title 11, Chapter 12, Section 18 of the City's Municipal Code would reduce potential light and glare impacts associated with exterior lighting by requiring that exterior lights minimize glare and light trespass, are shielded, and protect the night sky.

Adherence to existing City lighting requirements within the Solvang Municipal Code and proposed 2045 General Plan policies would ensure light and glare impacts from new development facilitated by the proposed project would be less than significant.

Mitigation Measures

No mitigation is required because this impact would be less than significant.

4.1.4 Cumulative Impacts

Regional cumulative impacts consider the City-wide impacts together with similar impacts of reasonably anticipated regional projects/programs. The general approach to cumulative impact analysis used in this EIR, as well as the determination of the cumulative impact analysis area, is discussed in Section 3, *Environmental Setting*, Subsection 3.3, *Baseline and Cumulative Project Setting*.

Cumulative development would contribute to the gradual change in Solvang to one of more urban character, incrementally contributing to regional urbanization and altering the aesthetic character of Solvang. Ongoing potential for future residential development, and particularly for multi-unit residential development and mixed-use development, would alter regionally important views. However, existing development procedures in compliance with jurisdictions' design standards and municipal codes would substantially reduce potential impacts to scenic views from reasonably foreseeable development. As a result, cumulative development would not significantly impact regionally important views or vistas.

Forecasted growth policies in the Cities of Solvang and Buellton and in the County of Santa Barbara encourage infill development, including new medium- and high-density housing, and development near existing transportation corridors. However, given the extensive tracts of open space (including agriculture) in and around Solvang, and existing and proposed policies to ensure high-quality urban design, these changes to the urban character of Solvang would not be regionally significant. Consequently, the potential to substantially degrade the existing visual character or quality of Solvang would not result in a cumulatively significant impact.

Cumulative development would introduce new sources of light and glare that would contribute to a cumulative increase in sources of light and glare. However, new sources of light and glare would be introduced primarily within urbanized areas where sources of light and glare exist, thereby minimizing the introduction of sources of light and glare that could affect day or nighttime views. Cumulative development would follow jurisdictions' design standards and municipal codes, which would require minimization of light- and glare-generating sources. Consequently, the potential to create a new source of substantial light or glare that would adversely affect surrounding areas or important public day or nighttime views in the area would not result in a cumulatively significant impact.

4.2 Air Quality

This section describes current air quality conditions in and around the City of Solvang and analyzes the air quality impacts of the proposed General Plan Update (2045 General Plan or proposed project).

4.2.1 Setting

a. Climate

The project planning area is part of the South Central Coast Air Basin (SCCAB) that includes all of San Luis Obispo, Santa Barbara, and Ventura counties. The climate of the Santa Barbara County area and all of the SCCAB is strongly influenced by its proximity to the Pacific Ocean and the location of the semi-permanent high-pressure cell in the northeastern Pacific Ocean. The Mediterranean climate of the region produces moderate average temperatures, although slightly more extreme temperatures can be reached in the winter and summer. The proximity of the Pacific Ocean tends to moderate temperature near the coast while the steep mountain ranges produce a significant "orographic effect." Orographic effect occurs when storms approaching the county from the Pacific Ocean are forced upward against the mountains resulting in increased precipitation release with topographic elevation. The orographic effect, in conjunction with steep, short watersheds occasionally result in flash flooding along the county's south coast. Santa Barbara County is situated among a series of transverse mountain ranges, the only ranges within the continental United States to trend in an east-westerly direction. Most of the County's developed areas are located along the coastal plain and in the inter-mountain valleys, such as Solvang which is located within the Santa Ynez Valley. The warmest months of the year in Solvang are July and August, with an average maximum temperature of 92 degrees Fahrenheit, while the coldest months of the year are December and January with an average minimum temperature of 38 degrees Fahrenheit. The climate is semi-arid, with rainfall concentrated in the winter months. Table 4.2-1 summarizes local climatic conditions.

Table 4.2-1 Climatic Conditions in Solvang

Average annual rainfall	22.1 inches
Average maximum temperature (annual)	78 °F
Average minimum temperature (annual)	45 °F
Warmest month(s)	July & August
Coolest month(s)	December & January

Source: U.S. Climate Data 2023.

Note: Data is based on historic climate in Santa Ynez, California, which is adjacent to Solvang's eastern border.

b. Air Pollutants of Primary Concern

The federal and State Clean Air Act (CAA) mandate the control and reduction of certain air pollutants. Under these laws, the United States Environmental Protection Agency (USEPA) and the California Air Resource Board (CARB) have established the National Ambient Air Quality Standards (NAAQS) and the California Ambient Air Quality Standards (CAAQS) for "criteria pollutants" and other pollutants, which are discussed in more detail under Section 4.2.2, *Regulatory Setting*. Primary criteria pollutants are emitted directly from a source (e.g., vehicle tailpipe, an exhaust stack of a

factory, etc.) into the atmosphere and include carbon monoxide (CO), VOC (volatile organic gases)/reactive organic gases (ROG),¹ nitric oxide (NO_x), particulate matter, sulfur dioxide (SO₂), and lead (Pb). Secondary criteria pollutants are created by atmospheric chemical and photochemical reactions primarily between ROG and NO_x. Secondary pollutants include oxidants, ozone (O₃), and sulfate and nitrate particulates (smog). The characteristics, sources and effects of criteria pollutants are discussed in the following subsections.

Ozone

Ozone (O₃) is a highly oxidative unstable gas produced by a photochemical reaction (triggered by sunlight) between NO_x and ROG. ROG is composed of non-methane hydrocarbons (with specific exclusions), and NO_x is composed of different chemical combinations of nitrogen and oxygen, mainly nitric oxide and nitrogen dioxide (NO₂). NO_x is formed during the combustion of fuels, while ROG is formed during the combustion and evaporation of organic solvents. As a highly reactive molecule, O₃ readily combines with many different atmosphere components. Consequently, high O₃ levels tend to exist only while high ROG and NO_x levels are present to sustain the O₃ formation process. Once the precursors have been depleted, O₃ levels rapidly decline. Because these reactions occur on a regional rather than local scale, O₃ is considered a regional pollutant. In addition, because O₃ requires sunlight to form, it mainly occurs in concentrations considered serious between April and October. People most at risk from O₃ include people with asthma, children, older adults, and people who are active outdoors, especially outdoor workers. In addition, people with reduced intake of certain nutrients, such as vitamins C and E, are at greater risk from O₃ exposure. Depending on the level of exposure, O₃ can cause coughing and a sore or scratch throat; make it more difficult to breathe deeply and vigorously and cause pain when taking a deep breath; inflame and damage the airways; make the lungs more susceptible to infection; aggravate lung diseases such as asthma, emphysema, and chronic bronchitis; and increase the frequency of asthma attacks (USEPA 2023a).

Carbon Monoxide

Carbon Monoxide (CO) is a localized pollutant found in high concentrations only near its source. The primary source of CO, a colorless, odorless, poisonous gas, is automobile traffic's incomplete combustion of petroleum fuels. Therefore, elevated concentrations are usually only found near areas of high traffic volumes. When CO levels are elevated outdoors, they can be of particular concern for people with some types of heart disease. These people already have a reduced ability to get oxygenated blood to their hearts in situations where they need more oxygen than usual. As a result, they are especially vulnerable to the effects of CO when exercising or under increased stress. In these situations, short-term exposure to elevated CO may result in reduced oxygen to the heart accompanied by chest pain, also known as angina (USEPA 2023b).

Nitrogen Dioxide

Nitrogen dioxide (NO₂) is a by-product of coal, oil, gas or diesel fuel combustion. The primary sources are motor vehicles and industrial boilers, and furnaces. The principal form of NO_x produced by combustion is nitric oxide (NO), but NO reacts rapidly to form NO₂, creating the mixture of NO and NO₂, commonly called NO_x. NO₂ is a reactive, oxidizing gas and an acute irritant capable of

¹ CARB defines VOC and ROG similarly as, "any compound of carbon excluding carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate," with the exception that VOC are compounds that participate in atmospheric photochemical reactions. For the purposes of this analysis, ROG and VOC are considered comparable in terms of mass emissions, and the term ROG is used in this EIR.

damaging cell linings in the respiratory tract. Breathing air with a high concentration of NO₂ can irritate airways in the human respiratory system. Such exposures over short periods can aggravate respiratory diseases leading to respiratory symptoms (such as coughing, wheezing, or difficulty breathing), hospital admissions, and visits to emergency rooms. Longer exposures to elevated concentrations of NO₂ may contribute to the development of asthma and potentially increase susceptibility to respiratory infections. People with asthma and children and the elderly are generally at greater risk for the health effects of NO₂ (USEPA 2023c). NO₂ absorbs blue light and causes a reddish-brown cast to the atmosphere and reduced visibility. It can also contribute to the formation of O₃/smog and acid rain.

Sulfur Dioxide

Sulfur Dioxide (SO₂) is included in a group of highly reactive gases known as “oxides of sulfur.” The largest sources of SO₂ emissions are from fossil fuel combustion at power plants (73 percent) and other industrial facilities (20 percent). Smaller sources of SO₂ emissions include industrial processes such as extracting metal from ore and burning fuels with a high sulfur content by locomotives, large ships, and off-road equipment. Short-term exposures to SO₂ can harm the human respiratory system and make breathing difficult. People with asthma, particularly children, are sensitive to these effects of SO₂ (USEPA 2023d).

Particulate Matter

Suspended atmospheric PM₁₀ (particulate matter with diameter of 10 microns or less) and PM_{2.5} (particulate matter with diameter of 2.5 microns or less) are comprised of finely divided solids and liquids such as dust, soot, aerosols, fumes, and mist. Both PM₁₀ and PM_{2.5} are emitted into the atmosphere as by-products of coal, gas, or diesel fuel combustion and wind erosion of soil and unpaved roads. The atmosphere, through chemical reactions, can form particulate matter. The characteristics, sources, and potential health effects of PM₁₀ and PM_{2.5} can be very different. PM₁₀ is generally associated with dust mobilized by wind and vehicles. In contrast, PM_{2.5} is generally associated with combustion processes and formation in the atmosphere as a secondary pollutant through chemical reactions. PM₁₀ can cause increased respiratory disease, lung damage, cancer, premature death, reduced visibility, surface soiling. For PM_{2.5}, short-term exposures (up to 24-hours duration) have been associated with premature mortality, increased hospital admissions for heart or lung causes, acute and chronic bronchitis, asthma attacks, emergency room visits, respiratory symptoms, and restricted activity days. These adverse health effects have been reported primarily in infants, children, and older adults with preexisting heart or lung diseases (CARB 2023a).

Lead

Lead (Pb) is a metal found naturally in the environment, as well as in manufacturing products. The major sources of Pb emissions historically have been mobile and industrial. However, due to the USEPA’s regulatory efforts to remove Pb from gasoline, atmospheric Pb concentrations have declined substantially over the past several decades. The most dramatic reductions in Pb emissions occurred before 1990 due to the removal of Pb from gasoline sold for most highway vehicles. Pb emissions were further reduced substantially between 1990 and 2008, with reductions occurring in the metals industries at least partly due to national emissions standards for hazardous air pollutants (USEPA 2014). As a result of phasing out leaded gasoline, metal processing is currently the primary source of Pb emissions. The highest Pb level in the air is generally found near Pb smelters. Other stationary sources include waste incinerators, utilities, and Pb-acid battery manufacturers. Pb can

adversely affect the nervous system, kidney function, immune system, reproductive and developmental systems, and cardiovascular system depending on exposure. Pb exposure also affects the oxygen-carrying capacity of the blood. The Pb effects most likely encountered in current populations are neurological in children. Infants and young children are susceptible to Pb exposures, contributing to behavioral problems, learning deficits, and lowered IQ (USEPA 2023e).

Toxic Air Contaminants

In addition to the criteria pollutants discussed above, Toxic Air Contaminants (TACs) are airborne substances and a diverse group of air pollutants that may cause or contribute to an increase in deaths or serious illness, or that may pose a present or potential hazard to human health. TACs include both organic and inorganic chemical substances that may be emitted from a variety of common sources, including gasoline stations, motor vehicles, dry cleaners, industrial operations, painting operations, and research and teaching facilities. One of the main sources of TACs in California is diesel engine exhaust that contains solid material known as diesel particulate matter (DPM). More than 90 percent of DPM is less than one micron in diameter (about 1/70th the diameter of a human hair) and thus is a subset of PM_{2.5}. Because of their extremely small size, these particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lungs (CARB 2023a).

TACs are different than criteria pollutants because ambient air quality standards have not been established for TACs. TACs occurring at extremely low levels may still cause health effects and it is typically difficult to identify levels of exposure that do not produce adverse health effects. TAC impacts are described by carcinogenic risk and by chronic (i.e., long duration) and acute (i.e., severe but of short duration) adverse effects on human health. People exposed to TACs at sufficient concentrations and durations may have an increased chance of getting cancer or experiencing other serious health effects. These health effects can include damage to the immune system, as well as neurological, reproductive (e.g., reduced fertility), developmental, respiratory, and other health problems (USEPA 2023f).

c. Current Air Quality

The Santa Barbara County Air Pollution Control District (SBAPCD) monitors criteria pollutant levels to assure that air quality standards are met, and if they are not met, develops strategies to meet the standards. Depending on if the standards are met or exceeded, the air basin is classified as being in “attainment” or as “non-attainment.” Santa Barbara County is in non-attainment for the 1-hour and 8-hour State standards for ozone and PM₁₀ State standard, as discussed under Section 4.2.2, *Regulatory Setting* (SBAPCD 2023).

More than 250 air quality monitoring stations operated by federal, State, and local agencies comprise the California Ambient Air Monitoring Network, including ten stations in Santa Barbara County (CARB 2023b). The nearest monitoring station to Solvang is the Santa Ynez – Airport Road station that is located within the City of Santa Ynez, approximately two miles east of the city. The Santa Ynez – Airport Road station collects data on ozone. The nearest monitoring station with NO₂, CO, and PM₁₀ data is at Los Flores Canyon #1 station, approximately 9 miles southeast of the city. The nearest monitoring station with PM_{2.5} data is at Lompoc-S H Street station, approximately 17 miles west of the city. The data collected at these stations are generally considered to be representative of the baseline air quality experienced in Solvang. Table 4.2-2 summarizes the annual air quality data for the local airshed. As shown, PM₁₀ measurements exceeded the State and federal standards in 2021 and 2022. In addition, PM_{2.5} measurements exceeded the federal standards in

2020. No other State or federal standards were exceeded at these monitoring stations. Since SO₂ is in attainment with the SCCAB region, it is not monitored at the nearest air monitoring stations and therefore ambient air quality is not reported for this pollutant.

Table 4.2-2 Ambient Air Quality Data

Pollutant	2020	2021	2022
Ozone (ppm), Worst 1-Hour ¹	0.079	0.076	0.070
Number of days of State exceedances (>0.09 ppm) ¹	0	0	0
Ozone (ppm), 8-Hour Average ¹	0.067	0.061	0.064
Number of days of State exceedances (>0.07 ppm) ¹	0	0	0
Number of days of federal exceedances (>0.07 ppm) ¹	0	0	0
Carbon Monoxide (ppm), Highest 8-Hour Average ²	1.00	4.5	0.60
Number of days above CAAQS or NAAQS (>9.0 ppm)	0	0	0
Nitrogen Dioxide (ppm), Highest 1 Hour ²	0.010	0.062	0.012
Number of days above CAAQS (>0.180 ppm)	0	0	0
Number of days above NAAQS (>0.100 ppm)	0	0	0
Particulate Matter <10 microns, µg/m ³ , Worst 24 Hours ²	72.9	50.7	48.1
Number of days above State standard (>50 µg/m ³) ²	6	1	0
Number of days above federal standard (>150 µg/m ³) ²	0	0	0
Particulate Matter <2.5 microns, µg/m ³ , Worst 24 Hours ³	85.6	18.4	20.7
Number of days above federal standard (>35 µg/m ³) ³	8	0	0

Notes: ppm = parts per million; µg/m³ = micrograms per cubic meter

¹ Data from the Santa Ynez – Airport Road Station

² Data from the Los Flores Canyon #1 Station

³ Data from the Lompoc-S H Street Station

Source: CARB 2023b

d. Sensitive Receptors

Federal and State AAQS have been established to represent the levels of air quality considered sufficient, with an adequate margin of safety, to protect public health and welfare. They are designed to protect that segment of the public most susceptible to respiratory distress, such as children under 14; the elderly over 65; persons engaged in strenuous work or exercise; and people with cardiovascular and chronic respiratory diseases.

Sensitive receptor locations are therefore typically associated with residences, schools, and hospitals. Santa Ynez Valley Cottage Hospital is located at 2050 Viborg Road in Solvang. Additional sensitive receptors in the plan area include residences and K-12 schools located throughout the city. Schools in Solvang are identified in Section 4.13, *Public Services and Recreation*.

4.2.2 Regulatory Setting

The Federal Clean Air Act (CAA) governs air quality in the United States. In addition to being subject to federal requirements, air quality in California is also governed by more stringent regulations under the California Clean Air Act (CCAA). At the federal level, the USEPA administers the CAA. Both CAAs are administered by CARB at the State level and at the regional and local levels by air quality management districts. SBAPCD regulates air quality at the regional level for Santa Barbara County.

a. Federal and State Ambient Air Quality Standards

The federal and state governments have authority under the federal and state CAA to regulate emissions of airborne pollutants and have established AAQS for the protection of public health. An air quality standard is defined as “the maximum amount of a pollutant averaged over a specified period of time that can be present in outdoor air without harming public health” (CARB 2023c.) The USEPA is the federal agency designated to administer air quality regulation, while CARB is the state equivalent in California. Federal and state AAQS have been established for six criteria pollutants: O₃, CO, NO₂, sulfur dioxide, PM₁₀, PM_{2.5}, and lead. AAQS are designed to protect those segments of the public most susceptible to respiratory distress, such as children under the age of 14, the elderly (over the age of 65), persons engaged in strenuous work or exercise, and people with cardiovascular and chronic respiratory diseases (USEPA 2023g). In addition to the federal criteria pollutants, the CAAQS also specify standards for visibility-reducing particles, sulfates, hydrogen sulfide, and vinyl chloride (CARB 2023d). Table 4.2-3 lists the current NAAQS as well as the CAAQS for regulated pollutants.

Table 4.2-3 Federal and State Ambient Air Quality Standards

Pollutant	Averaging Time	NAAQS	CAAQS
Ozone	1-Hour	–	0.09 ppm
	8-Hour	0.070 ppm	0.070 ppm
Carbon Monoxide	8-Hour	9.0 ppm	9.0 ppm
	1-Hour	35.0 ppm	20.0 ppm
Nitrogen Dioxide	Annual	0.053 ppm	0.030 ppm
	1-Hour	0.100 ppm	0.18 ppm
Sulfur Dioxide	Annual	–	–
	24-Hour	–	0.04 ppm
	1-Hour	0.075 ppm	0.25 ppm
PM ₁₀	Annual	–	20 µg/m ³
	24-Hour	150 µg/m ³	50 µg/m ³
PM _{2.5}	Annual	12 µg/m ³	12 µg/m ³
	24-Hour	35 µg/m ³	–
Lead	30-Day Average	–	1.5 µg/m ³
	3-Month Average	0.15 µg/m ³	–

NAAQS = National Ambient Air Quality Standards; CAAQS = California Ambient Air Quality Standards; ppm = parts per million; µg/m³ = micrograms per cubic meter

Source: USEPA 2023g

USEPA and CARB designate air basins or portions of air basins and counties as being in “attainment” or “nonattainment” for each of the criteria pollutants. Areas that do not meet the AAQS standards are classified as nonattainment areas. The NAAQS (other than O₃, PM₁₀, PM_{2.5}, and those based on annual averages or arithmetic mean) are not to be exceeded more than once per year. The NAAQS for O₃, PM₁₀, and PM_{2.5} are based on statistical calculations over one- to three-year periods, depending on the pollutant. The CAAQS are not to be exceeded during a three-year period. The attainment status for Santa Barbara County is included in Table 4.2-4.

Pursuant to the CAA, USEPA designates areas as attainment, nonattainment, or maintenance for each criteria pollutant based on whether the NAAQS has been achieved. Whether an area meets the state and federal standards is based on air quality monitoring data. Areas that are unclassified have insufficient monitoring data for a specific pollutant to determine attainment or nonattainment status, although unclassified areas are typically treated as attainment for a specific pollutant. Since attainment and nonattainment designation is pollutant-specific, an area may be classified as nonattainment for one pollutant and attainment for another. Similarly, because the state and federal standards differ, an area could be classified as attainment for the federal standards of a pollutant and as nonattainment for the state standards of the same pollutant. The region is designated as a nonattainment area for the state standards PM₁₀ and unclassified for the federal standards PM₁₀ (CARB 2022).

Table 4.2-4 Attainment Status of Criteria Pollutants in Santa Barbara County

Pollutant	State Designation	Federal Designation
O ₃	Nonattainment	Unclassified/Attainment
PM ₁₀	Nonattainment	Unclassified/Attainment
PM _{2.5}	Attainment	Unclassified/Attainment
CO	Attainment	Unclassified/Attainment
NO ₂	Attainment	Unclassified/Attainment
SO ₂	Attainment	Unclassified/Attainment

O₃ = Ozone; NO₂ = nitrogen dioxide; CO = carbon monoxide; SO₂ = sulfur dioxide; PM₁₀ = particulate matter 10 microns in diameter or less; PM_{2.5} = particulate matter 2.5 microns or less in diameter.

Sources: CARB 2022, USEPA 2023h

b. Federal Regulations

The USEPA is responsible for enforcing the federal CAA. The USEPA is also responsible for establishing the NAAQS. The NAAQS are required under the 1977 CAA and subsequent amendments. The USEPA regulates emission sources that are under the exclusive authority of the federal government, such as aircraft, ships, and certain types of locomotives. The agency has jurisdiction over emission sources outside state waters (e.g., beyond the outer continental shelf) and establishes various emission standards, including those for vehicles sold in states other than California. Automobiles sold in California must meet the stricter emission standards established by the CARB.

c. State Regulations

California Clean Air Act

The CCAA was enacted in 1988 (California Health & Safety Code (H&SC) Section 39000 et seq.). Under the CCAA, the state has developed the CAAQS, which are generally more stringent than the NAAQS. Table 4.2-3 lists the current state standards for regulated pollutants. In addition to the federal criteria pollutants, the CAAQS also specify standards for visibility-reducing particles, sulfates, hydrogen sulfide, and vinyl chloride. Similar to the federal CAA, the CCAA classifies specific geographic areas as either “attainment” or “nonattainment” areas for each pollutant, based on the comparison of measured data within the CAAQS.

California Air Toxics Program

A TAC is an air pollutant that may cause or contribute to an increase in mortality or serious illness, or which may pose a present or potential hazard to human health. TACs may result in long-term health effects such as cancer, birth defects, neurological damage, asthma, or genetic damage, or short-term acute effects such as eye watering, respiratory irritation, runny nose, throat pain, and headaches. TACs are considered either carcinogenic or non-carcinogenic based on the nature of the health effects associated with exposure.

In 1983, the California Legislature enacted a program to identify the health effects of TACs and to reduce exposure to these contaminants to protect the public health (Assembly Bill [AB] 1807: Health and Safety Code Sections 39650–39674). The Legislature established a two-step process to address the potential health effects from TACs. The first step is the risk assessment (or identification) phase. The second step is the risk management (or control) phase of the process.

The California Air Toxics Program establishes the process for the identification and control of TACs and includes provisions to make the public aware of significant toxic exposures and for reducing risk. Additionally, the Air Toxics "Hot Spots" Information and Assessment Act (AB 2588, 1987, Connelly Bill) was enacted in 1987 and requires stationary sources to report the types and quantities of certain substances routinely released into the air. The goals of the Air Toxics "Hot Spots" Act are to collect emission data, identify facilities having localized impacts, ascertain health risks, notify nearby residents of significant risks, and reduce those significant risks to acceptable levels. The Children's Environmental Health Protection Act, California Senate Bill (SB) 25 (Chapter 731, Escutia, Statutes of 1999), focuses on children's exposure to air pollutants. The act requires CARB to review its air quality standards from a children's health perspective, evaluate the statewide air quality monitoring network, and develop any additional air toxic control measures needed to protect children's health.

State Implementation Plan

The SIP is a collection of documents that set forth the state's strategies for achieving the AAQS. In California, the SIP is a compilation of new and previously submitted plans, programs (such as monitoring, modeling, and permitting), district rules, state regulations, and federal controls. CARB is the lead agency for all purposes related to the SIP under state law. Local air districts and other agencies, such as the Department of Pesticide Regulation and the Bureau of Automotive Repair, prepare SIP elements and submit them to CARB for review and approval. CARB then forwards SIP revisions to the USEPA for approval and publication in the Federal Register. The items included in the California SIP are listed in the Code of Federal Regulations at 40 Code of Federal Regulations 52.220.

The 2022 Santa Barbara County Ozone Plan is the SIP for Santa Barbara County. The 2022 Ozone Plan (2022 Plan) accommodates growth by projecting the growth in emissions based on different indicators. For example, population forecasts adopted by SCCAB are used to forecast population-related emissions. Through the planning process, emissions growth is offset by basin-wide controls on stationary, area, and transportation sources of air pollution.

In addition, the following California Code of Regulations would be applicable to the 2045 General Plan:

- **Engine Idling.** In accordance with Section 2485 of Title 13 of the California Code of Regulations, the idling of all diesel-fueled commercial vehicles (weighing over 10,000 pounds) during construction shall be limited to five minutes at any location.

- **Emission Standards.** In accordance with Section 93115 of Title 17 of the California Code of Regulations, operation of any stationary, diesel-fueled, compression-ignition engines shall meet specified fuel and fuel additive requirements and emission standards.

d. Local Regulations

SANTA BARBARA COUNTY AIR POLLUTION CONTROL DISTRICT

As the local air quality management agency, the SBCAPCD is required to monitor air pollutant levels to ensure that state and federal air quality standards are met and, if they are not met, to develop strategies to meet the standards. Depending on whether the standards are met or exceeded, the SCCAB is classified as being in “attainment” or “nonattainment.” In areas designated as non-attainment for one or more air pollutants, a cumulative air quality impact exists for those air pollutants, and the human health impacts described in Section 2.1, *Environmental and Regulatory Setting*, are already occurring in that area as part of the environmental baseline condition.

Under state law, air districts are required to prepare a plan for air quality improvement for pollutants for which the district is in non-compliance. The *2001 Clean Air Plan* (2002) was the first plan prepared by SBCAPCD and established specific planning requirements to maintain the state one-hour O₃ standard. In 2006, CARB revised the CAAQS and added an 8-hour average to the O₃ standard. Both components of the standard must now be met before CARB can designate an area to be in attainment. The most recent *2022 Ozone Plan* was adopted by SBCAPCD in December 2022 and was the seventh update to the *2001 Clean Air Plan*. The *2022 Ozone Plan* addresses the state O₃ standards only because SBCAPCD is designated “attainment” for the federal 8-hour O₃ standards, including the most recent standard of 0.070 ppm promulgated by the United States EPA in 2015.

To minimize potential impacts from Project emissions, the SBCAPCD implements rules and regulations for emissions that may be generated by various uses and activities. The rules and regulations detail pollution-reduction measures that must be implemented during construction and operation of Projects. Rules and regulations relevant to the Project include the following:

- **Rule 345 (Control of Fugitive Dust from Construction and Demolition Activities).** This rule establishes fugitive dust control requirements for any activity associated with construction or demolition of a structure or structures.
- **Rule 323.1 (Architectural Coatings).** This rule establishes volatile organic content limits for architectural coatings that are manufactured, blended, repackaged, supplied, sold, or offered for sale within the SBCAPCD. Rule 323.1 limits the volatile organic content to 50 grams per liter for flat coatings and 100 grams per liter for nonflat coatings and traffic marking coatings.
- **Rule 329 (Cutback and Emulsified Asphalt Paving Materials).** This rule establishes ROC content limits pertaining to the manufacture, application, and sale of cutback and emulsified asphalt materials for paving, construction, and maintenance of streets, highways, parking lots, and driveways.

4.2.3 Impact Analysis

a. Significance Thresholds and Methodology

Significance Thresholds

This analysis follows the guidance and methodologies recommended in Appendix G of the *State CEQA Guidelines* and SBCAPCD's *Scope and Content of Air Quality Sections in Environmental Documents* (2022a). Pursuant to the *State CEQA Guidelines*, air quality impacts related to the proposed project would be significant if the project would:

- a) Conflict with or obstruct implementation of the applicable air quality plan;
- b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard;
- c) Expose sensitive receptors to substantial pollutant concentrations; and/or
- d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

According to the SBCAPCD *Scope and Content of Air Quality Sections in Environmental Documents*, a proposed project would have a significant air quality impact on the environment if operation of the project would:

- a) Emit from all project sources (both stationary and mobile) less than 240 pounds per day of ROC;
- b) Emit from all project sources (both stationary and mobile) less than 240 pounds per day of NO_x;
- c) Emit from all project sources (both stationary and mobile) less than 80 pounds per day of PM₁₀;
- d) Emit less than 25 pounds per day of ROC from motor vehicle trips only;
- e) Emit less than 25 pounds per day of NO_x from motor vehicle trips only; and
- f) Not cause or contribute to a violation of any California or National Ambient Air Quality Standard (except ozone); or
- g) Not exceed the public notification health risk thresholds adopted by the SBCAPCD of 10 excess cancer cases in a million for cancer risk or a Hazard Index of more than 1.0 for non-cancer risk; or
- h) Be consistent with the latest adopted in federal and state air quality plans for Santa Barbara County

The SBCAPCD *Scope and Content of Air Quality Sections in Environmental Documents* state that due to the relatively low background ambient CO levels in Santa Barbara County, localized CO impacts associated with congested intersections are not expected to exceed the CO health-related air quality standards. As such, CO hotspot analyses are not required.

Plan Consistency

Consistency with land use and population forecasts in local and regional plans, including the 2022 Ozone Plan (previously known as the Clean Air Plan), is required under CEQA for all projects.

The 2022 Ozone Plan relies primarily on the land use and population projections provided by SBCAG and CARB on-road emissions forecast as a basis for vehicle emission forecasting (SBCAPCD 2022b). The 2022 Ozone Plan uses SBCAG's Countywide Regional Transportation Demand Model for on-road

mobile source emissions estimates and SBCAG’s socio-economic projections contained in the most recent RTP/SCS to form the basis for some stationary and area source growth forecasts.

The SBCAPCD's *Scope and Content of Air Quality Sections in Environmental Documents* states that any general plan amendment that would provide for increased population growth above that forecasted in the most recently adopted Ozone Plan is inconsistent with the Ozone Plan and may have a significant impact on air quality (SBCAPCD 2022a).

Toxic Air Contaminants

The USEPA considers those pollutants that could cause cancer risks between one in 10,000 (1.0×10^{-4}) and one in one million (1.0×10^{-6}) for risk management. Proposition 65 (California Health and Safety Code Section 25249.6), enacted in 1986, prohibits a person in the course of doing business from knowingly and intentionally exposing any individual to a chemical that has been listed as known to the state to cause cancer or reproductive toxicity without first giving clear and reasonable warning. For a chemical that is listed as a carcinogen, the “no significant risk” level under Proposition 65 is defined as the level that is calculated to result in not more than one excess case of cancer in 100,000 individuals (1.0×10^{-5}). The SBCAPCD recommends the use of this risk level (also reportable as 10 in one million) as the significance threshold for TACs. The SBCAPCD also recommends that the non-carcinogenic hazards of TACs should not exceed a hazard index (the summation of the hazard quotients for all chemicals to which an individual would be exposed) of 1.0 for either chronic or acute effects (SBCAPCD 2022a).

Methodology

The assessment of potential environmental impacts related to air quality is based on a review of regional air quality plans and data within the 2045 General Plan. As a programmatic document, this EIR presents a citywide assessment of the 2045 General Plan. The baseline for analysis used in this section and throughout this EIR is the existing condition. Table 4.2-5 summarizes the land use assumptions used in the California Emissions Estimator Model (CalEEMod):

Table 4.2-5 CalEEMod Land Use Assumptions

Land Use Categories	Existing (2015)	Proposed Project
Residential – Mid-Rise Apartments ¹	769 Dwelling Units	918 Dwelling Units
Residential – Single Family	1,797 Dwelling Units	2,145 Dwelling Units
Commercial – General Office Building ¹	1,887,795 Square Feet	2,011,230 Square Feet
Recreational – Hotel	N/A	50 Rooms
Parking – Enclosed Structure	N/A	24 Spaces
Parking – Parking Lot	N/A	226 Spaces

N/A = not applicable.

¹ Based on existing and proposed project employee projections through an assumption of 585 square feet of commercial space per employee (Natelson Paper 2023).

Construction Emissions

Construction-related emissions are temporary but may still cause adverse air quality impacts. Construction of development associated with the 2045 General Plan would generate temporary emissions from three primary sources: the operation of construction equipment (e.g., scrapers, loaders, dump trucks, etc.); ground disturbance during site preparation and grading, which creates

fugitive dust; and the application of asphalt, paint, or other oil-based substances. At this time, there is not sufficient detail to allow project-level analysis and thus it would be speculative to analyze project-level impacts. Rather, construction impacts for the 2045 General Plan are discussed qualitatively.

Operational Emissions

Operational emissions were estimated using CalEEMod, version 2022.1. CalEEMod uses default and project-specific information, including the project’s land uses, square footage for different uses (e.g., multi-family residence, hotel, etc.), and location, to estimate a project’s operational emissions. Land use assumptions are included in Table 4.2-5.

Operational emissions would be comprised of mobile source emissions, energy emissions, and area source emissions. Area source emissions are generated by landscape maintenance equipment, consumer products, and architectural coating. Default CalEEMod assumptions for fireplaces were used to estimate hearth emissions from the 2045 General Plan. Emissions attributed to energy use include electricity and natural gas consumption for space and water heating. The energy use estimates account for the 2019 Building Energy Efficiency Standards (Title 24). This is a conservative assumption since the energy use estimates do not account for potential energy efficiency measures required by the subsequent Title 24 update in 2022, as well as anticipated future updates. Mobile source emissions were estimated using vehicle activity data presented in Section 4.1.14, *Transportation*. Table 4.2-6 shows average daily VMT for the 2015 existing condition and proposed project conditions.

Table 4.2-6 Vehicle Activity Data (Daily) for the Proposed Project

Activity	Existing (2015)	Proposed Project
VMT	79,225	98,343

VMT = Vehicle Miles Traveled
 Source: DKS 2023

b. Projects Impacts and Mitigation Measures

Threshold 1: Would the project conflict with or obstruct implementation of the applicable air quality plan?

Impact AQ-1 GROWTH RESULTING FROM THE 2045 GENERAL PLAN IS ANTICIPATED AND WOULD NOT CONSTITUTE SUBSTANTIAL UNPLANNED POPULATION GROWTH. THE SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS WOULD UPDATE THEIR GROWTH PROJECTIONS TO BE CONSISTENT WITH THE 2045 GENERAL PLAN DURING THE NEXT PLANNING CYCLE. THROUGH MITIGATION MEASURE AQ-1, THE PROJECT WOULD INCORPORATE SBCAPCD STANDARD FUGITIVE DUST CONTROL MEASURES THAT ARE REQUIRED BY THE SBCAPCD GUIDELINES TO BE CONSISTENT WITH THE CLEAN AIR PLAN. THEREFORE, IMPACTS WOULD BE LESS THAN SIGNIFICANT WITH MITIGATION.

The SBCAPCD Guidelines state that a project is consistent with the Clean Air Plan if its direct and indirect emissions have been accounted for in the Clean Air Plan’s emissions forecast assumptions and if it would incorporate the standard fugitive dust control measures recommended by SBCAPCD during construction activities. The 2022 Ozone Plan’s direct and indirect emissions inventory for the County as a whole is reliant on population projections provided by the Santa Barbara County Association of Governments (SBCAG). SBCAG generates population projections based on local

General Plans. In this case, SBCAG utilized population projections contained in the City of Solvang General Plan, which are based on existing and anticipated land uses in the city. As discussed further in Section 4.12, *Population and Housing*, the project would lead to an increase of approximately 1,187 residents, increasing Solvang' total population to 7,042, which is above SBCAG's 2045 population forecast of 6,300 residents. This growth, however, would not be unplanned since it is contemplated by the 2045 General Plan. Although projected housing and population growth in Solvang in 2045 exceeds SBCAG's 2045 forecasts, SBCAG would update their growth projections to be consistent with the 2045 General Plan during the next planning cycle. Therefore, because the 2045 General Plan is designed for planned and orderly growth, as mandated by the State, growth impacts would be less than significant.

As stated above, per SBCAPCD Guidelines to be consistent with the Clean Air Plan, a project must incorporate the standard fugitive dust control measures recommended by SBCAPCD during construction activities. These are included as Mitigation Measure AQ-1, and impacts would be less than significant with mitigation.

Mitigation Measures

AQ-1 SBCAPCD's Construction Impact Mitigation: PM₁₀ Mitigation Measures

The applicant shall require all construction contractors to implement the basic construction mitigation measures recommended by SBCAPCD to reduce fugitive dust emissions. Emission reduction measures will include, at a minimum, the following measures:

- During construction, water trucks or sprinkler systems shall be used to keep all areas of vehicle movement damp enough to prevent dust from leaving the site and from exceeding SBCAPCD's limit of 20 percent opacity for greater than three minutes in any 30-minute period. At a minimum, this should include wetting down such areas in the late morning and after work is completed for the day. Increased watering frequency shall be required whenever the wind speed exceeds 15 miles per hour (mph). Reclaimed water shall be used whenever possible. However, reclaimed water shall not be used in or around crops for human consumption.
- The amount of disturbed area shall be minimized.
- On-site vehicle speeds shall be no greater than 15 mph when traveling on unpaved surfaces.
- A track-out prevention device shall be installed and operated where vehicles enter and exit unpaved roads onto paved streets. The track-out prevention device can include any device or combination of devices that are effective at preventing track out of dirt such as gravel pads, pipe-grid track-out control devices, rumble strips, or wheel washing systems.
- If stockpiling of material is involved, soil stockpiled for more than one day shall be covered, kept moist, or treated with soil binders to prevent dust generation.
- After clearing, grading, earth moving or excavation is completed, the disturbed area shall be treated by watering, or using roll-compaction, or revegetating, or by spreading soil binders until the area is paved or otherwise developed so that dust generation will not occur. All driveways and sidewalks to be paved/surfaced shall be completed as soon as possible.
- The contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust off-site. Their duties shall include holiday and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the SBCAPCD prior to grading/building permit issuance and/or map clearance.

- The project applicant shall comply with SBCAPCD Rule 345: Control of Fugitive Dust from Construction and Demolition Activities, including all applicable standards and measures therein.

Significance After Mitigation

With implementation of Mitigation Measure AQ-1, the project would be consistent with the Clean Air Plan per the SBCAPCD guidelines through implementation of the required standard fugitive dust control measures. Therefore, impacts would be less than significant with mitigation.

Threshold 2: Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Impact AQ-2 INDIVIDUAL DEVELOPMENT PROJECTS CARRIED OUT UNDER THE 2045 GENERAL PLAN WOULD GENERATE CONSTRUCTION AND OPERATIONAL-RELATED EMISSIONS. SUCH EMISSIONS MAY RESULT IN ADVERSE IMPACTS TO REGIONAL AIR QUALITY. IMPLEMENTATION OF POLICIES IN THE PROPOSED 2045 GENERAL PLAN UPDATE AND COMPLIANCE WITH EXISTING REGULATIONS WOULD REDUCE CONSTRUCTION AND OPERATIONAL EMISSIONS. OPERATIONAL EMISSIONS GENERATED FROM THE 2045 GENERAL PLAN WOULD NOT EXCEED SBCAPCD OPERATIONAL EMISSIONS THRESHOLDS. HOWEVER, SPECIFIC PROJECT-LEVEL DETAILS FOR CONSTRUCTION ARE UNKNOWN AT THIS LEVEL OF PLANNING AND INDIVIDUAL PROJECTS MAY EXCEED SBCAPCD THRESHOLDS. THEREFORE, IMPACTS WOULD BE SIGNIFICANT AND UNAVOIDABLE.

Construction

Construction of development facilitated by the 2045 General Plan may involve activities that result in air pollutant emissions. Construction activities such as demolition, grading, construction worker travel, delivery and hauling of construction supplies and debris, and fuel combustion by on-site construction equipment would generate pollutant emissions. These construction activities would temporarily create emissions of dust, fumes, equipment exhaust, and other air contaminants, particularly during site preparation and grading. The extent of daily emissions, particularly ROC and NO_x emissions, generated by construction equipment, would depend on the quantity of equipment used and the hours of operation for each project. The extent of PM_{2.5} and PM₁₀ emissions would depend upon the following factors: 1) the amount of disturbed soils; 2) the length of disturbance time; 3) whether existing structures are demolished; 4) whether excavation is involved; and 5) whether transporting excavated materials offsite is necessary. Dust emissions can lead to both nuisance and health impacts.

SBCAPCD does not currently have quantitative thresholds of significance for plan-level construction that would apply to the proposed project. However, CEQA requires that the short-term impacts such as exhaust emissions from construction equipment and fugitive dust generation during grading be analyzed. If an individual project's construction emissions fall below the project-level thresholds, the project's impacts on regional air quality would be individually and cumulatively less than significant. According to the SBCAPCD's *Scope and Content of Air Quality Sections in Environmental Documents*, it recommends quantification of construction-related emissions and suggest a 25 tons per year threshold for ROC or NO_x as a guideline for determining the significance of construction impacts (SBCAPCD 2022a). This is a limit that requires offsets if the construction activity is for a project that requires SBCAPCD permits and also provides guidance for other construction projects involving standard grading and building activities. In addition, standard dust control measures must be implemented for any discretionary project involving earthmoving activities, regardless of size or

duration. According to the SBCAPCD, proper implementation of these required measures reduces fugitive dust emissions to a level that is less than significant (SBCAPCD 2022a).

Construction of development envisioned under the 2045 General Plan would temporarily increase air pollutant emissions, possibly creating localized areas of unhealthy air pollution concentrations or air quality nuisances. To promote clean air quality to protect public health and safety and to minimize adverse air quality impacts, the 2045 General Plan includes Policies ENV-8.2, ENV-8.3, and ENV-8.4 in the *Environmental and Sustainability Element*, which would minimize emissions of air containments associated with buildout of the 2045 General Plan. These policies are listed below.

- **Policy ENV-8.2: Particulate Emissions Reduction.** The City shall work with the SBCAPCD to reduce particulate emissions from construction, grading, excavation, and demolition to the maximum extent feasible.
- **Policy ENV-8.3: Air Quality Mitigation Measures.** The City shall ensure all air quality mitigation measures are feasible, implementable, and cost effective.
- **Policy ENV-8.4: Mitigation Measures.** The City shall require new development and redevelopment to incorporate measures from the most recent SBCAPCD Clean Air Plan to reduce air quality impacts to a less than significant level.

In addition, development projects would be required to adhere to SBCAPCD's fugitive dust control measures, which are listed above in Impact AQ-1.

While consistency with SBCAPCD's Guidelines through implementation of fugitive dust control measures would reduce impacts from construction emissions to less than significant for the majority of projects, specific project-level details are unknown at this level of planning and individual projects may still exceed SBCAPCD thresholds. Therefore, construction impacts would be significant and unavoidable.

Operation

Reasonably expected future development from the 2045 General Plan would generate long-term regional air pollutant emissions, which would result from mobile sources (motor vehicle exhaust) and area sources, such as consumer products and natural gas combustion. Emissions from motor vehicle exhaust were estimated using VMT data for existing conditions (2015), and proposed project (2045). The impact analysis is based on comparing existing conditions to future with project conditions. Table 4.2-6 under *Methodology* shows the estimated regional daily VMT associated with all vehicle trips with the Solvang study area. As shown in Section 4.14, *Transportation*, implementation of the 2045 General Plan would result in 22.18 VMT per capita and 21.52 VMT per employee. Total VMT would increase from existing conditions that can be attributed to regional growth, as well as the increases in households and employment in the Solvang study area, which are described in Section 4.12, *Population and Housing*.

Operation of development facilitated by the 2045 General Plan would generate criteria air pollutant emissions associated with area sources (e.g., architectural coatings, consumer products, and landscaping equipment), energy sources (i.e., use of natural gas for space and water heating), and mobile sources (i.e., vehicle trips to and from the project site). The 2045 General Plan would increase residential and commercial land uses under 2045 buildout. Operational emissions were based on the project characteristics described in Section 2, *Project Description*, and the existing and buildout year scenario estimates of the 2045 General Plan land uses within the Solvang study area in

Table 4.2-5. In addition, mobile vehicle trip data and reasonably anticipated development estimates presented in Table 4.2-6 were used to generate estimates of daily regional emissions.

Table 4.2-7 shows the net difference in operational emissions from the existing conditions and proposed project. As shown in Table 4.2-7, regional thresholds would not be exceeded as a result of the development facilitated by the 2045 General Plan. The 2045 General Plan would increase area and energy source emissions when compared to existing conditions. Area emissions would increase through the use of consumer products, which is the predominant contributor to operational ROC emissions. The use of consumer products varies by land use type and is typically analyzed on a project-specific scale. Energy emissions would increase through consumption of electricity and natural gas from the development facilitated by the 2045 General Plan over existing land uses. While VMT is expected to increase over time as a result of the buildout of the 2045 General Plan, NO_x and CO emissions from mobile sources are generally expected to decrease as a result of statewide emissions reductions measures. The VMT increase would result in a minor increase in PM emissions, which primarily comes from brake and tire wear. None of the criteria pollutant increases from the 2045 General Plan buildout compared to the existing uses would exceed SBCAPCD thresholds. Therefore, the 2045 General Plan operations would be less than significant.

Table 4.2-7 Estimated Operational Emissions

Emissions Source	Maximum Daily Emissions (pounds per day)					
	ROC	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Existing (2015)						
Mobile	2	28	132	1	56	15
Area	170	2	227	<1	<1	<1
Energy	2	34	19	<1	3	3
Total	174	63	379	1	59	18
Proposed Project						
Mobile	1	11	82	<1	69	18
Area	195	2	266	<1	<1	<1
Energy	2	40	22	<1	3	3
Total	198	53	370	1	73	21
Net Daily Emissions						
Change from Existing Conditions	24	(10)	(9)	<1	14	3
Threshold (area + energy + mobile)	240	240	N/A	N/A	80	N/A
Threshold Exceeded?	No	No	N/A	N/A	No	N/A
Threshold (mobile only)	25	25	N/A	N/A	N/A	N/A
Threshold Exceeded?	No	No	N/A	N/A	N/A	N/A

ROC = reactive organic compounds, NO_x = nitrogen oxides, CO = carbon monoxide, SO₂ = sulfur dioxide, PM₁₀ = particulate matter 10 microns in diameter or less, PM_{2.5} = particulate matter 2.5 microns or less in diameter

Notes: All emissions modeling was completed using CalEEMod. See Appendix C for modeling results. Some numbers may not sum precisely due to rounding. Emission data is pulled from “mitigated” results, which account for compliance with regulations (including SBCAPCD Rule 323.1) and project design features. Emissions presented are the highest of the winter and summer modeled emissions.

Mitigation Measures

Refer to Impact AQ-1 for Mitigation Measure AQ-1.

Significance After Mitigation

While consistency with SBCAPCD's Guidelines through implementation of fugitive dust control measures would reduce impacts from construction emissions to less than significant for the majority of projects, specific project-level details are unknown at this level of planning and individual projects may still exceed SBCAPCD thresholds. Therefore, construction impacts would be significant and unavoidable.

Threshold 3: Would the project expose sensitive receptors to substantial pollutant concentrations?

Impact AQ-3 DEVELOPMENT FACILITATED BY THE 2045 GENERAL PLAN COULD RESULT IN CONSTRUCTION ACTIVITY THAT COULD PRODUCE TOXIC AIR CONTAMINANT EMISSIONS IN PROXIMITY TO RESIDENTIAL RECEPTORS. MITIGATION MEASURE AQ-1 WOULD REQUIRE LARGE CONSTRUCTION PROJECTS TO USE EQUIPMENT MEETING CARB TIER 3 OR HIGHER FOR OFF-ROAD HEAVY-DUTY DIESEL ENGINES, WHICH WOULD REDUCE TOXIC AIR CONTAMINANT EMISSIONS. HOWEVER, TIER 3 OR HIGHER EMISSION STANDARD EQUIPMENT OR LEVEL 3 DIESEL PARTICULATE FILTERS CANNOT BE GUARANTEED TO BE COMMERCIALY AVAILABLE. THEREFORE, IMPACTS WOULD BE SIGNIFICANT AND UNAVOIDABLE.

Construction-related activities facilitated by the 2045 General Plan would result in DPM exhaust emissions from off-road, heavy-duty diesel equipment associated with site preparation (e.g., excavation, grading, clearing), building construction, and other construction activities. DPM is identified as a TAC by CARB. The potential cancer risk from the inhalation of DPM (discussed in the following paragraphs) outweighs the potential non-cancer health impacts (CARB 2023a) and is therefore the focus of this analysis.

Generation of DPM from construction typically occurs in a single area for a short period. Future construction would occur over approximately 21 years (assuming a buildout year of 2045) on lots of two to five acres, but use of diesel-powered construction equipment in any one area would likely occur in less than one year for an individual project and would cease when construction is completed in that area. It is impossible to quantify risk without identified specific project details and locations.

The extent of DPM emissions from any individual construction project depend upon the following factors: (1) the amount of disturbed soils; (2) the length of disturbance time; (3) whether existing structures are demolished; (4) whether excavation is involved; and (5) whether transporting excavated materials off site is necessary. DPM emissions would be reduced during the other phases of individual project construction because activities such as building construction and architectural coating require less diesel-fueled construction equipment.

As discussed in Section 4.2.3.a, SBCAPCD has not established plan-level significance thresholds for construction air pollutant emissions, and SBCAPCD CEQA guidance does not require preparation of a health risk assessment for short-term construction emissions. At this time, development facilitated by the 2045 General Plan does not have sufficient detail (e.g., construction schedule, amount of soil export, specific buildout parameters) to allow for project-level analysis given the programmatic nature of the plan. As a result, it would be speculative to analyze project-level impacts. In addition, SBCAPCD does not recommend project-level emissions thresholds for construction activity.

Therefore, a more qualitative approach to characterizing construction-related air emissions has been employed for this analysis.

According to the OEHHA, construction of individual projects lasting longer than 2 months could potentially expose sensitive receptors to substantial pollutant concentrations and therefore could result in potentially significant health risk impacts.

Individual residential development projects within 1,000 feet of sensitive receptors, that have construction durations longer than two months, and are larger than single-family residences, ADUs, or duplexes can result in potentially significant health risk impacts when Tier 3 or higher construction equipment, which results in substantially lower TAC emissions than older construction equipment, is not utilized. SBCAPCD recommends diesel equipment meeting the CARB Tier 3 or higher emission standards be used in place of older construction equipment to the maximum extent feasible (SBCAPCD 2022a). As a result, the construction of certain individual housing development projects – those with three or more units and a construction duration longer than two months that take place within 1,000 feet of sensitive receptors – could result in potentially significant health risk impacts if construction equipment does not meet CARB Tier 3 or higher for off-road heavy-duty diesel engines. Therefore, this impact would be potentially significant, requiring mitigation.

Operation

Development facilitated by the project could accommodate a net increase of approximately 497 additional residential units and 211 new jobs in Solvang. CARB's guidelines do not designate residential uses as land uses that generate substantial TAC emissions. As a result, this analysis considers quantities of hazardous TACs that could be generated by new residential uses (e.g., cleaning solvents, paints, landscape pesticides, etc.) as below thresholds warranting further study under the California Accidental Release Program. Development facilitated by the 2045 General Plan in accordance with land use and zoning regulations would not site land uses that typically generate TAC near sensitive receptors. Additionally, if the proposed commercial and retail uses site a new stationary TAC source, like an emergency generator, then said stationary source would be required to receive a permit. The permitting process would ensure that the stationary source does not present a health risk to existing nearby sensitive receptors. Therefore, the 2045 General Plan would not result in exposure of existing sensitive receptors to significant carcinogenic or toxic air contaminants and would be consistent with CARB and SBCAPCD guidelines.

To minimize health risks to sensitive receptors located near roadways, the 2045 General Plan includes the following proposed goal and policies that aim to improve air quality and minimize exposure to TAC:

- **Policy MOB-1.12: Air Quality Impact Reduction.** The City shall work to reduce the air quality impacts of motor vehicle use by reducing traffic congestion and promoting efforts to reduce fossil fuel-based motor vehicle use, including support for a citywide network of all electric charging station types (e.g., Level 1, Level II, Tesla, Mega-charging).
- **Policy ENV-9.6: City Fleet and Equipment.** The City shall work toward converting 100 percent of non-emergency City vehicles to electric, hybrid, flex-fuel, or alternative fuels. In addition, the City shall replace gas-powered mowers and other equipment with electric or hybrid models and to use alternative carbon-free models where possible.

Mitigation Measures

The following mitigation measure would be implemented due to potentially significant health risk impacts from TAC exposure during project construction.

AQ-1 Construction Equipment Exhaust Control Measures

For individual residential projects facilitated by the 2045 General Plan that would develop three or more units, would involve demolition, mass grading, or excavation and trenching phases longer than two months and would be located within 1,000 feet of existing sensitive receptors, the City shall enforce a project specific Condition of Approval requiring off-road heavy-duty diesel engines to meet CARB-certified Tier 3 or higher emission standards or employ CARB-certified Level 3 diesel particulate filters to the extent that this equipment is commercially available. "Commercially available" shall be defined as the availability of required equipment in geographic proximity to the project site and within a reasonable timeframe relative to critical path construction timing. If Tier 3 or higher emission standard equipment or Level 3 diesel particulate filters are not commercially available, documentation shall be provided by the project applicant to the City stating that Tier 3 equipment or higher emission standard or Level 3 diesel particulate filters are not commercially available with supporting evidence from the contractor. If CARB-certified Level 3 diesel particulate filters are utilized, they shall be kept in working order and maintained in operable condition according to manufacturer's specifications, as applicable.

Significance After Mitigation

Implementation of Mitigation Measure AQ-1 would reduce potential residual health risk impacts associated with exposure of sensitive receptors to substantial pollutant concentrations of DPM and TACs to the extent feasible. However, as Tier 3 or higher emission standard equipment or Level 3 diesel particulate filters cannot be guaranteed to be commercially available, impacts are conservatively assessed as significant and unavoidable.

Threshold 4: Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?
--

Impact AQ-4 FUTURE DEVELOPMENT FACILITATED BY THE 2045 GENERAL PLAN WOULD NOT CREATE OBJECTIONABLE ODORS THAT COULD AFFECT A SUBSTANTIAL NUMBER OF PEOPLE OR EXPOSE FUTURE RESIDENTS TO ODORS THAT WOULD PRODUCE A PUBLIC NUISANCE OR HAZARD. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

The occurrence and severity of objectionable odors depend on a number of factors, including the nature, frequency, and intensity of the source; the wind speeds and direction; and the sensitivity of the receiving location. Although objectionable odors seldom cause physical harm, they can be perceived as a nuisance, cause distress among the public, and result in citizen complaints.

The 2045 General Plan would facilitate the development of additional housing units in a primarily urbanized area with existing residential and commercial land uses. Construction activities for development forecasted in accordance with the 2045 General Plan may produce temporary odors. Examples of potential odors produced by construction activities include concentrations of unburned hydrocarbons from construction equipment tailpipes and reactive organic gases/compounds from architectural coatings. Such odors generally disperse rapidly from individual project sites, occur at magnitudes that would not affect substantial numbers of people, and would be limited to the temporary construction period.

The SBCAPCD *Scope and Content of Air Quality Sections in Environmental Documents (2022)* states that certain projects have the potential to cause significant odor impacts because of the nature of their operation and their location. Examples include fast food restaurants, bakeries, and coffee roasting facilities. In addition, wastewater treatment plants, landfills, confined animal facilities, composting stations, food manufacturing plants, refineries, and chemical plants. The 2045 General Plan would not create objectionable odors affecting a substantial number of people or expose future residents to odor in concentrations that would produce a public nuisance or hazard. In addition, it is likely project odors would not be distinguishable due to vehicle exhaust on State Route 246. Therefore, operational odor impacts would be less than significant.

Mitigation Measures

No mitigation is required because this impact would be less than significant.

4.2.4 Cumulative Impacts

Regional cumulative impacts consider the City-wide impacts together with similar impacts of future development in and around Santa Barbara County. The general approach to cumulative impact analysis used in this EIR is discussed in Section 3, *Environmental Setting*. Project related air pollution may combine with other cumulative projects to violate criteria pollutant standards if the existing background sources cause nonattainment conditions. Air districts manage attainment of the criteria pollutant standards by adopting rules, regulations, and attainment plans, which comprise a multifaceted programmatic approach to such attainment.

The geographic scope for analyzing cumulative air quality impacts is the SCCAB. The SCCAB is designated a nonattainment area for the ozone CAAQS and the PM₁₀ CAAQS. The SCCAB is in attainment of all other NAAQS and CAAQS. Therefore, cumulative air quality impacts related to PM₁₀ and ozone are potentially significant.

As described under Impact AQ-1, the SBCAPCD's approach for assessing cumulative impacts is based on consistency with the latest adopted Ozone Plan. The 2045 General Plan would result in exceedance of the population forecasts for the City of Solvang in the 2022 Ozone Plan. However, this growth would not be unplanned since it is contemplated by the 2045 General Plan. SBCAG would update their growth projections to be consistent with the 2045 General Plan during the next planning cycle. Therefore, the 2045 General Plan is designed for planned and orderly infill growth to meet housing goals, as mandated by the State. Additionally, SBCAPCD standard dust control measures are required for all earthmoving activities in the SBCAPCD's jurisdiction and would be implemented through Mitigation Measure AQ-1, which would reduce Citywide emissions of PM₁₀ from construction facilitated by the 2045 General Plan. Therefore, the 2045 General Plan would not conflict with or obstruct implementation of the 2022 Ozone Plan.

As identified under Impact AQ-2, the 2045 General Plan would not exceed SBCAPCD operational emissions thresholds for ROC, NO_x, and PM₁₀. However, at this stage of planning, project-specific details regarding construction activity are currently unknown and could potentially exceed SBCAPCD thresholds after mitigation. Therefore, the 2045 General Plan would result in a cumulatively considerable net increase of criteria pollutants for which the project region is non-attainment. As shown under Impact AQ-3, construction activity may result in a potentially significant impact related to DPM and TAC exposure within the City. Health risk impacts are localized to the immediate vicinity of DPM and TAC sources, such that people affected by construction-related TAC emissions generated at one housing site would likely not be affected by construction-related TAC emissions generated at another housing site should construction activities occur simultaneously. Discussion of

these impacts considers the cumulative nature of the pollutants in the region; for example, the cancer risk and non-cancer risk thresholds have been set pursuant to existing cancer risks in the area and exceeding those thresholds would be considered a cumulative impact. Implementation of Mitigation Measure AQ-1 would reduce concentrations of DPM and TAC emissions from construction activity associated with future development under the 2045 General Plan. However, Tier 3 or higher emission standard equipment or Level 3 diesel particulate filters cannot be guaranteed to be commercially available. Therefore, the project's contribution to cumulative air quality impacts related to these pollutants would result in a cumulatively considerable impact.

Cumulative projects would adversely affect sensitive receptors from odor emissions if cumulative projects were typical odor-producing land uses. Construction of cumulative projects would result in construction equipment-related odors; however, the temporary nature of construction would ensure less than significant cumulative odor impacts. In addition, it is likely individual project odors would not be distinguishable due to vehicle exhaust on State Route 246. Therefore, operational odor impacts would be less than significant.

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4.3 Biological Resources

This section addresses the existing environmental conditions for biological resources in the City of Solvang, California and its Sphere of Influence (SOI), herein referred to as the Planning Area, and the potential impacts to biologicals resources resulting from implementation of the 2045 General Plan. This section includes vegetation communities and landscapes, waterbodies and wetlands, special-status species, sensitive natural communities, nesting birds, critical habitat, and wildlife corridor habitat in the Planning Area.

4.3.1 Setting

The City of Solvang has a Mediterranean climate characterized by warm, dry summers and cool, moist winters. The Planning Area lies approximately 9 miles north of the Pacific Ocean on the northern side of the Santa Ynez Mountain range and features agricultural lands, rolling hills, open spaces, rural character, scenic roadways, and natural features. The elevation ranges from approximately 300 to 630 feet in elevation. The varied topography supports several natural habitats that contribute to the overall ecological balance of the area, including annual grasslands, coastal oak woodlands, coastal scrub, deciduous orchard, pasture, mixed chapparal, valley foothill riparian, and valley oak woodlands. In addition, the Santa Ynez River and numerous streams flow through the Planning Area, which also provide habitat for various wildlife species. The Planning Area also contains urban and suburban development.

The previous adopted General Plan designated two City-designated open space parcels located within the Planning Area. They are located south of State Route (SR) 246 near Nykobing and behind the residential area along Aarhus Drive. The open space consists of relatively undisturbed natural habitats consisting of a variety of vegetation communities. These open space areas often feature parks, such as Creekside Place Park located along Rebild Drive and Alisal Commons Park located at the north end of Glen Way. These parks offer residents and visitors opportunities for outdoor activities, including walking, biking, and picnicking. The city also has two natural open space parcels managed by Nyborb Estates homeowners Association, including one 2.67-acre parcel located south of SR 246 near Nykobing and a 9.00-acre parcel located behind the homes along Aarhus Drive. Figure 4.3-1 illustrates the open spaces in the Planning Area.

In addition to the open spaces, there are three California Protected Areas within the Planning Area for conservation purposes: Alisal Commons Park, Hans Christian Anderson Park, and Sunny Fields Park. California Protected Areas are lands that are protected for open space purposes and include regional parks, forests, preserves, and wildlife areas as well as urban parks that are mainly open space. Other parks that are not designated as California Protected Areas in the Planning Area include Creekside Place Park and Solvang Park. Figure 4.3-2 illustrates the California Protected Areas and parks within the Planning Area, distinguished by Active Parks (A) and Passive Parks (P) (City of Solvang 2021).

Figure 4.3-1 Designated Open Space in Planning Area

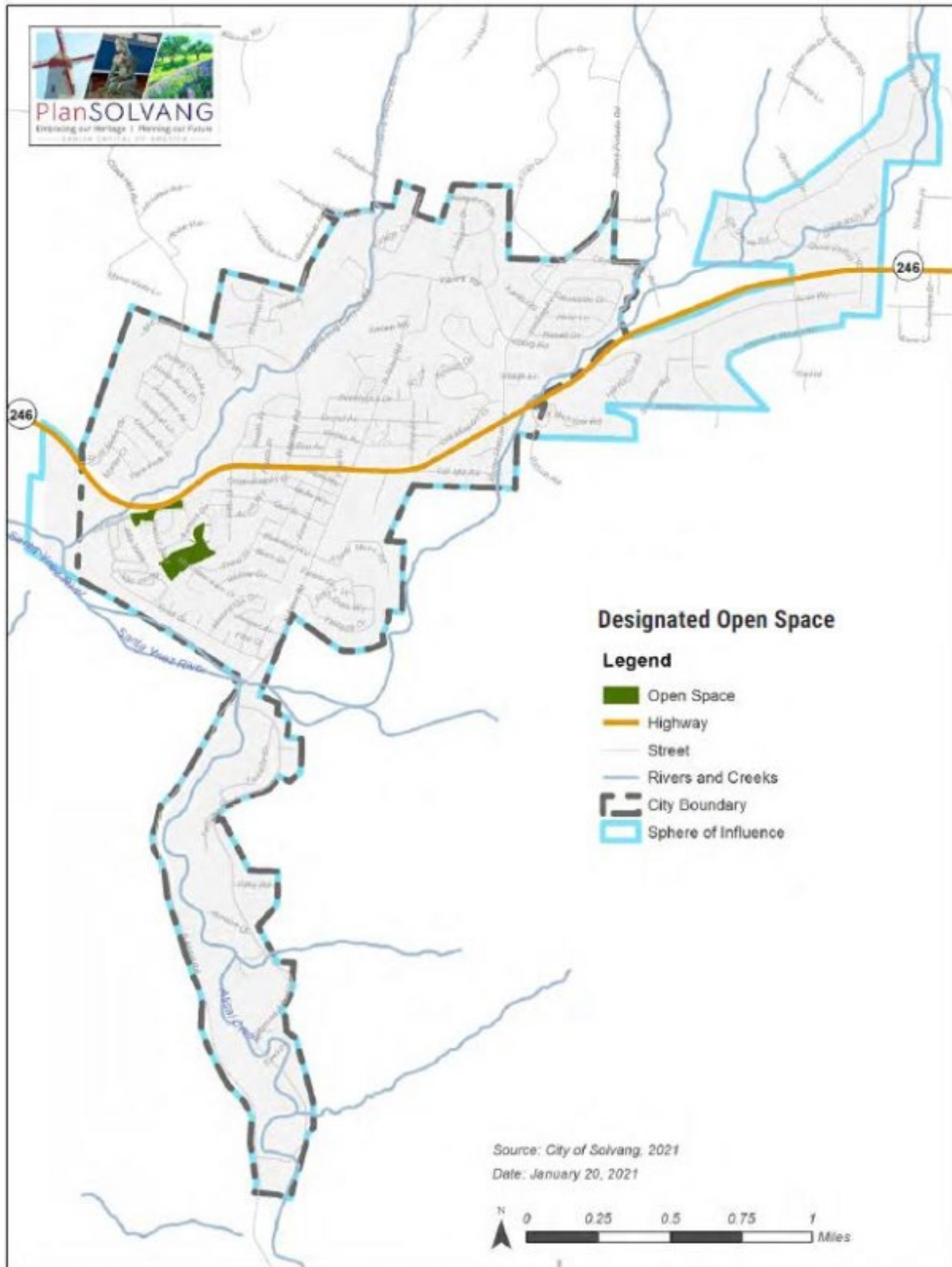
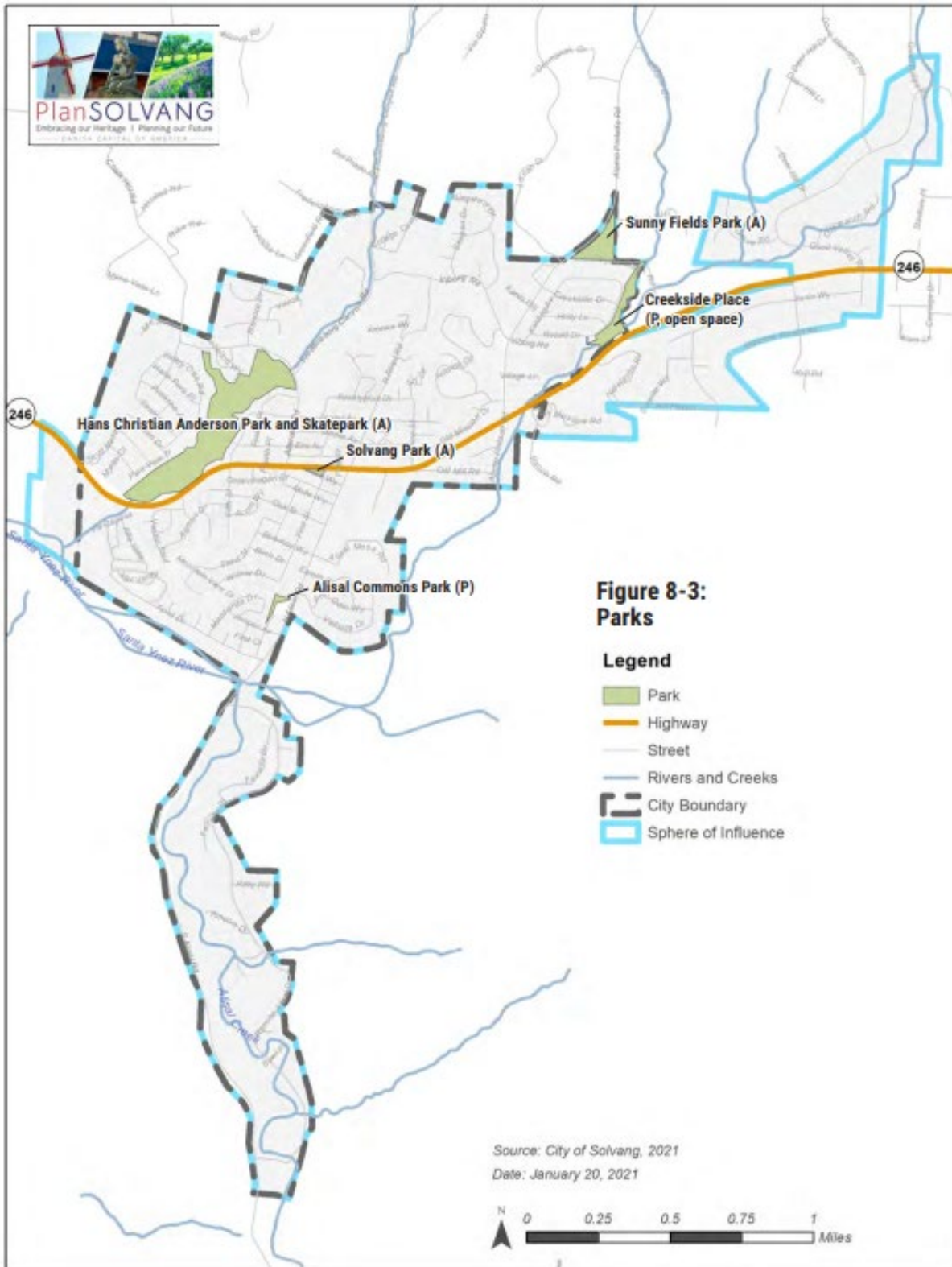


Figure 4.3-2 California Protected Areas and Parks in Planning Area



4.3.1.1 Vegetation Communities and Land Cover Types

The primary vegetation communities in the Planning Area consist of annual grassland, coastal oak woodland, coastal scrub, deciduous orchard, mixed chaparral, valley foothill riparian, and valley oak woodland (City of Solvang 2021). These vegetation communities were identified as occurring in the Planning Area by the California Department of Fish and Wildlife (CDFW) California Wildlife Habitat Relationships classification scheme (CWHR) (Mayer and Laudenslayer 1988) (CDFW 2023a). These vegetation communities constitute approximately 36 percent of the Planning Area, the majority consisting of annual grassland, with the remaining areas in the Planning area consisting of urban (64 percent), barren (1 percent), and lacustrine (<1 percent) areas. Further descriptions of these vegetation communities are provided below and illustrated in Figure 4.3-3.

Annual Grassland

Annual grasslands are characterized by open grasslands composed primarily of non-native annual plant species, including wild oats (*Avena fatua*), rigput brome (*Bromus diandrus*), red brome (*Bromus rubens*), and foxtail barley (*Hordeum murinum*). This vegetation community occurs mostly on flat plains to gently rolling foothills. Species composition depends largely on weather patterns and livestock grazing. Fall rains cause germination of annual plant seeds. Plants grow slowly during the cool winter months, remaining low in stature until spring, when temperatures increase and stimulate more rapid growth. Many wildlife species use this community for foraging, such as black-tailed jackrabbit (*Lepus californicus*), California ground squirrel (*Spermophilus beecheyi*), coyote (*Canis latrans*), and a variety of bird species (CDFW 2023a).

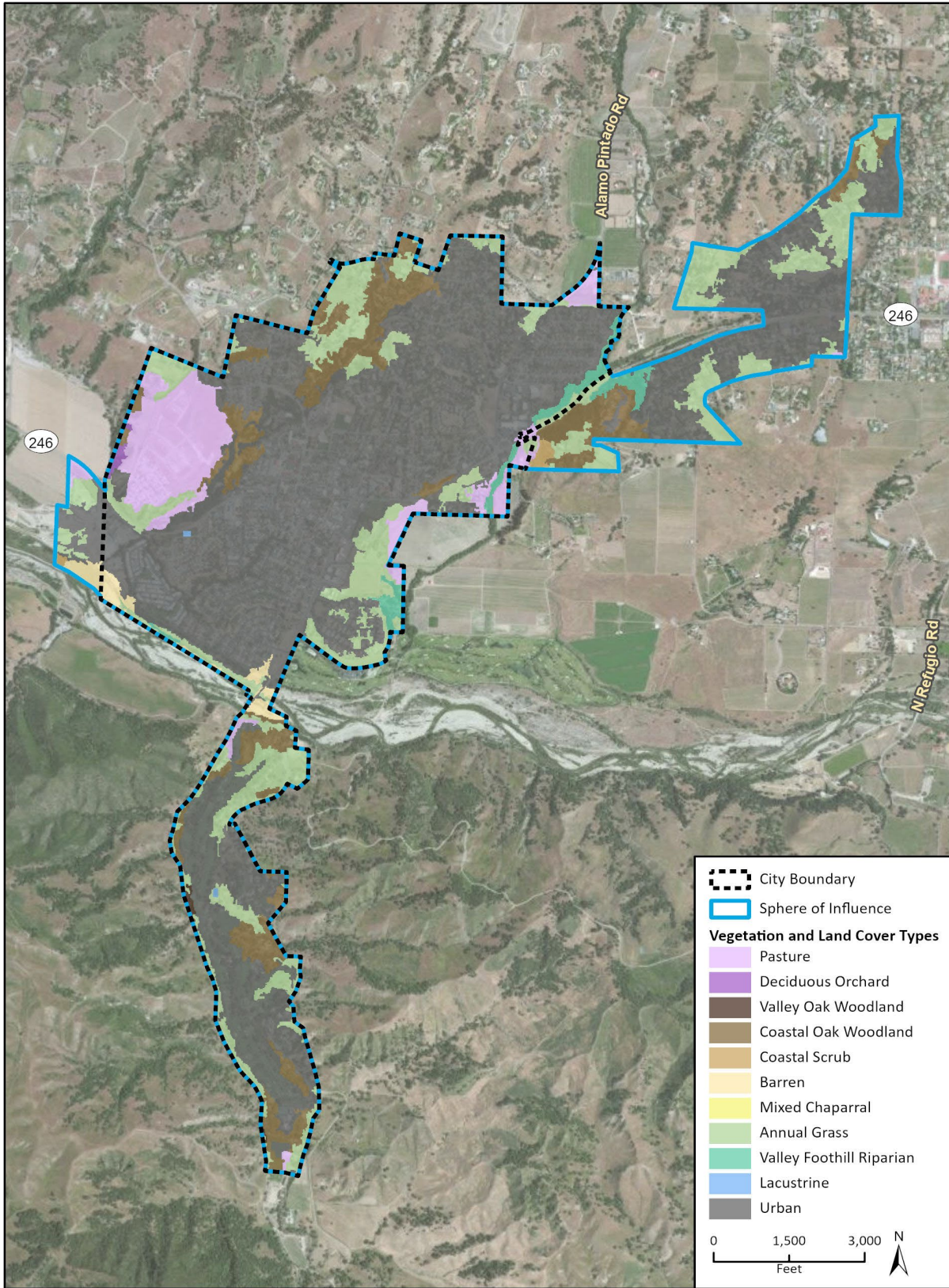
Pasture

Pasture vegetation is a mix of perennial grasses and legumes that normally provide 100 percent canopy closure. Old or poorly drained pastures may have patches of weeds in excess. The mix of grasses and legumes varies according to management practices such as seed mixture, fertilization, soil type, irrigation, weed control, and the type of livestock on the pasture. Pastures are planted on flat and gently rolling terrain and may be irrigated. Pastures are used by a variety of wildlife depending upon geographic area and types of adjacent habitats. Ground-nesting birds, including waterfowl, nest in pastures if adequate residual vegetation is present at the onset of the nesting season (CDFW 2023a). Figure 4.3-3 classifies the Skytt Mesa subdivision and Sunny Fields Park as Pasture; this is indicative of available CDFW data and not representative of existing site conditions.

Coastal Oak Woodland

Coast oak woodland is a native vegetation community that consists of deciduous and evergreen hardwoods, typically dominated by coast live oak trees (*Quercus agrifolia*). Coast live oak woodlands are variable, ranging from dense woodlands (sometimes intergrading with mixed evergreen forests) on the more mesic north-facing slopes and canyons, to an open savanna on drier, more exposed slopes where the soils are usually shallower. The understory may range from absent to dense. Typical understory species include shade tolerant shrubs such as native blackberry (*Rubus ursinus*), toyon (*Heteromeles arbutifolia*), and poison oak (*Toxicodendron diversilobum*); and native herbaceous plants such as fiesta flower (*Pholistoma auritum*), miner's lettuce (*Claytonia perfoliata*), and various fern species. Coastal oak woodlands are found in coastal foothills and valleys and provides important habitat for wildlife, including nesting sites, foraging areas for small mammals, and microclimates suitable for amphibians, reptiles, and fungi (CDFW 2023a).

Figure 4.3-3 Vegetation Communities in Planning Area



Imagery provided by ESRI and its licensors © 2023.
 Soils data provided by USDA Forest Service, Region 5 CALVEG Zone 7, Crosswalk to CWHR 2002.

20-10211 Paleo
 Fig 4.3-3 Vegetation and Land Cover Types

Coastal Scrub

Coastal scrub is a native vegetation community that is typically found on stabilized backdune slopes, ridges, and flats along the coast. Soils are typically sandy to sandy loam. Central coastal scrub typically forms a mosaic with other communities including coast bluff scrub, maritime chaparral, coast live oak woodland, and coastal prairie. Vegetation in this habitat type is composed of soft scrub of moderate to high cover and is dominated by native mock heather (*Ericameria ericoides*), California sagebrush (*Artemisia californica*), coyote brush (*Baccharis pilularis*), black sage (*Salvia mellifera*), common California-aster (*Lessingia filaginifolia* var. *filaginifolia*), dune bush lupine (*Lupinus chamissonis*), and sticky monkeyflower (*Diplacus aurantiacus*). Central coastal scrub provides habitat for a variety of vertebrate species (CDFW 2023a).

Deciduous Orchard

Deciduous orchards are typically dominated by a single species of tree, such as almonds, apples, apricots, peaches, pecans, and walnuts. Trees range in height at maturity depending on the species, ranging from 10 feet for dwarf varieties to upwards of 60 feet for pecans and walnuts. The understory is usually composed of low-growing grasses, which are often intensively managed. Orchards are planted on deep fertile soils which once supported productive and diverse natural habitats. The orchards still provide anthropogenic habitat that offers wildlife, such as deer and rabbit that commonly browse on the tree foliage, an area for foraging and cover that allows animals to move through the region. Many wildlife species act as biological control agents by feeding on weed seeds and insect pests (CDFW 2023a).

Mixed Chaparral

Mixed chaparral is a native vegetation community that is dominated by several shrubby species instead of a single dominant species. Most species grow to a height of three to 10 feet but can sometimes take the form of dwarf woodland with a canopy of more than 13 feet in height. Mixed chaparral communities often develop into dense thickets with little to no understory. Shrubs commonly found in this vegetation community include native chamise (*Adenostoma fasciculatum*), birchleaf mountain mahogany (*Cercocarpus betuloides*), toyon, California buckeye (*Aesculus californica*), poison oak, sumac (*Rhus aromatica*), and hollyleaf cherry (*Prunus ilicifolia*). Mixed chaparral occurs on all aspects, but at lower elevations, it generally is found on north-facing slopes. This pattern is especially true in southern California. Generally, it occurs on steep slopes and ridges with relatively thin, well-drained soils. Mixed chaparral provides habitat for a variety of wildlife species, such as California quail (*Callipepla californica*), western fence lizard (*Sceloporus occidentalis*), and brush rabbit (*Sylvilagus bachmani*) (CDFW 2023a).

Valley Foothill Riparian

Valley foothill riparian is a native vegetation community that contains mostly winter deciduous trees, such as native cottonwood (*Populus* spp.), California sycamore (*Platanus racemosa*), and valley oak (*Quercus lobata*). The canopy height can grow up to 98 feet in a mature riparian forest. Typical understory shrub layer species include native California blackberry, blue elderberry (*Sambucus mexicana*), poison oak, and willows (*Salix* spp.). This vegetation community is found in valleys bordered by sloping alluvial fans, slightly dissected terraces, lower foothills, and coastal plains. They are generally associated with low velocity flows, flood plains, and gentle topography. Valleys provide deep alluvial soils and a high water table. The substrate is coarse, gravelly or rocky soils more or less permanently moist. Valley foothill riparian habitats provide food, water, migration

and dispersal corridors, and escape, nesting, and thermal cover for an abundance of wildlife (CDFW 2023a).

Valley Oak Woodland

Valley oak woodland is a native vegetation community that typically includes an open to continuous, or savannah-like (less than 10 percent cover, but evenly distributed) tree canopy dominated by native valley oaks (*Quercus lobata*). The shrub layer is sparse to open, and the herbaceous layer typically includes a wide range of grasses. Valley oak woodlands are typically found in valley bottoms, summit valleys, on gentle to somewhat steep, lower to upper slopes and ridgetops. Soil textures are various, including loams and clays. Historically, these woodlands ranged across alluvial terraces of large valleys and low rolling hills. However, most valley oak woodlands are gone, having been cut down for firewood or agriculture. These woodlands provide food and cover for many species of wildlife (CDFW 2023a).

4.3.1.2 Waterbodies and Wetlands

The Planning Area is in the Santa Ynez River watershed (HUC 12-180600100508) and consists of four main waterbodies: Santa Ynez River, Alamo Pintado Creek, Adobe Creek, and Alisal Creek. The Santa Ynez River originates in the San Rafael Mountains and flows westerly about 90 miles to the ocean. The Santa Ynez River runs east to west along the southern city limit boundary, and passes under the Alisal bridge crossing. Alamo Pintado Creek, Adobe Creek, and Alisal Creek are all tributaries to the Santa Ynez River within the Planning Area. The major rivers and streams in Solvang and the surrounding region are shown in Figure 4.3-1. The Santa Ynez River watershed supports a variety of fish communities and is identified as a Critical Habitat for steelhead trout, which is federally listed as endangered and a candidate for State listing as endangered in Southern California. In addition, the river and its watershed form an extensive riparian habitat with nearby chaparral and oak woodland habitat, which support a variety of plant and wildlife species.

In addition to these waterbodies, the Planning Area contains one small wetland feature, approximately 14,000 square feet (0.32 acres) in size, mapped by the United States Fish and Wildlife Service (USFWS) in the National Wetlands Inventory (NWI). The wetland is mapped near Nykobing at the cross street of Vester Sted and Midtenhof, within a partially developed area. The NWI identifies this feature as a temporarily flooded, palustrine wetland that was excavated by humans. Based on recent aerial imagery, the wetland feature is presumed to be absent.

4.3.1.3 Special-Status Species

For the purposes of this analysis, special-status species include the following:

- Species listed as threatened or endangered under the Federal Endangered Species Act (FESA), including proposed and candidate species;
- Species listed as candidate, threatened, or endangered under the California Endangered Species Act (CESA);
- Species designated as Fully Protected by the California Fish and Game Code (CFGC), and species identified as a CDFW Species of Special Concern or on the CDFW Watch List;
- Plant species protected by the Native Plant Protection Act (NPPA) (State Rare);
- Plant species with California Native Plant Society (CNPS) California Rare Plant Ranks (CRPR) 1A, 1B, 2A and 2B.

Queries of scientific databases administered by the USFWS, CDFW, and CNPS were conducted to obtain comprehensive information regarding State and federally listed species as well as other special-status species considered to have potential to occur within the City's Planning Area. The query of the CDFW California Natural Diversity Database (CNDDDB) (CDFW 2023b) and Biogeographic Information and Observation System (BIOS) (CDFW 2023c) included the City's Planning Area and an additional 5-mile radius.

The USFWS Critical Habitat Portal was also reviewed to obtain information on limits of federally defined Critical Habitat for endangered species that may occur within the Planning area and the additional 5-mile radius. The CNPS's Inventory of Rare and Endangered Plants (CNPS 2023) was also reviewed and queried the *Solvang, California* USGS 7.5-minute topographic quadrangle and the surrounding eight quadrangles (*Zaca Creek, Los Alamos, Santa Rosa Hills, Sacate, Gaviota, Tajiguas, Santa Ynez, and Los Olivos*). Species that occur in habitats that are not present within the Planning Area and species known to be extirpated from the region were excluded from further evaluation.

A table has been provided as Appendix D that lists the special-status wildlife and plants identified in the desktop review as occurring in the region. Further discussion on species that have a potential to occur within the Planning Area is provided below, determined by an evaluation of potentially occurring suitable habitat, nearest documented occurrences, and recently observed records for each species.

Special-Status Wildlife

A total of 21 special-status invertebrate, fish, amphibian, reptile, bird, and mammal species have the potential to occur in the Planning Area. Of the 21 special-status wildlife species with the potential to occur in the Planning Area, the following species have federal and/or State listing status (CDFW 2023d):

- California red-legged frog (*Rana draytonii*) – federally-listed threatened
- Crotch's bumble bee (*Bombus crotchii*) – candidate for State-listed endangered
- foothill yellow-legged frog (*Rana boylei* pop. 6) – South Coast Distinct Population Segment (DPS) – federally-listed endangered, State-listed endangered
- least Bell's vireo (*Vireo bellii pusillus*) – federally-listed endangered, State-listed endangered
- monarch – California overwintering population (*Danaus plexippus plexippus* pop. 1) – candidate for federal listing
- southwestern willow flycatcher (*Empidonax traillii extimus*) – federally-listed endangered, State-listed endangered
- steelhead – southern California DPS (*Oncorhynchus mykiss irideus* pop. 10) – federally-listed endangered, candidate for State-listed endangered
- southwestern pond turtle (*Actinemys pallida*) – proposed federally-listed threatened
- tidewater goby (*Eucyclogobius newberryi*) – federally-listed endangered
- vernal pool fairy shrimp (*Branchinecta lynchi*) – federally-listed endangered

Special-Status Plant Species

A total of 30 special-status plant species have the potential to occur within the Planning Area. Of these 30 special-status plant species, the following have federal and/or State listing status (CDFW 2023e):

- La Graciosa thistle (*Cirsium scariosum* var. *loncholepis*) – federally-listed endangered, candidate State-listed threatened
- seaside bird’s-beak (*Cordylanthus rigidus* ssp. *littoralis*) – candidate State-listed endangered
- Gaviota tarplant (*Deinandra increscens* ssp. *villosa*) – federally-listed endangered, candidate State-listed threatened
- Vandenberg monkeyflower (*Diplacus vandenbergensis*) – federally-listed endangered
- Lompoc yerba santa (*Eriodictyon capitatum*) – federally-listed endangered, candidate State-listed rare
- Santa Ynez false lupine (*Thermopsis macrophylla*) – candidate State-listed rare

4.3.1.4 Sensitive Natural Communities

Sensitive natural communities are native vegetation communities, associations, or sub-associations that support concentrations of special-status plant and/or wildlife species, are of relatively limited distribution, or are of particular value to wildlife. Sensitive natural communities are special-status plant communities considered sensitive by federal, State, and local agencies due to their rarity or value in providing habitat for vegetation, fish, and wildlife. Sensitive natural communities present within the Planning Area include (CDFW 2023f):

- Southern California Steelhead Stream
- Southern Coast Live Oak Riparian Forest
- Southern Willow Scrub
- Southern Cottonwood Willow Riparian Forest
- Valley Oak Woodland

4.3.1.5 Bats

While there are no specific laws in California protecting bats as a specific type of wildlife, ten species of bats are currently considered Species of Special Concern by the CDFW. Additionally, the Western Bat Working Group lists some as High Priority (for consideration of conservation measures). Both special-status and common species of bats may roost in a variety of habitats and structures such as trees with exfoliating bark, tree hollows, broad leafed trees, palm fronds, bridges, hollow beams, mines, caves, rocky crevices, attics, and eaves of buildings. Bats typically have a maternity season (generally from April 1 through August 31) and maternity roosts will be situated in areas to raise young. Depending on the species, some bats may not migrate and will use the same roost year-round. Additionally, bats may go into torpor (a temporary hibernation) during colder months (generally November to February) where bats may not be detectable while they are in deep sleep, making any potential relocations or evictions more challenging during this time frame. Because bat species identification is typically gathered through acoustical detectors that record the inaudible ultrasonic calls of bats, not all special-status species have been documented in scientific databases, such as the CDFW’s CNDDDB, and may occur in areas where suitable habitat may be present.

4.3.1.6 Nesting Birds

Migratory or other common nesting birds, while not designated as special-status species, are protected by the federal Migratory Bird Treaty Act (MBTA) and CFGC in the Planning Area. Common avian species may nest in vegetation, including native and ornamental vegetation, and in man-made structures, such as power poles or the eaves of buildings. Birds typically construct their nests during

the breeding season, which is generally February 1 through September 15, and beginning January 1 for all raptor species.

4.3.1.7 Critical Habitat

Critical habitat is a term used in the federal Endangered Species Act to identify specific geographic areas that contain features essential for the conservation of a threatened or endangered species that may require special management or protection. These habitats provide suitable conditions that may provide nesting/denning sites, foraging areas, cover, and other resources that are essential to the species' survival, reproduction, and genetic diversity. Critical habitat areas have been developed because the species face various threats to its habitat, including urban development, agriculture, invasive species, and habitat fragmentation. The habitat areas were defined based on scientific studies and analysis of the species' habitat requirements. The designation of critical habitat does not necessarily restrict all human activities within the designated areas; however, it requires federal agencies to consult with the USFWS or National Oceanic and Atmospheric Administration (NOAA) National Marine Fisheries Service (NMFS), also referred to as NOAA Fisheries, to ensure that all proposed actions or projects do not adversely modify or destroy the critical habitat. It is also important to note that the species may also occur outside these designated areas within similar habitats occurring throughout the City's Planning Area and consultation with the USFWS/NOAA Fisheries is still required in the event suitable habitat for the species may be impacted.

The USFWS Critical Habitat Portal (USFWS 2023a) was reviewed to obtain information on limits of federally defined Critical Habitat occurring within the City's Planning Area and a 5-mile radius. Based on this review, four defined Critical Habitat areas were determined to occur for the following four federally-listed species: vernal pool fairy shrimp, southern California steelhead, California red-legged frog, and southwestern willow flycatcher. Brief summaries of these species and their defined Critical Habitat areas are provided below.

Vernal Pool Fairy Shrimp

Vernal pool fairy shrimp are a federally-listed threatened species in which the USFWS has designated Critical Habitat in which consists of vernal pool habitats, characterized by small, shallow water bodies with no permanent outlet. Defined Critical Habitat for the species occurs approximately 2.8 miles east of the City's Planning Area, near Santa Ynez. No Critical Habitat for this species occurs within the Planning Area; however, the species may occur in vernal pool habitats present outside defined Critical Habitat areas.

Southern California Steelhead

Steelhead are a federally-listed endangered species in which the NOAA Fisheries has designated Critical Habitat along the entire length of the Santa Ynez River. Solvang only has about 500 feet length of the Santa Ynez River and most of that is along the Alisal Bridge crossing, within the Planning Area, and few associated tributaries outside of the Planning area, to the east and west. The Santa Ynez River consists of an important water source that provides connection to the Pacific Ocean, offering anadromous species, such as steelhead, important fresh water spawning, rearing, and migration habitat.

California Red-legged Frog

California red-legged frog is a federally-listed threatened species in which the USFWS has designated Critical Habitat in two areas in the Santa Ynez Mountains, approximately 3 miles

southwest and southeast of the Planning Area. These areas consist of important water sources, such as streams or stock ponds, which the species uses for breeding, and upland areas for foraging and shelter (USFWS 2010). The species is also known to occur in similar habitats outside federally defined critical habitat areas, including the Santa Ynez River and Alamo Pintado Creek.

Southwestern Willow Flycatcher

Southwestern willow flycatcher is a federally and State-listed endangered species in which the USFWS has designated Critical Habitat areas along the Santa Ynez River, approximately 1.3 miles west of the Planning Area. These areas consist of optimal riparian habitat for nesting, migration, and foraging (USFWS 2013). Although no Critical Habitat for this species has been delineated within the Planning Area, the species may still occur in similar habitats outside federally defined Critical Habitat areas, including the riparian habitats along the Santa Ynez River within the northern extent of the Planning Area.

4.3.1.8 Wildlife Corridor Habitat

Wildlife corridors are generally defined as connections between habitat patches that allow for physical and genetic exchange between otherwise isolated animal populations. Such linkages may serve a local purpose, such as between foraging and denning areas, or they may be regional in nature, allowing movement across the landscape. Some habitat linkages may serve as migration corridors, wherein animals periodically move away from an area and then subsequently return. Examples of barriers or impediments to movement include housing and other urban development, roads, fencing, unsuitable habitat, or open areas with little vegetative cover.

Many local wildlife species, including mountain lions, bobcats, gray foxes, coyotes, and mule deer, depend on access to large areas of connected habitats for feeding and dispersal. Urban development patterns have the potential to fragment habitats and limit the ranges of wildlife. Wildlife corridors represent the last remaining access areas that connect fragmented patches of habitat. Maintaining and enhancing existing habitat linkages is essential to ensuring the preservation of regional natural resources, biodiversity, and sensitive species.

No designated wildlife movement corridors are present within the Planning Area (Spencer et al. 2010). However, the Planning Area is near the Santa Ynez Mountains to the south, and incorporates portions of the Santa Ynez River and associated tributaries, which provide suitable wildlife movement corridors for wildlife to travel locally and are important in linking non-contiguous or fragmented wildlife habitats. Due to the existing level of development, the urban areas of the Planning Area restrict wildlife movement and are not considered wildlife corridors.

4.3.2 Regulatory Setting

a. Federal Regulations

Endangered Species Act

The USFWS and National Marine Fisheries Service (NMFS) share responsibility for implementing the Endangered Species Act (ESA). Generally, the USFWS implements the FESA for terrestrial and freshwater species, while the NOAA Fisheries implements the FESA for marine and anadromous species. Projects that would result in “take” of any threatened or endangered animal species, or a threatened or endangered plant species if occurring on federal land, are required to obtain permits from the USFWS or NOAA Fisheries through either Section 7 (interagency consultation with a federal

nexus) or Section 10 (Habitat Conservation Plan) of the ESA, depending on the involvement by the federal government in funding, authorizing, or carrying out the project. The permitting process is used to determine if a project would jeopardize the continued existence of a listed species and what measures would be required to avoid jeopardizing the species. "Take" under federal definition means to harass, harm (which includes habitat modification), pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct. Proposed or candidate species do not have the full protection of the ESA; however, the USFWS and NOAA Fisheries advise project applicants that they could be elevated to listed status at any time.

Fish and Wildlife Coordination Act

The USFWS also has responsibility for project review under the Fish and Wildlife Coordination Act. This statute requires that all federal agencies consult with USFWS, NOAA Fisheries, and the State's wildlife agency (CDFW) for activities that affect, control, or modify streams and other water bodies. Under the authority of the Fish and Wildlife Coordination Act, USFWS, NOAA Fisheries, and the CDFW review applications for permits issued under Section 404 and provide comments to USACE about potential environmental impacts.

Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA) prohibits the take (including killing, capturing, selling, trading, and transport) of protected migratory bird species without prior authorization by the USFWS.

The list of migratory bird species protected by the law, in regulations at 50 Code of Federal Regulations Part 10.13, is primarily based on bird families and species included in the four international treaties. A migratory bird species is included on the list if it meets one or more of the following criteria:

- It occurs in the United States or United States territories as the result of natural biological or ecological processes and is currently, or was previously listed as, a species or part of a family protected by one of the four international treaties or their amendments.
- Revised taxonomy results in it being newly split from a species that was previously on the list, and the new species occurs in the United States or United States territories as the result of natural biological or ecological processes.
- New evidence exists for its natural occurrence in the United States or United States territories resulting from natural distributional changes and the species occurs in a protected family.

In 2004, the Migratory Bird Treaty Reform Act (MBTRA) limited the scope of the MBTA by stating the MBTA applies only to migratory bird species that are native to the United States or United States territories, and that a native migratory bird species is one that is present as a result of natural biological or ecological processes. The MBTRA requires the USFWS to publish a list of all nonnative, human-introduced bird species to which the MBTA does not apply, and an updated list was published in 2020. The 2020 update identifies species belonging to biological families referred to in treaties the MBTA implements but are not protected because their presence in the United States or United States territories is solely the result of intentional or unintentional human-assisted introductions.

Bald and Golden Eagle Protection Act

The Bald and Golden Eagle Protection Act prohibits anyone, without a permit issued by the USFWS, from "taking" bald or golden eagles, including their parts (including feathers), nests, or eggs. The Act provides criminal penalties for persons who "take, possess, sell, purchase, barter, offer to sell, purchase or barter, transport, export or import, at any time or any manner, any bald eagle ... [or any golden eagle], alive or dead, or any part, nest, or egg thereof." The Act defines "take" as "pursue, shoot, shoot at, poison, wound, kill, capture, trap, collect, molest or disturb."

Clean Water Act Section 404

Congress enacted the Clean Water Act (CWA) "to restore and maintain the chemical, physical, and biological integrity of the Nation's waters." Section 404 of the CWA authorizes the Secretary of the Army, acting through the United States Army Corps of Engineers (USACE), to issue permits regulating the discharge of dredged or fill materials into the "navigable waters at specified disposal sites."

Section 502 of the CWA further defines "navigable waters" as "waters of the United States, including the territorial seas." "Waters of the United States" are broadly defined at 33 Code of Federal Regulations Part 328.3 to include navigable waters, perennial and intermittent streams, lakes, rivers, ponds, as well as wetlands, marshes, and wet meadows. In recent years, the USACE and United States Environmental Protection Agency (EPA) have undertaken several efforts to modernize their regulations defining "waters of the United States" (e.g., the 2015 Clean Water Rule and 2020 Navigable Waters Protection Rule), but these efforts have been frustrated by legal challenges which have invalidated the updated regulations.

As of May 2023, the Supreme Court issued a decision regarding *Sackett vs. EPA Limits CWA Jurisdiction*, whereas, reducing the CWA's geographic reach and the definition of "waters of the United States". In this decision, the Court decided the following, in summary:

- "Adjacent wetlands" are waters of the United States only if there is a continuous surface connection between the wetland and a navigable or relatively permanent water body, such that it is difficult to determine the boundary between the wetland and the water body. The opinion notes that "temporary interruptions to surface connection may sometimes occur because of phenomena like low tides or dry spells".
- The Significant Nexus Standard, introduced by the Court in prior decisions and codified in the agencies' current regulations, is not mentioned in the CWA, and therefore the EPA has no statutory basis to impose it. Additionally, the standard includes ecological factors whose use in determining jurisdiction is not supported by the statute.
- Although jurisdiction over tributaries was not addressed by the Court, current regulations rely upon the Significant Nexus Standard to establish jurisdiction over tributaries that flow infrequently. The decision hints that these tributaries will be non-jurisdictional going forward, stating, "...the [CWA's] use of "waters" encompasses only those relatively permanent, standing or continuously flowing bodies of water forming geographical features that are described in ordinary parlance as streams, oceans, rivers, and lakes."

Rivers and Harbors Act Section 10

Section 10 of the Rivers and Harbors Act of 1899 requires authorization from the USACE for the construction of any structure in or over any navigable water of the United States. Structures or work outside the limits defined for navigable waters of the United States require a Section 10 permit if

the structure or work affects the course, location, or condition of the water body. The law applies to any dredging or disposal of dredged materials, excavation, filling, re-channelization, or any other modification of a navigable water of the United States, and applies to all structures and work. It further includes, without limitation, any wharf, dolphin, weir, boom breakwater, jetty, groin, bank protection (e.g., riprap, revetment, bulkhead), mooring structures such as pilings, aerial or subaqueous power transmission lines, intake or outfall pipes, permanently moored floating vessel, tunnel, artificial canal, boat ramp, aids to navigation, and any other permanent, or semi-permanent obstacle or obstruction. It is important to note that Section 10 applies only to navigable waters, and thus does not apply to work in non-navigable wetlands or tributaries. In some cases, Section 10 authorization is issued by the USACE concurrently with CWA Section 404 authorization, such as when certain Nationwide Permits are used.

b. State Regulations

California Endangered Species Act

The California Endangered Species Act (CESA) (Fish and Game Code Section 2050 et. seq.) prohibits take of State-listed threatened or endangered. Take under CESA is defined as “hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill” (Fish and Game Code sec. 86). This definition does not prohibit indirect harm by way of habitat modification, except where such harm is the proximate cause of death of a listed species. Where incidental take would occur during construction or other lawful activities, CESA allows the CDFW to issue an Incidental Take Permit upon finding, among other requirements, that impacts to the species have been minimized and fully mitigated. Unlike the federal ESA, CESA’s protections extend to candidate species during the period (typically one year) while the California Fish and Game Commission decides whether the species warrants CESA listing.

Avian Protection Laws

California Fish and Game Code sections 3503, 3503.5, and 3513 describe unlawful take, possession, or destruction of native birds, nests, and eggs. Section 3503.5 of the Code protects all birds-of-prey and their eggs and nests against take, possession, or destruction of nests or eggs. Section 3513 makes it a State-level offense to take any bird in violation of the federal MBTA.

Native Plant Protection Act

The Native Plant Protection Act (NPPA) requires the CDFW to establish criteria for determining if a species, subspecies, or variety of native plant is endangered or rare, and prohibits the take of listed plant species. Effective in 2015, CDFW promulgated regulations (14 CCR 786.9) under the authority of the NPPA, establishing that the CESA’s permitting procedures would be applied to plants listed under the NPPA as "Rare." With this change, there is little practical difference for the regulated public between plants listed under CESA and those listed under the NPPA.

CWA Section 401

Section 401 of the CWA requires an applicant requesting a federal license or permit for an activity that may result in any discharge into navigable waters (such as a Section 404 Permit) to provide State certification that the proposed activity will not violate State and federal water quality standards. In California, CWA Section 401 Water Quality Certification (Section 401 Certification) is issued by the Regional Water Quality Control Boards (RWQCBs) and by the State Water Resources

Control Board (SWRCB) for multi-region projects. The process begins when an applicant submits an application to the RWQCB and informs the USACE (or the applicable agency from which a license or permit was requested) that an application has been submitted. The USACE will then determine a “reasonable period of time” for the RWQCB to act on the application; this is typically 60 days for routine projects and longer for complex projects but may not exceed one year. When the period has elapsed, if the RWQCB has not either issued or denied the application for Section 401 Certification, the USACE may determine that Certification has been waived and issue the requested permit. If a Section 401 Certification is issued it may include binding conditions, imposed either through the Certification itself or through the requested federal license or permit.

Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act (Porter-Cologne Act) is the principal law governing water quality regulation in California. It establishes a comprehensive program to protect water quality and the beneficial uses of water. The Porter-Cologne Act applies to surface waters, wetlands, and ground water and to both point and nonpoint sources of pollution. Pursuant to the Porter-Cologne Act (California Water Code section 13000 et seq.), the policy of the State is as follows:

- The quality of all the waters of the State shall be protected
- All activities and factors affecting the quality of water shall be regulated to attain the highest water quality within reason
- The State must be prepared to exercise its full power and jurisdiction to protect the quality of water in the State from degradation

The Porter-Cologne Act established nine RWQCBs (based on watershed boundaries) and the SWRCB, which are charged with implementing its provisions and which have primary responsibility for protecting water quality in California. The SWRCB provides program guidance and oversight, allocates funds, and reviews RWQCB decisions. In addition, the SWRCB allocates rights to the use of surface water. The RWQCBs have primary responsibility for individual permitting, inspection, and enforcement actions within each of nine hydrologic regions. The SWRCB and RWQCBs have numerous nonpoint source related responsibilities, including monitoring and assessment, planning, financial assistance, and management.

Section 13260 of the Porter-Cologne Act requires any person discharging or proposing to discharge waste that could affect the quality of waters of the State to file a Report of Waste Discharge with the appropriate RWQCB. The RWQCB may then authorize the discharge, subject to conditions, by issuing Waste Discharge Requirements (WDRs). While this requirement was historically applied primarily to outfalls and similar point source discharges, the SWRCB’s *State Wetland Definition and Procedures for Discharges of Dredged or Fill Material to Waters of the State*, effective May 2020, make it clear that the agency will apply the Porter-Cologne Act’s requirements to discharges of dredge and fill material as well. The *Procedures* state that they are to be used in issuing CWA Section 401 Certifications and WDRs, and largely mirror the existing review requirements for CWA Section 404 Permits and Section 401 Certifications, incorporating most elements of the United States Environmental Protection Agency’s *Section 404(b)(1) Guidelines*. Following issuance of the *Procedures*, the SWRCB produced a consolidated application form for dredge/fill discharges that can be used to obtain a CWA Section 401 Water Quality Certification, WDRs, or both.

CFGC Section 1600 et seq.

Pursuant to CFGC Section 1600, the CDFW has authority over all perennial, intermittent, and ephemeral rivers, streams, and lakes in the State, and requires any person, State or local governmental agency, or public utility to notify the CDFW before beginning any activity that would “substantially divert or obstruct the natural flow of, or substantially change or use any material from the bed, channel, or bank of, any river, stream, or lake, or deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it may pass into any river, stream, or lake” that supports fish or wildlife resources.

A *stream* is defined as a “body of water that flows at least periodically or intermittently through a bed or channel having banks and supports fish or other aquatic life. This includes watercourses having a surface or subsurface flow that supports or has supported riparian vegetation” (CCR, Title 14 Section 1.72). A Lake or Streambed Alteration Agreement may be required for any project that would result in an adverse impact to a river, stream, or lake. CDFW jurisdiction typically extends to the top of the bank and out to the outer edge of adjacent riparian vegetation if present. However, the CDFW can take jurisdiction over a body of flowing water and the landform that conveys it, including water sources and adjoining landscape elements that are byproducts of and affected by interactions with flowing water without regard to size, duration, or the timing of flow.

CDFW Special Animals List

Special-status wildlife species are those species included on the CDFW “Special Animals” list. “Special Animal” is a general term that refers to all the taxa the CNDDDB is interested in tracking, regardless of their legal or protection status. The CDFW considers the taxa on this list to be those of greatest conservation need. The species on this list generally fall into one or more of the following categories:

- Officially listed or proposed for listing under the CESA and/or FESA;
- State or federal candidate for possible listing;
- Taxa that meet the criteria for listing, even if not currently included on any list, as described in *CEQA Guidelines* Section 15380;
- Taxa considered by the Department to be a Species of Special Concern;
- Taxa that are biologically rare, very restricted in distribution, declining throughout their range, or have a critical vulnerable stage in their life cycle that warrants monitoring;
- Populations in California that may be on the periphery of a taxon’s range but are threatened with extirpation in California.

c. Local Regulations

City of Solvang Municipal Code

Title 8, Chapter 8 of the City’s Municipal Code sets standards for city trees in public right of ways or parks, including planting, maintenance, and removal of trees. These standards include prohibiting the penetration of tree root barriers, prohibiting locating material detrimental to city trees within the area of the tree, and requiring a permit to plant, remove, transplant, injure, trim, top, cut, spray, root prune, fertilize, stake, guy rod, cable, or damage city trees.

4.3.3 Impact Analysis

a. Methodology and Significance Thresholds

Methodology

As a programmatic document, this EIR presents an assessment of the potential for adoption and implementation of the 2045 General Plan to result in significant impacts to biological resources. As a programmatic document, this EIR presents a citywide assessment of the 2045 General Plan. Because the 2045 General Plan is a long-term document intended to guide actions for many years into the future, this analysis relies on program-level and qualitative evaluation.

The adoption of this plan does not include physical development that could directly impact biological resources. However, implementation of the 2045 General Plan would continue to allow development within the City's Planning Area. Each proposed project under the 2045 General Plan would require subsequent analysis to evaluate project-specific impacts to biological resources, significance, need for project-specific mitigation, and any subsequent discretionary permits or coordination with resource agencies (e.g., USFWS, USACE, CDFW, RWQCB) that may be required.

Significance Thresholds

CEQA Guidelines Appendix G provides the following significance thresholds to determine if a project would have a potentially significant impact on biological resources. For the purposes of this EIR, implementation of the 2045 General Plan may have a significant adverse impact if it would:

1. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or United States Fish and Wildlife Service;
2. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or United States Fish and Wildlife Service;
3. Have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means;
4. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites;
5. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; or
6. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan.

b. Project Impacts and Mitigation Measures

Threshold 1: Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, regulations, or by the California Department of Fish and Game or United States Fish and Wildlife Service?

Impact BIO-1 THE 2045 GENERAL PLAN COULD HAVE A SUBSTANTIAL ADVERSE EFFECT, EITHER DIRECTLY OR THROUGH HABITAT MODIFICATIONS, ON SPECIAL-STATUS SPECIES. IMPLEMENTATION OF FEDERAL, STATE, AND LOCAL REGULATIONS AND POLICIES, AS WELL AS MITIGATION MEASURES BIO-1 THROUGH BIO-3 WOULD ENSURE DEVELOPMENT FACILITATED BY THE 2045 GENERAL PLAN WOULD NOT HAVE A SUBSTANTIAL ADVERSE EFFECT ON CANDIDATE, SENSITIVE, OR SPECIAL-STATUS SPECIES. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED.

As discussed in Section 4.3.1.3, *Special-Status Species*, there are 21 special-status animal species and 31 special-status plant species with potential to occur in the Planning Area. Critical habitat for southern California steelhead occurs along Santa Ynez River, within the Planning Area, and Critical Habitat for four federally-listed species is also present within the vicinity (within five miles) of the Planning Area. Potentially significant effects on candidate, sensitive, or special-status species would occur if temporary disturbance associated with construction projects or permanent impacts due to development facilitated by the 2045 General Plan would result in incremental direct loss of habitat, fragmentation of larger open areas and wildlife corridors, or disturbance to protected species or loss of suitable habitat that support protected species.

Development facilitated by the 2045 General Plan would be subject to the provisions of federal and State regulations protecting biological and water resources, including, but not limited to, FESA, CESA, CWA, and the NPPA. These regulations include requirements for biological studies where potential habitat exists, identification of potential jurisdictional waters, and consultation with applicable regulatory agencies where protected biological resources may occur. In addition, the 2045 General Plan's Environment and Sustainability Element would implement the following policies to reduce potential impacts to protected resources:

- **Policy ENV-1.1: Open Space Management.** The City shall manage city-owned open space designated land for the protection of sensitive biological resources primarily as a preserve.
- **Policy ENV-3.1: Natural Resource Protection.** The City shall protect sensitive natural resources, wildlife communities and habitats within the city owned open spaces.
- **Policy ENV-3.3: Minimize Impacts of Development.** The City shall ensure new development does not significantly deplete, damage, or alter existing critical wildlife habitat or populations such as coastal oak woodland along Alamo Pintado Creek, Alisal Creek, and Adobe Creek and riparian habitat along the Santa Ynez River.
- **Policy ENV-3.4: Support Local and Regional Efforts.** The City shall support and participate in local and regional efforts of local, State and federal resource agencies (e.g., Santa Barbara County, California Department of Fish and Wildlife, U.S. Army Corps, United States Fish and Wildlife Service, Coast Guard, local land trusts and conservation organizations) to protect, restore and maintain viable, contiguous areas of habitat for sensitive plant and animal species along Alamo Pintado Creek, Alisal Creek, and Adobe Creek and the Santa Ynez River.
- **Policy ENV-3.5: Preserve Creek Corridors.** The City shall preserve the ecological integrity of creek corridors that support riparian resources by preserving native riparian plants and, to the extent feasible, removing invasive nonnative plants. If preservation of the ecological integrity of

existing resources is found to be infeasible, adverse impacts to riparian resources shall be fully mitigated consistent with the requirements of applicable State and Federal regulations.

The policies listed above would minimize impacts to protected biological resources and provide open space that preserves habitat that may support special-status species and sensitive habitats, including nesting migratory birds.

The landscape features within the urban areas of Solvang, such as street trees, shrubs, herbaceous plants, and parklands, could also serve as temporary habitats for nesting migratory birds. Construction-related activities such as vegetation removal, building demolition and/or relocation, grading, materials laydown, access, and infrastructure improvements, and building construction occurring within the urban areas, could result in the direct or indirect disturbance of nesting migratory birds. The most identifiable potential direct impact to migratory bird species would involve the removal of vegetation, particularly trees and landscaping shrubs that may serve as perching or nesting sites for migratory birds. These adverse effects on listed or special-status bird species would represent a potentially significant impact. However, implementation of Mitigation Measure BIO-1 (conduct pre-construction bird surveys and implement avoidance measures) would be required for future projects where mature trees and other habitat is present and construction activities are scheduled within early spring to late summer, and would be applied to future projects when applicable based on site conditions at the City's discretion.

Special-status bats such as pallid bat and Townsend's big-eared bat are State Species of Special Concern and have potential to occur within the Planning Area. These bats are found in a variety of habitats, including grasslands, shrublands, woodlands, and forests, and may roost in trees, cliff faces, caves or buildings. Bats prefer open areas or areas under a tree canopy for foraging, and often roost near water. Although the Planning Area does consist largely of developed urban areas, large trees, abandoned structures, and buildings occurring throughout the city provide suitable roosting habitat for special-status bat species. Disturbance of maternity roosts by construction activities resulting in roost destruction or abandonment would be a potentially significant impact to bat species and would potentially constitute violations of the California Fish and Game Code. Such adverse effects on special-status bats would be a potentially significant impact. However, implementation of Mitigation Measure BIO-2 (conduct pre-construction roosting bat surveys and implement avoidance measures) would be required for future projects where trees, abandoned structures, or other habitat for roosting bats is present and construction activities may occur during seasonal periods of bat activity, and would be applied to future projects when applicable based on site conditions at the City's discretion.

The Crotch's bumblebee is a candidate for State listing as an endangered species and may have the potential to occur within the Planning Area. The species inhabits grassland and scrub areas, requiring a hotter and drier habitat than many other bumble bee species. This species nests underground, often in abandoned rodent dens. This species visits a wide range of host plants and is therefore considered a dietary generalist. Disturbance of underground nesting locations by construction activities resulting in nest destruction or abandonment would be a potentially significant impact to the species and would potentially constitute violations of CESA. Such adverse effects on the species would be a potentially significant impact. However, implementation of Mitigation Measure BIO-3 (conduct pre-construction surveys and implement avoidance measures) would be required for future projects where direct ground disturbance is necessary, where suitable habitat for nesting Crotch's bumble bee may be present, and direct ground disturbing construction activities may occur during seasonal periods of nesting bee activity, and would be applied to future projects when applicable based on site conditions at the City's discretion.

Mitigation Measures

BIO-1 Conduct Pre-construction Bird Surveys and Implement Avoidance and Minimization Measures

For construction activities initiated during the bird nesting season (February 1 through September 15, and as early as January 1 for raptors), involving removal of vegetation, abandoned structures, man-made features, or other nesting bird habitat, a pre-construction nesting bird survey shall be conducted no more than 5 days prior to initiation of ground disturbance and vegetation removal. The nesting bird pre-construction survey shall be conducted on foot and shall include an area on and around the construction site at a distance determined by a qualified biologist, including staging and storage areas. The minimum survey radii surrounding the work area shall be 500 feet. The survey shall be conducted by a qualified biologist familiar with the identification of avian species known to occur in the Solvang region. If construction lapses for 5 days or longer, the qualified biologist shall conduct another focused survey before project activities are reinitiated. If nests are found, an avoidance buffer shall be determined by the biologist dependent upon the species, the proposed work activity, and existing disturbances associated with land uses outside the site. The qualified biologist shall observe the active nest to establish a behavioral baseline of the adults and nestlings, if present. The qualified biologist shall monitor the active nests, while construction activities are happening to detect signs of disturbance and behavioral change as a result of construction impacts, such as noise, vibration, odors, or worker/equipment motion. If signs of disturbance and behavioral changes are observed, the qualified biologist shall stop all construction work causing those changes and until a larger avoidance buffer is established or until it is determined that the nesting period is completed. The buffer shall be demarcated by the biologist with bright orange construction fencing, flagging, construction lathe, or other means to demarcate the boundary. All construction personnel shall be notified of the buffer zone as a "Nesting Bird Area" and to avoid entering the buffer zone until a biologist determines that the nest is no longer active. No ground-disturbing activities shall occur within the buffer until the biologist has confirmed that breeding/nesting is completed and the young have fledged the nest. A report summarizing the pre-construction survey(s) shall be prepared by a qualified biologist and shall be included on project site plans and submitted to the City prior to the commencement of construction activities.

BIO-2 Special Status Bat Species Habitat Assessment Survey and Emergence Survey(s)

For future projects where trees, abandoned structures, or other habitat for roosting bats is present and construction activities may occur during seasonal periods of bat activity, construction activities shall occur outside the maternity season, as feasible. Should construction timing not allow for it, a special-status bat habitat assessment survey shall be conducted by a qualified biologist prior to any construction activities during the bat maternity season from April 1 through August 31. The survey will document any evidence of special-status bat species that may occur in proposed work areas through direct observation (e.g., roosting bats) and/or sign (e.g., bat guano). If no observance and/or sign of special-status bats are detected during these surveys, then construction-related activities may proceed. If observance or sign of special status bat species are detected during the survey, special-status bat species emergence survey(s) will need to be conducted.

If observance and/or sign of special-status bat species use is documented within the project site during implementation of BIO-2, and construction activities occur during the bat maternity season (April 1 through August 31), special-status bat species emergence survey(s) will be conducted. As part of BIO-3, a habitat assessment survey generally outlined in BIO-2 will be conducted on the first

night of the emergence survey(s) to document the areas of suitable bat habitat within the Project site. Emergence surveys will be conducted in areas of suitable bat habitat (e.g., near buildings or trees) during the bat maternity season to document any special-status bat species emerging from features identified during the habitat assessment survey. Multiple emergence surveys may be required depending on the size and number of suitable habitat locations. The emergence survey(s) will be conducted one hour prior to sunset and last up to a minimum of two hours after sunset. Depending on potential species that may occur, surveys may need to be conducted until midnight. Passive acoustic monitoring equipment will be utilized during the emergence surveys to determine identify bats to the species level. Any special-status bat species observed maternity roosting within or adjacent to the Project site should be avoided and provided a minimum buffer as determined by the qualified biologist (a 100-foot to 300-foot buffer is recommended) or in consultation with USFWS and/or CDFW prior to the commencement of construction. Should special-status bat species to only be day roosting and not maternity roosting, a bat mitigation and/or management plan should be developed for roost relocation. Mitigation and management plans would also require consultation with USFWS and/or CDFW prior to the commencement of construction.

BIO-3 Conduct Pre-construction Crotch's Bumblebee Surveys and Implement Avoidance Measures

For construction activities located in vacant or undeveloped areas containing open grasslands, shrublands, or chaparral, a habitat assessment for Crotch's bumblebee shall be performed. If it determined that suitable habitat for Crotch's bumblebee is present, a focused survey shall be performed during the species active flight period for Crotch's bumblebee and peak blooming period of nectar and pollen sources (May 1 through July 31). The survey shall be conducted by a qualified biologist to determine presence of Crotch's bumblebee no more than 5 days prior to initiation of construction activities. The Crotch's bumblebee survey shall be conducted on foot and shall encompass the entirety of a project site and focus on areas that allow for the highest probability of detection, such as high abundance nectar or pollen sources and rodent burrows that may be used for breeding and nesting, subject to the discretion of the qualified biologist. Prior to the start of construction, the qualified biologist shall map areas with abundant nectar or pollen sources that have potential use by Crotch's bumblebee and active nesting sites. A report summarizing the habitat assessment and pre-construction survey (if required) shall be prepared by the qualified biologist and shall be submitted to the City prior to the commencement of construction activities.

If Crotch's bumblebee is determined to be present, the project proponent shall consult with CDFW and obtain an Incidental Take Permit in accordance with the CESA prior to initiating any ground disturbance on the site.

Significance After Mitigation

Implementation of Mitigation Measure BIO-1 would reduce potential impacts to nesting birds to a less-than-significant level by requiring pre-construction surveys for nesting birds and avoidance measures if nesting birds are present on a project site. Implementation of Mitigation Measure BIO-2 would reduce potential impacts to bat species to a less-than-significant level by requiring assessment of potential building and tree removals, and avoidance of roosting bats. Implementation of Mitigation Measure BIO-3 would reduce potential impacts to Crotch's bumblebee to a less-than-significant level by requiring pre-construction surveys for Crotch's bumblebee and avoidance measures if Crotch's bumblebee is present on a project site.

<p>Threshold 2: Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or United States Fish and Wildlife Service?</p> <p>Threshold 3: Would the project have a substantial adverse effect on State or federally protected wetlands (including but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?</p>

Impact BIO-2 DEVELOPMENT FACILITATED BY THE 2045 GENERAL PLAN WOULD BE SUBJECT TO ADOPTED FEDERAL, STATE, AND LOCAL POLICIES, INCLUDING THOSE THE 2045 GENERAL PLAN WOULD IMPLEMENT, WHICH WOULD ENSURE THAT RIPARIAN HABITAT, WETLANDS, AND OTHER SENSITIVE NATURAL COMMUNITIES WOULD NOT BE SUBSTANTIALLY DEGRADED OR REMOVED. THEREFORE, THESE IMPACTS WOULD BE LESS THAN SIGNIFICANT.

The Santa Ynez River, Alamo Pintado Creek, Adobe Creek, and Alisal Creek are within the Planning Area. These features support riverine, wetland, and riparian habitats. Potential impacts could occur if development facilitated by the 2045 General Plan would alter or degrade these habitats.

The 2045 General Plan would promote infill development and would not result in substantial development in proximity to riparian or wetland features. Three key agencies regulate activities within inland streams, wetlands, and riparian areas in California: the USACE, RWQCB, and CDFW. Any project that involves permanently or temporarily impacting jurisdictional water and/or wetlands through project activities would likely require permits from these State and federal agencies, before any land disturbance can commence. As described in Section 4.9, *Hydrology and Water Quality*, construction would occur in accordance with either a Construction General Permit or an Erosion and Sediment Control Plan, both of which require the implementation of best management practices to reduce impacts to water quality during construction.

Operation of future development facilitated by the 2045 General Plan would be required to comply with Section 14-3 of the City’s Municipal Code which requires any owner or person developing real property to integrate post-construction requirements that would control the volume, rate, and potential pollutant load of runoff. In addition, projects that create or replace greater than or equal to 2,500 square feet of impervious surface must implement post-construction BMPs and submit a Stormwater Control Plan listing applicable BMPs to the City for review and approval. These measures would ensure development facilitated by the 2045 General Plan would not result in impaired water quality or increased erosion that could potentially affect riparian habitat, sensitive natural communities, or wetlands.

As discussed in Impact BIO-1, the 2045 General Plan would implement Policy 3.3 and Policy 3.5 to ensure development would not substantially impact riparian and creek habitats. The 2045 General Plan would also implement these additional following policies to reduce potential impacts to riparian and wetland habitats:

- **Policy LU-8.1: Open Space Designations.** The City shall designate riparian and publicly owned lands along the Santa Ynez River, Alisal Creek, Adobe Creek, Alamo Pintado Creek, and other appropriate locations as open space.
- **Policy SAF-4.6: New Parcels.** The City shall prohibit the creation of parcels upon which the presence of easements, floodplain, marsh or riparian habitat, or other features would leave insufficient land to build and operate structures. This action item shall not apply to open space

lots specifically created for dedication to the City or another appropriate party for habitat protection, flood control, drainage, or wetland maintenance.

Development facilitated by the 2045 General Plan would be subject to applicable federal, State, and City requirements, which would minimize potential impacts to riparian habitat, sensitive natural communities, and wetlands. Through compliance with these regulations, and the fact that the 2045 General Plan envisions development in mostly developed areas of Solvang, implementation of the 2045 General Plan would not have a substantial adverse impact on riparian habitat, sensitive natural communities, or wetlands. These impacts would be less than significant.

Mitigation Measures

No mitigation measures are required because impacts would be less than significant.

Threshold 4: Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Impact BIO-3 IMPLEMENTATION OF THE 2045 GENERAL PLAN WOULD NOT SUBSTANTIALLY IMPEDE THE MOVEMENT OF NATIVE RESIDENT OR MIGRATORY FISH OR WILDLIFE SPECIES, OR CONFLICT WITH ESTABLISHED NATIVE RESIDENT OR MIGRATORY WILDLIFE CORRIDORS WITH IMPLEMENTATION OF POLICIES INCLUDED IN THE 2045 GENERAL PLAN. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

As discussed in Section 4.3.1.7, *Wildlife Corridor Habitat*, vegetated areas along the Santa Ynez mountains, the Santa Ynez River, and associated tributaries, provide suitable habitat that facilitates wildlife movement due to the presence of surface water, prey, and protective cover, with limited impediment, as they travel throughout the region. However, due to the existing level of development, the urban areas of the Planning Area are not considered wildlife corridors.

The 2045 General Plan would promote infill development and would not result in substantial development in open space areas which can serve as wildlife corridors. Accordingly, the majority of development facilitated by the 2045 General Plan would not occur within or encroach upon a designated migratory corridor (Spencer et al. 2010).

The Santa Ynez River does contain critical habitat for steelhead trout; however, development in proximity to the Santa Ynez River would comply with existing federal and City regulations described in Impact BIO-2 to control runoff and pollutant discharge. Compliance with these regulations would ensure development would minimize potential impacts to the Santa Ynez River and ensure migration patterns in the Santa Ynez River would not be substantially interrupted. Therefore, as discussed in Impact BIO-1, the 2045 General Plan would implement Policy ENV-3.5 which aims to preserve the ecological integrity of creek corridors which could be used by fish such as steelhead trout. In addition, the 2045 General Plan includes the following policy to promote the conservation of wildlife corridors:

- **Policy CD-2.40: Hillside Landscaping Design.** The City shall require that hillside properties be designed to minimize formal landscape planting and hardscapes and locate them close to the residence, follow the natural topography, and preserve native trees, native plant and wildlife habitats, and migration corridors.

With implementation of the policies proposed by the 2045 General Plan, and because the 2045 General Plan would promote development in existing urban areas of Solvang, development

facilitated by the 2045 General Plan would not substantially interfere with the movement of any native resident or migratory fish or wildlife species or impede the use of native wildlife nursery sites. This impact would be less than significant.

Mitigation Measures

No mitigation measures are required because this impact would be less than significant.

Threshold 5: Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Impact BIO-4 DEVELOPMENT FACILITATED BY THE 2045 GENERAL PLAN WOULD BE REQUIRED TO CONFORM WITH APPLICABLE LOCAL POLICIES AND ORDINANCES PROTECTING BIOLOGICAL RESOURCES. THEREFORE, THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

The majority of development facilitated by the 2045 General Plan would be infill development in areas previously disturbed. However, some development could potentially result in tree removal. Title 8, Chapter 8 of the City’s Municipal Code requires a permit to plant, remove, transplant, injure, trim, top, cut, spray, root prune, fertilize, stake, guy rod, cable, or damage any city tree.

Section 8-8-5 of the City’s Municipal Code requires trees planted on private property to be maintained by the property owner, and unauthorized removal or failure to maintain trees on private property is not permitted. In addition, the 2045 General Plan includes the following policies related to tree protection:

- **Policy CD-1.14: Street Trees and Tree Canopy.** The City shall require street trees citywide, including in medians, to create an expanded tree canopy and to reduce the urban heat island effect.
- **Policy CD-1.29: Tree and Natural Feature Preservation.** The City shall require the preservation of existing trees and natural features (e.g., drainage courses, rock outcrops) in the overall landscape design to the maximum extent feasible.
- **Policy CD-2.22: Tree Grates.** The City shall require the use of tree grates around trees in walkways.
- **Policy ENV-2.2: Urban Forest.** The City shall protect the urban forest created by mature trees in existing developed areas and require planting of approved trees and landscaping in new development.
- **Policy SAF-10.1: Tree Maintenance.** The City shall continue to maintain trees on City property to minimize hazards, and work with property owners to do the same.

Development facilitated by the 2045 General Plan would adhere to the requirements of the City’s Municipal Code and 2045 General Plan policies. Therefore, the 2045 General Plan would not conflict with local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. This impact would be less than significant.

Mitigation Measures

No mitigation measures are required because this impact would be less than significant.

Threshold 6: Would the project conflict with the provisions of an adopted Habitat Preservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?

Impact BIO-5 IMPLEMENTATION OF THE 2045 GENERAL PLAN WOULD NOT CONFLICT WITH THE PROVISION OF AN ADOPTED HABITAT CONSERVATION PLAN, NATURAL COMMUNITY CONSERVATION PLAN, OR OTHER APPROVED LOCAL, REGIONAL, OR STATE HABITAT CONSERVATION PLAN. NO IMPACT WOULD OCCUR.

There are no Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local, regional, or State Habitat Conservation Plans applicable to the Planning Area (CDFW 2019). Therefore, the 2045 General Plan would not conflict with such plans. No impact would occur.

Mitigation Measures

No mitigation measures are required because no impact would occur.

4.3.4 Cumulative Impacts

Regional cumulative impacts consider the City-wide impacts together with similar impacts of future development in and around Santa Barbara County. The general approach to cumulative impact analysis used in this EIR is discussed in Section 3, *Environmental Setting*.

Cumulative development in Santa Barbara County has the potential to result in adverse effects to special-status species. Direct impacts to candidate, sensitive, or special-status species would be minimized through compliance with the federal and state Endangered Species Acts, which requires authorization for the take of a species in accordance with applicable regulations concerning the protection of such a species. However, cumulative development could indirectly impact candidate, sensitive, or special-status species, including critical habitat essential for the conservation of a threatened or endangered species, through habitat degradation or removal. As a result, cumulative impacts are potentially significant.

The 2045 General Plan would not facilitate substantial permanent development in riparian habitat and would implement policies designed to preserve and restore habitat for special-status species. These include Policy ENV-3.3 and Policy ENV-3.5 which emphasize the protection of wildlife habitat. Furthermore, Mitigation Measures BIO-1, BIO-2, and BIO-3 would ensure development facilitated by the 2045 General Plan would minimize potential impacts to nesting birds, roosting and breeding bat populations, and Crotch's bumblebee. Therefore, the 2045 General Plan would not have a cumulatively considerable contribution to cumulative impacts on candidate, sensitive, or special-status species.

Cumulative development in Santa Barbara County could impact natural water resources; however, cumulative development proposed in areas identified as jurisdictional waters and/or wetlands, streambed/banks, or riparian vegetation would be subject to the permit requirements of the USACE, RWQCB, and CDFW, pursuant to Section 404 and Section 401 of the CWA, Porter-Cologne Water Quality Control Act, and Section 1600 of the California Fish and Game Code. Applicable federal and State requirements would minimize potential impacts to riparian habitat and wetlands. As a result, cumulative development would have a less than significant impact on streams, wetlands, and riparian vegetation.

Cumulative development could result in increased development density that may alter wildlife corridors, including through habitat loss or degradation of existing wildlife corridors. The 2045

General Plan includes Policy CD-2.40 which requires hillside properties to be designed to preserve wildlife migration corridors. The 2045 General Plan also includes Policy ENV-3.5 which requires the City to preserve creek corridors, which could be used as migratory corridors. The 2045 General Plan would discourage development in any wildlife corridors and would implement policies to promote the preservation of wildlife corridors. Therefore, the 2045 General Plan would not have a cumulatively considerable contribution to cumulative impacts on wildlife corridors.

Cumulative development throughout Santa Barbara County would be required to adhere to applicable local policies and ordinances protecting biological resources enforced by the agencies that have jurisdiction over a project site. There is no Natural Community Conservation Plan or Habitat Conservation Plan within the Planning Area; therefore, no cumulative impacts related to conflicts local policies or ordinances protecting biological resources or a Natural Community Conservation Plan or Habitat Conservation Plan would occur.

4.4 Cultural Resources

This section assesses potential impacts to cultural resources. This section includes a brief summary of cultural resources background information and a review of known archaeological, built environmental, and historical resources as well as potential impacts to these resources as a result of implementation of the 2045 General Plan.

4.4.1 Setting

a. Indigenous Setting

The project lies in the Central Coast archaeological region (Jones et al. 2007; Glassow et al. 2007) which has been defined as extending from south of San Francisco Bay to the northern edge of the California Bight (Jones et al. 2007:125). Following Jones et al. (2007:137), the precontact cultural chronology for the Central Coast can be generally divided into six periods: Paleo-Indian (ca. 10000–8000 before common era [BCE]), Millingstone/Early Archaic (8000-3500 BCE), Early (3500-600 BCE), Middle (600 BCE- 1000 common era [CE]), Middle-Late Transition (1000-1250 CE), and Late (1250 CE-contact [ca. 1769 CE]).

Paleo-Indian Period (ca. 10,000 – 8000 BCE)

When Wallace developed the Early Man horizon (referred to herein as the Paleo-Indian period) in the 1950s, little evidence of human presence along the California coast prior to 6000 BCE existed. Archaeological work in the intervening years has identified numerous sites older than this date, and it is likely that more Paleo-Indian coastal sites are presently under water as it is estimated that 10,000 years ago sea levels were 15 – 20 meters lower than sea levels are today (Bickel 1978:7; McLaren et al. 2019).

Most of the earliest accepted dates for occupation within the Central Coast are located in San Luis Obispo County. CA-SLO-1764 (Lebow et al. 2001), Cross Creek (CA-SLO-1797; Jones et al. 2002), and CA-SLO-832 (Jones and Ferneau 2002) near Pismo Beach, have produced radiocarbon dates from approximately 9,000 years ago (Jones and Ferneau 2002). One occupation site located in the Monterey Bay area, the Scotts Valley Site (CA-SCR-177), and one occupation site located in southern Santa Clara Valley (unnamed), have produced debated radiocarbon dates more than 9,000 years ago, ranging from 7,180 to 10,080 years ago (Cartier 1989; Fitzgerald and Porcassi 1966).

Typically, artifact assemblages from the Paleo-Indian period lack groundstone implements and an abundance of faunal remains. However, assemblages at CA-SLO-1764 and CA-SLO-1797 indicate early use of millingstone technology alongside flaked stone artifacts (Lebow et al. 2001; Jones et al. 2002). Flaked stone tools are common in this period, such as the eccentric crescent, present in CA-SCR-177 abundantly, which is thus far exclusive to the Paleo-Indian period (Cartier 1989). Furthermore, this period shows use of large side-notched points of the Central Coast Stemmed series which date to as early as 8,000 years ago (Justice 2002). Points of this type have been recovered at Cross Creek (CA-SLO-1797; Jones et al. 2002) and Little Pico Creek (CA-SLO-175; Jones and Waugh 1995). Additionally, a fluted point was reportedly found on the surface in Nipomo, San Luis Obispo County (Mills et al. 2005; Jones et al. 2007).

Millingstone/Early Archaic Period (8000 – 3500 BCE)

The Millingstone period, as defined by Wallace (1955, 1978), is characterized by an ecological adaptation to collecting suggested by the appearance and abundance of well-made milling implements. Millingstones occur in large numbers for the first time in the region's archaeological record and are even more numerous near the end of this period. Aside from millingstones, typical artifacts during this period include crude core and cobble-core tools, flake tools, large side-notched projectile points, and pitted stones (Jones et al. 2007).

The Millingstone period within the Central Coast corresponds with King's (1990) Early period of the Santa Barbara Channel area, although King's Early period starts later and lasts longer (5,500 – 1,350 BCE). The Cross Creek site (CA-SLO-1797) in San Luis Obispo County is a Millingstone occupation site that returned radiocarbon dates as old as 8,350 BCE. This site represents one of the oldest expressions of the Millingstone pattern (Jones et al. 2002; Jones et al. 2007;). Within the Elkhorn Slough of the Monterey Bay Area, CA-MNT-229 produced radiocarbon dates between 6,200 and 4,000 BCE (Jones and Jones 1992), and younger examples of the pattern can be found in CA-MNT-1232/H and CA-SCR-177 in the Monterey Bay area (Jones et al. 2007).

No less than 42 sites dating to this period have been identified in various settings, including rocky coasts, estuaries, and nearshore interior valleys (Jones et al. 2007). The larger sites usually contain extensive midden deposits, possible subterranean house pits, and cemeteries. Most of these sites probably reflect intermittent use over many years of local cultural habitation and resource exploitation, with an emphasis on marine resources. Evidence at Elkhorn Slough (CA-MNT-229) confirms an early preference for estuarine and lacustrine settings. A lack of shell beads and flaked obsidian tools suggests low intensity inter-regional exchange (Jones and Jones 1992).

Early Period (3500 – 600 BCE)

An extensive series of shoreline midden deposits within the Central Coast region date to the Early period, suggesting an increase in tribal settlement on the open coast (Jones and Waugh 1995, 1997; Jones et al. 2003). These include estuarine sites in San Luis Obispo County (CA-SLO-165) and open-coast sites in the Monterey Bay area (CA-MNT-73, CA-MNT-108, and CA-MNT-1228). Sites dating to this period are marked by large lithic artifact assemblages consisting of Central Coast Stemmed Series and side-notched projectile points. Square-stemmed and side-notched points have also been found in deposits at Willow Creek in Big Sur (CA-MNT-282), and Little Pico II on the San Luis Obispo coast (CA-SLO-175) (Jones and Ferneau 2002). This trend, first identified by Rogers (1929), has since become apparent at numerous sites throughout the Central Coast. In many cases, manifestations of this trend are associated with the establishment of new settlements (Jones et al. 2007).

The material culture recovered from Early period sites within the Central Coast region provides evidence for continued use of inland plant and coastal marine resources. Artifacts include milling slabs and handstones, as well as mortars and pestles, which were used for processing a variety of plant resources. Bipointed bone gorge hooks were used for fishing. Assemblages also include a suite of *Olivella* beads, bone tools, and pendants made from talc schist. Square abalone shell (*Haliotis* spp.) beads have been found in Monterey Bay, but not in the Big Sur or San Luis Obispo areas (Jones and Waugh 1997:122).

Shell beads and obsidian are hallmarks of the trade and exchange networks of the central and southern California coasts. The archaeological record indicates a substantial increase in the abundance of obsidian at Early period sites in the Monterey Bay and San Luis Obispo areas (Jones

and Waugh 1997:124–126). Obsidian trade continued to increase during the following the Middle period.

The Early Period shows an increase in hunting and fishing over the Millingstone Period, as evidenced by CA-SLO-165, with rabbits and fish remains present in greater concentrations (Jones et al. 2007).

Middle Period (600 BCE – 1000 CE)

The Middle Period saw a population increase as a number of new settlements spanned throughout the Central Coast. Newly established settlements of this period include CA-MNT-108, CA-MNT-391, CA-MNT-1228, CA-SCR-7, CA-SLO-165, and CA-SLO-175 (Jones et al. 2007). During this period, evidence from CA-MNT-391 shows burials in a flexed position and associated burial items, including projectile points and bone gorges. Olivella shell beads are found in abundance associated with burials dating to the Middle Period (Hildebrandt 1997; Jones et al. 2007).

The Middle-Period is generally characterized by a shift in subsistence patterns, including more abundant use of mortars and pestles as well as higher use of larger stemmed and notched projectile points. Additionally, the first appearance of circular shell and bone fishhooks and notched net sinkers were observed within sites dating to this period. Evidence shows that marine resources were still abundantly utilized, with an increase in pinniped faunal remains, such as fur seals (Jones and Ferneau 2002; Boone 2012). Faunal assemblages show that marine diets were supplemented with small mammals, such as rabbits (Jones et al. 2007). Additionally, evidence from macro botanical analysis indicates a shift from small seeds to a heavy reliance on acorns (Wohlgemuth 1996; Hildebrandt 1997).

Middle-Late Transition Period (1000 – 1250 CE)

The Middle-Late Transition period is marked by relative instability and change, with major changes in diet, settlement patterns, and interregional exchange. The relatively ubiquitous Middle period shell midden sites found along the Central Coast were abandoned by the end of the Middle-Late Transition period; therefore, most Transition period and Late period sites were first occupied at this time (Jones and Ferneau 2002:213, 219). Instead of large year-round habitation patterns, Middle-Late and Late period sites show smaller seasonal settlements (Boone 2012). CA-SLO-239 has been tentatively dated to the Middle-Late Transition Period and contains the only residential feature, a circular house floor (Jones et al. 2007).

During the Middle-Late Transition period within the Central Coast region, projectile points diagnostic of both the Middle and Late periods are found (Jones and Ferneau 2002:217). The points include large, contracting-stemmed types typical of the Middle period, as well as Late period small, leaf-shaped points, which likely reflect the introduction of the bow and arrow.

Late Period (1250 CE – Historic Contact)

Late period sites are marked by small, finely worked projectile points, such as Desert side-notched and Cottonwood points, as well as temporally diagnostic shell beads. Although shell beads were typical of coastal sites, trade brought many of these maritime artifacts to inland locations, especially during the latter part of the Late period (Jones et al. 2007).

Common artifacts identified at Late Period sites include bifacial bead drills, bedrock mortars, hopper mortars, lipped and cupped Olivella shell beads, and steatite disk beads. The presence of beads and bead drills suggests low-level bead production was widespread throughout the Central Coast region (Jones et al. 2007).

Unlike the large Middle period shell middens, Late period sites are more frequently single-component deposits. There are also more inland sites, with fewer and less visible sites along the Pacific shore during the Late period. However, one Late Period shell midden has been identified on the coast in Morro Bay (CA-SLO-23). The settlement pattern and dietary reconstructions indicate a lesser reliance on marine resources than observed for the Middle and Middle-Late Transition periods, as well as an increased preference for deer and rabbit (Jones et al. 2003). An increase in sites with bedrock mortars during the Late period further suggests that nuts and seeds began to take on a more significant dietary role (Jones et al. 2007).

b. Historical Setting

Early History

Present day Solvang consists of land that was once part of the Rancho San Carolos de Jonata, a land grant given to Joaquin Carrillo and Jose Maria Covarrubias by Mexican Governor Pio Pico in 1845. The land grant covered approximately 26,600 acres and was predominately used for agriculture and cattle. In 1872, Carrillo and Covarrubias sold the entire Rancho to Vermont native Rufus Thompson Buell, who was forced to sell approximately 11,000 acres of the Rancho due to severe drought in the late 1870s.

In 1910, three Danish immigrants (Reverend Benedict Nordentoft, Reverend J.M. Gregersen and Professor P.P. Hornsyld) established the Danish American Colony corporation in hopes of creating the first Danish-American colony on the west coast. In January 1911, the corporation purchased nearly 9,000 acres of land once owned by Buell from the Santa Ynez Development Company. The new colony was named Solvang, meaning “Sunny Fields” in Danish (City of Solvang 2021).

Early Growth, 1911-1930

Early settlers moved fast to create a strong and independent community, and by 1914, the town was developed with a hotel, multiple schools, a general store, a bank, and a vehicle repair shop. During this period, Solvang established itself as a self-reliant agricultural community, in which many of the early settlers founded dairies. With the arrival of electricity and the automobile in the 1920s, Solvang continued to grow. To meet the needs of the growing community, more homes and businesses were constructed. This growth ultimately shaped Solvang into the city it is today. Many businesses were located on Main Street (today’s Copenhagen Drive) and Gaviota Road (today’s Alisal Road), and some residences were built along Lompoc Road, which is known today as Mission Drive/Highway 246 (City of Solvang 2021).

Danish Capital of America 1930-1960

By the 1930s, Solvang had become the largest town in the Santa Ynez Valley. Lumber yards, drugstores, feed stores, meat markets, and car dealerships were all added to serve the growing population. In 1936, the 25th anniversary of Solvang’s founding, the residents held a three-day celebration honoring their Danish heritage. The celebration (June 5-7) included a torchlight procession, plays, pageants, a parade, and folk dancing and singing. In 1937, Solvang organized another community-wide celebration tied to its Danish history and the tradition of Danish Days was created (City of Solvang 2021).

During World War II, many residents either joined the war effort or moved out of the area to find better job opportunities. By the mid to late 1940s, Solvang was losing its economic base; however, visitors traveled to Solvang after being named “Little Denmark” by the Saturday Evening Post

magazine in 1947 which highlighted the town's Danish culture. Solvang decided to fully embrace the concept of tourism. Businesses remodeled their storefronts and new buildings in the downtown were constructed in Old World Danish style. Building facades were updated with half-timbering to reflect a "Danish Provincial" style, Danish street names became commonplace in the 1950s, and the first of the town's three iconic Danish windmills was constructed (City of Solvang 2021).

c. Previously Identified Cultural Resources

Due to extensive Native American settlement in the Santa Ynez Valley, archaeological resources are regularly uncovered in the vicinity of Solvang, predominately near waterways including the Santa Ynez River. Documentation on file with the City identifies four known archaeological resources within the Planning Area. Additionally, a review of the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), and the California State Office of Historic Preservation Built Environment Directory (BERD), and City provided documentation identified 16 known built environment historical resources within the Planning Area. One of these, the Mission Santa Inés, is listed in the NRHP as and in the CRHR. Mission Santa Inés was established on September 17, 1804, by father Estévan Tapis as part of the expansion of the mission system by Spanish missionaries. The mission was constructed as a mid-point between Mission Santa Barbara and Mission La Purísima Concepción and is significant as one of the best-preserved Spanish mission complexes in the United States (City of Solvang 2021). The remaining 15 historical resources identified by the City include:

- Wulff's Windmill
- Phelp's Farm
- Russell Farm
- Merrill Farm
- Bethania Lutheran Church
- Solvang Women's Club
- Marcus Neilson Home
- Hornslyd Home
- Hayne Brother Adobe
- Rasmussen Farm
- Easter Cross
- Solvang Cemetery
- Solvang School
- Elverhoy Museum/Brandt-Ericksen House
- Milk Bottle

4.4.2 Regulatory Setting

d. Federal Regulations

National Register of Historic Places

The National Register of Historic Places (NRHP) was established by the National Historic Preservation Act of 1966 as “an authoritative guide to be used by federal, State, and local governments, private groups and citizens to identify the Nation’s cultural resources and to indicate what properties should be considered for protection from destruction or impairment” (36 Code of Federal Regulations 60.2). The NRHP recognizes properties that are significant at the national, state, and local levels. To be eligible for listing in the NRHP, a resource must be significant in American history, architecture, archaeology, engineering, or culture. Districts, sites, buildings, structures, and objects of potential significance must also possess integrity of location, design, setting, materials, workmanship, feeling, and association. A property is eligible for the NRHP if it meets any one of the following criteria:

- **Criterion A:** Are associated with events that have made a significant contribution to the broad patterns of our history
- **Criterion B:** Are associated with the lives of persons significant in our past
- **Criterion C:** Embody the distinctive characteristics of a type, period, or method of installation, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction
- **Criterion D:** Have yielded, or may be likely to yield, information important in prehistory or history

In addition to meeting at least one of the above designation criteria, resources must also retain integrity. The National Park Service recognizes seven aspects or qualities that, considered together, define historic integrity. To retain integrity, a property must possess several, if not all, of these seven qualities, defined in the following manner:

- **Location:** The place where the historic property was constructed or the place where the historic event occurred
- **Design:** The combination of elements that create the form, plan, space, structure, and style of a property
- **Setting:** The physical environment of a historic property
- **Materials:** The physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property
- **Workmanship:** The physical evidence of the crafts of a particular culture or people during any given period in history or prehistory
- **Feeling:** A property’s expression of the aesthetic or historic sense of a particular period of time
- **Association:** The direct link between an important historic event or person and a historic property

e. State Regulations

California Environmental Quality Act

CEQA requires that a lead agency determine whether a project could have a significant effect on historical resources and tribal cultural resources (Public Resources Code [PRC] Section 21074 [a][1][A]-[B]). A historical resource is a resource listed in or determined to be eligible for listing in the California Register of Historical Resources (CRHR) (Section 21084.1), a resource included in a local register of historical resources (Section 15064.5[a][2]), or any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant (Section 15064.5[a][3]).

PRC Section 5024.1 requires an evaluation of historical resources to determine their eligibility for listing in the CRHR. The purpose of the register is to maintain listings of the state's historical resources and to indicate which properties are to be protected from substantial adverse change. The criteria for listing resources in the CRHR were expressly developed to be in accordance with previously established criteria developed for listing in the NRHP, as enumerated according to CEQA and quoted below.

Section 15064.5(a)(3) [...] Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources (PRC, Section 5024.1, Title 14 California Code of Regulations, Section 4852) including the following:

- (1) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage
- (2) Is associated with the lives of persons important in our past
- (3) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values
- (4) Has yielded, or may be likely to yield, information important in prehistory or history

Section 15064.5(a)(4) The fact that a resource is not listed in or determined to be eligible for listing in the CRHR, not included in a local register of historical resources (pursuant to Section 5020.1(k) of the PRC), or identified in an historical resources survey (meeting the criteria in Section 5024.1(g) of the PRC) does not preclude a lead agency from determining that the resource may be an historical resource as defined in PRC Sections 5020.1(j) or 5024.1.

Section 15064.5(b) A project with an effect that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment.

In addition, if a project can be demonstrated to cause damage to a unique archaeological resource, the lead agency may require reasonable efforts to permit any or all of these resources to be preserved in place or left in an undisturbed state. To the extent that resources cannot be left undisturbed, mitigation measures are required (PRC Section 21083.2[a], [b], and [c]).

PRC Section 21083.2(g) defines a unique archaeological resource as an artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it does one or more of the following:

- a. Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information

- b. Has a special and particular quality such as being the oldest of its type or the best available example of its type
- c. Is directly associated with a scientifically recognized important prehistoric or historic event or person

Impacts to significant cultural resources that affect the characteristics of any resource that qualify it for the NRHP or adversely alter the significance of a resource listed in or eligible for listing in the CRHR are considered a significant effect on the environment. These impacts could result from physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired (CEQA Guidelines Section 15064.5 [b][1]). Material impairment is defined as demolition or alteration in an adverse manner [of] those characteristics of an historical resource that convey its historical significance and that justify its inclusion or eligibility for inclusion in the CRHR (CEQA Guidelines Section 15064.5[b][2][A]).

California Health and Safety Code Section 7050.5

Section 7050.5(b) of the California Health and Safety Code states that in the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area responsibly suspected to overlie adjacent remains until the County Coroner for the area in which the remains are discovered has determined that the remains are not subject to provisions concerning the investigation of the circumstances, manner and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative. Section 7050.5(c) goes on to state if the remains are of Native American origin, the coroner must notify the NAHC within 24 hours of identification.

California Public Resources Code Section 5097.98

PRC Section 5097.98 states the NAHC, upon notification of the discovery of human remains from a county coroner pursuant to California Health and Safety Code Section 7050.5(c), shall immediately notify those persons it believes to be the Most Likely Descendant (MLD) from the deceased. With the permission of the landowner, the MLD may inspect the remains and any associated cultural materials and make recommendations for treatment or disposition of the remains and associated grave goods. The MLD shall provide recommendations or preferences for treatment of the remains and associated cultural materials within 48 hours of being granted access to the site.

f. Local Regulations

City of Solvang Municipal Code

The Solvang Municipal Code Section 11-4-2 requires project design to avoid impacts to known archaeological and cultural sites, and where avoidance is infeasible, Section 11-4-2 requires mitigation to be implemented pursuant to State Office of Historic Preservation and the State Native American Heritage Commission. In addition, Section 11-4-2 requires Native American consultation when development proposals are submitted which could impact significant archaeological or cultural sites. The Solvang Municipal Code Section 11-4-6 states development should be prohibited

in all cases on lands that are existing parks and recreation sites, historic sites, and archaeological sites.

Solvang Municipal Code Chapter 4 establishes the Design Review Committee which is intended to preserve and enhance the historical Danish and northern European architectural styles and historic assets of Solvang. The Design Review Committee makes findings on all discretionary applications regarding compliance with design standards, building shapes, building layout, and harmony to adjoining development.

4.4.3 Impact Analysis

a. Methodology and Significance Thresholds

Methodology

The assessment of potential impacts to historic and archaeological resources were informed based on a review of readily available information from sources including, but not limited to, the State Office of Historic Preservation website and the National Parks Service. As a programmatic document, this EIR presents a citywide assessment of the 2045 General Plan. Because the Program EIR is a long-term document intended to guide actions up to 2045, this analysis relies on program-level evaluation.

Significance Thresholds

The following thresholds of significance are based on Appendix G to the CEQA Guidelines. For the purposes of this EIR, implementation of the project may have a significant adverse impact on cultural resources if it would do any of the following:

1. Cause a substantial adverse change in the significance of an historical resource as defined in Section 15064.5;
2. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5;
3. Disturb any human remains, including those interred outside of dedicated cemeteries

The significance of a cultural resource and, subsequently, the significance of any impact are determined by consideration of whether that resource can increase our knowledge of the past. The determining factors are site content and degree of preservation. A finding of archaeological significance follows the criteria established in the CEQA Guidelines.

CEQA Guidelines Section 15064.5 (Determining the Significance of Impacts to Archaeological Resources) states:

- (3) [...] Generally, a resource shall be considered by the lead agency to be “historically significant” if the resource meets the criteria for listing on the CRHR (PRC Section 5024.1, Title 14 CCR Section 4852).
- (4) The fact that a resource is not listed in, or determined to be eligible for listing in the CRHR, not included in a local register of historical resources (pursuant to PRC Section 5020.1(k)), or identified in an historical resources survey (meeting the criteria in PRC Section 5024.1(g)) does not preclude a lead agency from determining that the resource may be an historical resource as defined in PRC Sections 5020.1(j) and 5024.1.

- (b) A project with an effect that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment.

Historical resources are “significantly” affected if there is demolition, destruction, relocation, or alteration of the resource or its surroundings. Generally, impacts to historical resources can be mitigated to below a level of significance by following the Secretary of the Interior’s Guidelines for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings or the Secretary of the Interior’s Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (Guidelines Section 15064.6(b)). In some circumstances, documentation of a historical resource by way of historic narrative photographs or architectural drawings will not mitigate the impact of demolition below the level of significance (Guidelines Section 15126.4(b)(2)). Preservation in place is the preferred form of mitigation for archaeological resources as it retains the relationship between artifact and context, and may avoid conflicts with groups associated with the site (Guidelines Section 15126.4 (b)(3)(A)). If an archaeological resource does not meet either the historical resource or the more specific “unique archaeological resource” definition, impacts do not need to be mitigated (Guidelines Section 15064.5(e)). Where the significance of a site is unknown, it is presumed to be significant for the purpose of the EIR investigation.

b. Project Impacts and Mitigation Measures

Threshold 1: Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?

Impact CUL-1 DEVELOPMENT FACILITATED BY THE 2045 GENERAL PLAN HAS THE POTENTIAL TO CAUSE ADVERSE CHANGES TO THE SIGNIFICANCE OF HISTORICAL RESOURCES. IMPACTS WOULD BE SIGNIFICANT AND UNAVOIDABLE.

As discussed in Section 4.4.1, *Setting*, one NRHP- and CRHR-listed resource, Mission Santa Inés, is located in the Planning Area (National Park Service 2022; State Office of Historic Preservation 2022). In addition to these known historical and historic-period resources, there may be other yet unidentified historic resources which are eligible for inclusion in the NRHP or CRHR.

The 2045 General Plan would guide the general distribution, location, and extent of the various land uses in Solvang. Currently, there are no development plans included in the 2045 General Plan which would substantially alter the historical resource; however, the 2045 General Plan could facilitate development on parcels containing buildings that meet the age threshold (45 years or older) for potential historical resources, pursuant to CEQA.

New residential, commercial, and industrial uses would be implemented by new development and the conversion of existing properties to new land use designations. As noted in the 2045 General Plan, Solvang is primarily a built-out community, limiting new development within underutilized land or on parcels built with existing uses. Potential future development occurring under the 2045 General Plan may include site preparation, demolition, and construction activities. In addition, such changes could occur over a 22-year planning period through 2045, during which additional structures would meet the 45-year age threshold and therefore would be included in the category of potential historical resource. As such, these activities could have the potential to result in the physical demolition, destruction, relocation, or alteration of potential historical resources. Policies included in the Environment and Sustainability Element of the 2045 General Plan, listed below, would reduce impacts to a historical resource.

- **ENV-5.1: Protect Significant Sites and Buildings.** The City shall protect and enhance Solvang’s historically and architecturally significant sites and buildings.
- **ENV-5.2: Support Property Owners.** The City shall encourage the efforts of property owners to preserve and renovate historic and architecturally significant structures. Where such buildings cannot be preserved intact, the City shall seek to preserve the building facades and ensure renovations are consistent with the applicable standards set forth in the Community Design Element and design guidelines.

The goals and policies included in the Environment and Sustainability Element would reduce the potential for historical resources to be adversely impacted from the development facilitated by the 2045 General Plan. Future development facilitated by the 2045 General Plan would also be subject to the provisions of applicable federal and State cultural resource regulations, as well as Chapter 4 and Section 11-4-6 of the City’s Municipal Code. However, there would still be potential for development to impact historical resources.

As such, development facilitated by the 2045 General Plan could result in substantial alterations to or demolition of historical resources. Implementation of Mitigation Measure CUL-1 would reduce impacts to historical resources by identifying and evaluating significant historical resources and managing relocation, rehabilitation, or alteration in compliance with the Standards as applicable. Nonetheless, even with implementation of Mitigation Measure CUL-1, existing and eligible historical resources could still be materially impaired by future development that would be carried out under the 2045 General Plan. While Historic American Building Survey (HABS) documentation would reduce impacts to the greatest extent feasible in cases where compliance with the Standards or avoidance is not possible, legal precedent has established that such a measure cannot mitigate impacts to a level of less than significant, because the loss of historical fabric cannot be readily compensated for by commemorative mitigation.¹ Therefore, 2045 General Plan impacts related to historical resources would be significant and unavoidable with mitigation.

Mitigation Measures

CUL-1 Historical Resources

Prior to project approval of a development project carried out under the 2045 General Plan, City staff shall determine the age of the structure(s) present. If a structure is determined to be greater than 45 years of age, the project applicant shall submit preliminary information (i.e., photographs) identifying any historical age features (i.e., structures over 45 years of age) proposed to be substantially altered, relocated, or demolished. If a building, structure, object, or other built environment feature that is 45 years of age or older is proposed to be substantially altered, relocated, or demolished, and after reviewing this documentation, the Planning Manager or their designee, supported by an architectural historian as needed, shall make a preliminary determination as to whether the building qualifies as a historical resource. “Historical resource” shall mean a property listed or found eligible for listing in the National Register of Historic Places, the California Register of Historical Resources, or identified as historically and/or architecturally significant by the City pursuant to Section 15064.5(a) of the CEQA Guidelines. A property that is eligible for listing in the National Register of Historic Places or the California Register of Historical Resources must retain its historic integrity and meet one of the following eligibility criteria:

¹ League For Protection of Oakland's Architectural and Historic Resources, Plaintiff and Appellant, v. City of Oakland et al., Montgomery Ward & Co., Inc., et al. No. A074348. First District, Division One. Feb 10, 1997.

- Is associated with events that have made a significant contribution to the broad patterns of our history.
- Is associated with the lives of persons significant in our past.
- Embodies the distinctive characteristics of a type, period or method of construction, or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction.
- Has yielded, or may be likely to yield, information important in history or prehistory.

If the Planning Manager or their designee determines the built environment resource may have the potential to qualify as a historical resource, then a historical resources evaluation shall be required. The evaluation shall be prepared by a qualified architectural historian or historian who meets the Secretary of the Interior's Professional Qualifications Standards (PQS) in architectural history or history. The qualified architectural historian or historian shall conduct an intensive-level evaluation in accordance with the guidelines and best practices promulgated by the State Office of Historic Preservation to identify potential historical resources within the proposed development site. All properties 45 years of age or older shall be evaluated within their historic context and documented in a report meeting the State Office of Historic Preservation guidelines. All evaluated properties shall be documented on Department of Parks and Recreation Series 523 Forms. The report will be submitted to the City for review and concurrence. If the property is already listed in the NRHP or CRHR, the historical resources evaluation described above shall not be required.

If historical resources are identified through the survey and evaluation within the development site of a proposed development, efforts shall be made to the extent feasible to ensure that impacts are mitigated. Application of mitigation shall generally be overseen by a qualified architectural historian or historic architect meeting the PQS, unless unnecessary in the circumstances (e.g., preservation in place). In conjunction with a development application that may affect the historical resource, the historical resources evaluation report shall also identify and specify the treatment of character-defining features and construction activities.

Efforts shall be made to the greatest extent feasible to ensure that the relocation, rehabilitation, or alteration of the resource is consistent with the Secretary of the Interior's Standards for the Treatments of Historic Properties (Standards). In accordance with CEQA, a project that has been determined to conform with the Standards generally would not cause a significant adverse direct or indirect impact to historical resources (14 CCR § 15126.4(b)(1)). Application of the Standards shall be overseen by a qualified architectural historian or historic architect meeting the PQS. In conjunction with any development application that may affect the historical resource, a report identifying and specifying the treatment of character-defining features and construction activities shall be provided to the City for review and concurrence. As applicable, the report shall demonstrate how the project complies with the Standards and be submitted to the City for review and approval prior to the issuance of permits.

If significant historical resources are identified on a development site and compliance with the Secretary of the Interior's Standards for the Treatments of Historic Properties and or avoidance is not possible, appropriate site-specific mitigation measures shall be established and undertaken. Mitigation measures may include documentation of the historical resource in the form of a Historic American Building Survey report. The report shall comply with the Secretary of the Interior's Standards for Architectural and Engineering Documentation and shall generally follow the Historic American Building Survey Level III requirements, including digital photographic recordation, detailed historic narrative report, and compilation of historic research. The documentation shall be

completed by a qualified architectural historian or historian who meets the Professional Qualifications Standards as defined by 36 CFR Part 61 and submitted to the City prior to issuance of any permits for demolition or alteration of the historical resource.

Significance After Mitigation

Implementation of Mitigation Measure CUL-1 would reduce potential adverse impacts on historical resources to the extent feasible by requiring an identification of historic-age built environment features, an evaluation of historical resources in compliance with the State Office of Historic Preservation, and, if necessary, compliance with the Secretary of the Interior's Standards for the Treatments of Historic Properties. However, it cannot be guaranteed that historical resources would not be demolished as a result of development facilitated by the 2045 General Plan, therefore impacts remain significant and unavoidable.

Threshold 2: Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?
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Impact CUL-2 GROUND DISTURBING ACTIVITIES ASSOCIATED WITH DEVELOPMENT FACILITATED BY THE 2045 GENERAL PLAN COULD RESULT IN DISTURBANCE OR DAMAGE TO ARCHAEOLOGICAL RESOURCES. IMPLEMENTATION OF APPLICABLE 2045 GENERAL PLAN POLICIES, STATE AND FEDERAL REGULATIONS, AND THE SOLVANG MUNICIPAL CODE WOULD MINIMIZE OR AVOID POTENTIAL ADVERSE IMPACTS TO ARCHAEOLOGICAL RESOURCES. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED.

As discussed in Section 4.4.1, *Setting*, there are three known archaeological resources located in the Planning Area. In addition to these known archaeological resources, there may be other yet unidentified archaeological resources which may be eligible for inclusion in the NRHP or CRHR.

Effects on archaeological resources can only be determined once a specific project has been proposed because the effects are highly dependent on both the individual project site conditions and the characteristics of the proposed ground disturbing activities. However, ground disturbing activities associated with development facilitated by the 2045 General Plan have the potential to damage or destroy previously unknown archaeological resources that may be present on or below the ground surface. Potential impacts to archaeological resources are most likely to occur in areas that have not been previously developed with urban uses, have not been studied through a cultural resource investigation, or when excavation extends to depths lower than previous disturbance. Consequently, damage to or destruction of previously unknown subsurface cultural resources could occur as a result of development facilitated by the 2045 General Plan.

Policies included in the Environment and Sustainability Element of the 2045 General Plan that are applicable to archaeological resources in Solvang include the following:

Goal ENV-4: To protect the historic and cultural resources in order to preserve the heritage of native peoples and the area's earliest settlers.

- **Policy ENV-4.1: Protect Archaeological Resources.** The City shall provide for the protection of both known and potential archaeological resources citywide. To avoid significant damage to important archaeological sites, all available measures shall be explored at the time of a development proposal. Where such measures are not feasible and development would adversely affect identified archaeological or paleontological resources, mitigation shall be required in accordance with the relevant provisions of federal and State laws.

The goal and policy are intended to preserve and protect site-specific archaeological resources. Development facilitated by the 2045 General Plan would be subject to the provisions of applicable federal and State cultural resource regulations, as well as the requirements of Section 11-4-2 of the City's Municipal Code. These regulations require project-specific avoidance of archaeological resources, or if an archaeological resource cannot be avoided, mitigation would be implemented in accordance with applicable federal and State law regarding data collection and preservation of archaeological resources. However, there is potential for unknown historic-aged and prehistoric archaeological resources to exist throughout the Planning Area which could be damaged or destroyed during ground-disturbing activities. Therefore, the 2045 General Plan's impact on archaeological resources is potentially significant.

Mitigation Measures

CUL-2 Archaeological Resources Assessment

Prior to approval of a project carried out under the 2045 General Plan that will involve ground disturbance activities in native or previously undisturbed soils that may include, but are not limited to, pavement removal, potholing, grubbing, tree removal, excavation or grading, an archaeological resources assessment shall be prepared under the supervision of an archaeologist that meets the Secretary of the Interior's Professional Qualifications Standards (PQS) in either prehistoric or historic archaeology. Assessments shall include a California Historical Resources Information System (CHRIS) records search at the Central Coast Information Center (CCIC) and of the Sacred Lands File Search maintained by the Native American Heritage Commission (NAHC). The records searches shall characterize the results of previous cultural resource surveys and disclose any cultural resources that have been recorded and/or evaluated in and around the project site. A Phase I pedestrian survey shall be undertaken in proposed project areas that are on previously undeveloped land to locate any surface cultural materials. By performing a records search, consultation with the NAHC, and a Phase I survey, a qualified archaeologist shall be able to classify the project area as having high, medium, or low sensitivity for archaeological resources.

If the Phase I archaeological survey identifies resources that may be affected by the project, the archaeological resources assessment shall also include Phase II testing and evaluation. If resources are determined significant or unique through Phase II testing and site avoidance is not possible, appropriate site-specific mitigation measures shall be identified in the Phase II evaluation. These measures shall include, but would not be limited to, a Phase III data recovery program, avoidance, or other appropriate actions to be determined by a qualified archaeologist. If significant archaeological resources cannot be avoided, impacts may be reduced to less-than-significant levels by filling on top of the sites rather than cutting into the cultural deposits. Alternatively, and/or in addition, a data collection program may be warranted, including mapping the location of artifacts, surface collection of artifacts, or excavation of the cultural deposit to characterize the nature of the buried portions of sites. Curation of the excavated artifacts or samples would occur as specified by the archaeologist.

CUL-3 Archaeological Monitoring

For projects whose Phase I archaeological survey identifies archaeological resources that may be affected, the applicant shall retain a qualified cultural resource specialist to monitor construction activities that involve ground-disturbing activities greater than 12 inches in depth and occur within 60 feet of a potentially significant cultural resource.

CUL-4 *Unanticipated Discoveries*

In the event that archaeological resources are unexpectedly encountered during ground-disturbing activities, work within 50 feet of the find shall halt and an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology (National Park Service 1983) shall be contacted immediately to evaluate the resource. If the resource is determined by the qualified archaeologist to be prehistoric, then a Chumash representative shall also be contacted to participate in the evaluation of the resource. If the qualified archaeologist and/or Chumash representative determines it to be appropriate, archaeological testing for CRHR eligibility shall be completed. If the resource proves to be eligible for the CRHR and significant impacts to the resource cannot be avoided via project redesign, a qualified archaeologist shall prepare a data recovery plan tailored to the physical nature and characteristics of the resource, per the requirements of the CEQA Guidelines Section 15126.4(b)(3)(C). The data recovery plan shall identify data recovery excavation methods, measurable objectives, and data thresholds to reduce any significant impacts to cultural resources related to the resource. Pursuant to the data recovery plan, the qualified archaeologist and Chumash representative, as appropriate, shall recover and document the scientifically consequential information that justifies the resource's significance. The City shall review and approve the treatment plan and archaeological testing as appropriate, and the resulting documentation shall be submitted to the regional repository of the CHRIS at the CCIC, per CEQA Guidelines Section 15126.4(b)(3)(C).

Significance After Mitigation

Implementation of Mitigation Measures CUL-2 through CUL-4 would reduce potential impacts to a less-than-significant level by requiring the identification and evaluation of any archaeological resources that may be present prior to construction and by providing steps for the evaluation and protection of unanticipated finds encountered during construction.

Threshold 3: Would the project disturb any human remains, including those interred outside of formal cemeteries?

Impact CUL-3 GROUND DISTURBING ACTIVITIES ASSOCIATED WITH DEVELOPMENT FACILITATED BY THE 2045 GENERAL PLAN COULD RESULT IN DISTURBANCE OF HUMAN REMAINS. COMPLIANCE WITH STATE HEALTH AND SAFETY CODE SECTION 7050.5 AND PUBLIC RESOURCES CODE SECTION 5097.8 WOULD ENSURE THE 2045 GENERAL PLAN'S IMPACT TO HUMAN REMAINS WOULD BE LESS THAN SIGNIFICANT.

Human burials outside of formal cemeteries can occur in prehistoric archaeological contexts, and the Solvang Cemetery and the cemetery at Mission Santa Inés lie within the Planning Area. Excavations during construction activities facilitated by the 2045 General Plan could have the potential to disturb human remains in the Planning Area which could include Native American burial sites.

Pursuant to California Health and Safety Code Section 7050.5, if human remains are found, the County Coroner must be notified immediately, and no further disturbance would occur until the County Coroner has made a determination of origin and disposition pursuant to PRC Section 5097.98. If the human remains are determined to be of Native American origin, the County Coroner will notify the NAHC, which will determine and notify an MLD. The MLD has 48 hours from being granted site access to make recommendations for the disposition of the remains. If the MLD does not make recommendations within 48 hours, the landowner shall reinter the remains in a location that would not be affected by future ground-disturbing activities. Development facilitated by the

2045 General Plan would comply with the provisions set forth pursuant to California Health and Safety Code Section 7050.5 and PRC Section 5097.98. Therefore, although it is possible ground-disturbing activities related to project construction could disturb human remains beneath the project site, adherence to California Health and Safety Code Section 7050.5 would ensure impacts would be less than significant.

Mitigation Measures

No mitigation measures are required because impacts are less than significant.

4.4.4 Cumulative Impacts

Regional cumulative impacts consider the City-wide impacts together with similar impacts of future development in and around Santa Barbara County. The general approach to cumulative impact analysis used in this EIR is discussed in Section 3, *Environmental Setting*.

Although impacts to historical resources are generally site-specific, cumulative impacts to historical resources may occur when a project, combined with other nearby projects, substantially diminish the number of historical resources within the same or similar context or property types. In addition, a significant cumulative impact could occur if the combined effect of other projects in the vicinity of a project site would result in alterations to the setting or other impacts that would affect the integrity of historical resources within the cumulative setting.

As stated under Impact CUL-1, known historical resources exist within Solvang, and sites with potential historical resources that have not yet been evaluated and could be eligible for listing on the NRHP, CRHR, or local listing. Development facilitated by the 2045 General Plan could cause a substantial adverse change to a historical resource if development were to be located on, within, or near a historical resource. Although Mitigation Measure CUL-1 would be required to reduce impacts to these resources to the maximum extent feasible, cumulative development and redevelopment could nonetheless cause the loss of built-environment historical resources. Alteration or demolition of historical resources remains a possibility throughout the Planning Area and immediate surroundings with potentially cumulative impacts. As such, the incremental effect of the 2045 General Plan would be cumulatively considerable. Therefore, the cumulative impact related to historical resources would be significant and unavoidable.

As described in Impact CUL-2, an increase in development in previously undisturbed areas contributes to regional impacts on existing and previously undisturbed areas where archaeological resources could be present. While impacts to archaeological resources generally occur on a project-specific basis, certain archaeological resources may have regional significance. For example, an archaeological resource that represents a last known example of its kind would constitute a regional impact if it were affected by proposed development. As such, cumulative impacts to archaeological resources would be significant. The 2045 General Plan would implement Mitigation Measures CUL-2 through CUL-4 to ensure that project-level impacts to unknown archaeological resources are adequately mitigated. These mitigation measures provide for archaeological assessment, testing, cultural resources training, and archaeological, as recommended for projects with ground disturbance. These measures also identify the steps to be taken if archaeological resources are encountered. Therefore, the 2045 General Plan's contribution to cumulative impacts to archaeological resources would not be cumulatively considerable.

The disturbance of human remains is largely site-specific, and the disturbance of remains at one site is generally not considered additive at another site. In addition, the disturbance of human remains is

regulated under the California Health and Safety Code Section 7050.5 and PRC Section 5097.98. Together, these regulations set standard procedures for the discovery of human remains and further evaluation if the remains are determined to be of Native American origin. While cumulative development has at least the possibility of uncovering unidentified human remains, all cumulative development would be subject to the requirements set forth within California Health and Safety Code Section 7050.5 and PRC Section 5097.98. Consequently, the cumulative disturbance of human remains would not be significant.

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4.5 Energy

This section discussed the potential energy impacts of the 2045 General Plan. This analysis follows the guidance for evaluation of energy impacts contained in Appendix E and *CEQA Guidelines* Appendix G. The physical environmental impacts associated with the generation of electricity and burning of fuels have been accounted for in Section 4.2, *Air Quality*, and Section 4.7, *Greenhouse Gas Emissions*. The physical environmental impacts associated with the installation of electric and natural gas infrastructure have been accounted for in Section 4.16, *Utilities and Service Systems*.

4.5.1 Setting

Energy use relates directly to environmental quality because energy use can adversely affect air quality and can generate greenhouse gas (GHG) emissions that contribute to climate change. Fossil fuels are burned to create electricity that powers residences, heats and cools buildings, and powers vehicles. Transportation energy use is dependent on the fuel efficiency of cars, trucks, and public transportation; the different travel modes such as auto, carpool, and public transit; and the miles traveled using these modes. Construction and routine operation and maintenance of transportation infrastructure also consume energy.

a. Energy Supply

Petroleum

California is one of the top producers of petroleum in the nation with drilling operations occurring throughout the State but concentrated primarily in Kern and Los Angeles counties. A network of crude oil pipelines connects production areas to oil refineries in the Los Angeles area, the San Francisco Bay area, and the Central Valley. California oil refineries also process Alaskan and foreign crude oil received at ports in Los Angeles, Long Beach, and the San Francisco Bay area (California Energy Commission [CEC] 2023a). According to the United States Energy Information Administration (USEIA), California's field production of crude oil totaled 122.4 million barrels in 2022 (USEIA 2023).

No petroleum refineries are located within Solvang. According to the California Geologic Energy Management Division (CalGEM), there are no wells within Solvang's Planning Area, but there are three plugged dry hole wells adjacent to the Planning Area on Ballard Canyon Road and in agricultural fields approximately 0.50-mile west and 0.81-mile east of the city limits, respectively (CalGEM 2023a).

Alternative Fuels

A variety of alternative fuels are used to reduce petroleum-based fuel demand. Their use is encouraged through various Statewide regulations and plans, such as the Low Carbon Fuel Standard and Senate Bill (SB) 32. Alternative vehicle fuels include hydrogen, biodiesel, and electricity. Currently, 56 hydrogen and 33 biodiesel refueling stations are located in California, but none are located in Solvang. There are seven electric vehicle charging centers located in Solvang (United States Department of Energy 2023). Fuel yards are currently permitted in the City's M-1 zone.

Electricity

In 2022, California’s in-state electricity generation totaled 194,320 megawatts (CEC 2023b). Primary fuel sources for the State’s electricity generation in 2022 included natural gas, hydroelectric, solar photovoltaic, wind, nuclear, geothermal, biomass, and solar thermal. According to the Final 2022 Integrated Energy Policy Report, California’s electricity sector is becoming increasingly reliant on solar, with more than 22,000 GWh of electricity produced by photovoltaic systems in 2021. (CEC 2023c).

The Pacific Gas and Electric Company (PG&E) provides transmission lines to convey electric power supply to Solvang. PG&E is one of the nation’s largest electric and gas utility companies, maintaining 106,681 circuit miles of electric distribution lines and 18,466 circuit miles of interconnected transmission lines (PG&E 2023a). In 2022, PG&E’s power mix consisted of 38.3 percent renewables, 49.3 percent nuclear generation, 4.8 percent natural gas, and 7.6 percent large hydroelectric facilities (PG&E 2023b). According to PG&E’s 2022 Integrated Resource Plan, PG&E anticipates meeting a 2030 energy load demand of 28,020 gigawatt-hours (PG&E 2022).

Central Coast Community Energy

Central Coast Community Energy (3CE) is a Community Choice Aggregator established by local communities to source clean and renewable electricity for Santa Barbara, San Luis Obispo, Monterey, San Benito, and Santa Cruz counties while retaining the primary utility provider’s (i.e., PG&E) traditional role delivering power, maintaining electric infrastructure, and billing for electricity. In 2022, 3CE’s power mix consisted of 35.8 percent renewable resources, 5.9 percent large hydroelectric facilities, and 58.3 percent unspecified power (3CE 2023).

Natural Gas

According to CalGEM, California’s net natural gas production for 2020 was 149 billion cubic feet (CalGEM 2023b). The State of California relies on out-of-state imports for nearly 90 percent of its natural gas supply. The CEC estimates approximately 45 percent of the natural gas burned in California was used for electricity generation, and the remainder is consumed in the residential (21 percent), industrial (25 percent), and commercial (9 percent) sectors (CEC 2023d).

Solvang is in the natural gas service area of the Southern California Gas Company (SoCalGas) which spans central and southern California. SoCalGas’ service area is equipped with over 101,000 miles of gas transmission, distribution, and service pipelines (SoCalGas 2013). Natural gas supplied by SoCalGas is sourced from gas fields in several sedimentary basins in the western United States and Canada including supply basins located in New Mexico (San Juan Basin), West Texas (Permian Basin), Rocky Mountains, western Canada, and local California supplies (California Gas and Electric Utilities 2022).

b. Energy Demand

The smallest scale at which energy consumption information is readily available is the county level. Therefore, energy consumption in Santa Barbara County is used herein to characterize Solvang’s existing consumption of petroleum, electricity, and natural gas as detailed in the following subsection.

Petroleum

Santa Barbara County consumed an estimated 170 million gallons of gasoline and an estimated 22 million gallons of diesel fuel in 2022 (CEC 2023e). Solvang consumed an estimated 2.2 million gallons of gasoline and 286,000 gallons of diesel fuel in 2022. Table 4.5-1 provides an overview of 2022 gasoline and diesel consumption in Santa Barbara County and Solvang.

Table 4.5-1 2022 Gasoline and Diesel Consumption

Fuel Type	Santa Barbara County (gallons)	Solvang (gallons) ²
Gasoline	170,000,000	2,210,000
Diesel	22,000,000	286,000

¹ Solvang’s gasoline and diesel consumption is estimated based on the population of Solvang (5,644) to the population of Santa Barbara County (440,557). For reference, the population of Solvang is approximately 1.3 percent of the population of Santa Barbara.

Sources: CEC 2023e; California Department of Finance (DOF) 2023

Electricity

Santa Barbara County consumed an estimated 2,804 gigawatt-hours of electricity in 2022. Solvang consumed an estimated 36 gigawatt-hours of electricity in 2022, which was less than 0.01 percent of 3CE’s total electricity consumption (CEC 2023f; 3CE 2022). Table 4.5-2 provides an overview of 2022 electricity consumption in Santa Barbara County, in Solvang, and by 3CE customers.

Table 4.5-2 2022 Electricity Consumption

Energy Type	Santa Barbara County (GWh)	3CE (GWh)	Solvang (GWh) ¹	Solvang Proportion of 3CE Consumption
Electricity	2,804	4,936,845	36	0.0007

GWh = Gigawatt-hours

¹ Solvang’s gasoline and diesel consumption is estimated based on the population of Solvang (5,644) to the population of Santa Barbara County (440,557). For reference, the population of Solvang is approximately 1.3 percent of the population of Santa Barbara).

Sources: CEC 2023f; DOF 2023; 3CE 2022

Natural Gas

Santa Barbara County consumed approximately 129 million therms of natural gas in 2022. Solvang consumed an estimated 1.7 million therms of natural gas in 2022 which was approximately 0.03 percent of the natural gas consumed by SoCalGas (CEC 2023g; CEC 2023h). Table 4.5-3 provides an overview of natural gas consumption in Santa Barbara County, in Solvang, and by SoCalGas customers.

Table 4.5-3 2022 Natural Gas Consumption

Energy Type	Santa Barbara County (millions of Therms)	SoCalGas (millions of Therms)	Solvang (millions of Therms) ¹	Solvang Proportion of SoCalGas Consumption ¹
Natural Gas	129	5,026	1.7	0.03

¹ Solvang’s gasoline and diesel consumption is estimated based on the population of Solvang (5,644) to the population of Santa Barbara County (440,557). For reference, the population of Solvang is approximately 1.3 percent of the population of Santa Barbara.

Sources: CEC 2023g; CEC 2023h; DOF 2023

4.5.2 Regulatory Setting

a. Federal Regulations

Energy Independence and Security Act

The Energy Independence and Security Act of 2007 was designed to improve vehicle fuel economy and help reduce nationwide dependence on foreign oil. It expands the production of renewable fuels, reducing dependence on oil, and confronting global climate change. Specifically, the Act set energy efficiency standards for lighting (specifically light bulbs) and appliances. Development facilitated by the 2045 General Plan would be required to install photosensors and energy-efficient lighting fixtures consistent with the requirements of 42 United States Code Section 17001 et seq.

b. State Regulations

California Energy Plan

The CEC, in collaboration with California Public Utilities Commission (CPUC), is responsible for preparing the California Energy Action Plan, which identifies emerging trends related to energy supply, demand, conservation, public health and safety, and maintenance of a healthy economy. The 2003 Energy Action Plan calls for the State to assist in transformation of the transportation system to improve air quality, reduce congestion, and increase efficient use of fuel supplies with the least environmental and energy costs. The Energy Action Plan identifies strategies, such as assistance to public agencies and fleet operators in implementing incentive programs for zero-emission vehicles and addressing their infrastructure needs and encourages urban designs that reduce vehicle miles traveled and accommodate pedestrian and bicycle access. In the 2005 Energy Action Plan, the CEC and CPUC updated the energy policy vision by adding dimensions to the policy areas, such as information on the emerging importance of climate change, transportation-related energy issues, and research and development activities. The CEC adopted an update to the 2005 Energy Action Plan in 2008 that supplements the earlier Energy Action Plans and examines the State's ongoing actions in the context of global climate change.

Assembly Bill 1493

Assembly Bill 1493 (Chapter 200, Statutes of 2002), known as the Pavley Bill, amended Health and Safety Code Sections 42823 and added 43018.5, requiring CARB to develop and adopt regulations that achieve maximum feasible and cost-effective reduction of GHG emissions from passenger vehicles, light-duty trucks, and other vehicles used for noncommercial personal transportation in California.

Senate Bills 350 and 100

The Clean Energy and Pollution Reduction Act of 2015 (SB 350) requires the amount of electricity generated and sold to retail customers per year from eligible renewable energy resources to be increased to 50 percent by December 31, 2030. This act also requires doubling of the energy efficiency in existing buildings by 2030.

Adopted on September 10, 2018, SB 100 supports the reduction of GHG emissions from the electricity sector by accelerating the State's Renewables Portfolio Standard Program, last updated by SB 350. SB 100 requires electricity providers to increase procurement from eligible renewable

energy resources to 33 percent of total retail sales by 2020, 44 percent by 2024, 60 percent by 2030, and 100 percent by 2045.

California Code of Regulations Title 24 (California Building Code)

Updated every three years through a rigorous stakeholder process, Title 24 of the California Code of Regulations requires California homes and businesses meet strong energy efficiency and sustainability measures, thereby lowering their energy consumption. Title 24 contains numerous subparts, including Part 1 (Administrative Code), Part 2 (Building Code), Part 3 (Electrical Code), Part 4 (Mechanical Code), Part 5 (Plumbing Code), Part 6 (Energy Code), Part 8 (Historical Building Code), Part 9 (Fire Code), Part 10 (Existing Building Code), Part 11 (Green Building Standards Code), Part 12 (Referenced Standards Code). The California Building Code is applicable to all development in California (Health and Safety Code Sections 17950 and 18938[b]).

The regulations receive input from members of industry, as well as the public, with the goal of “[r]educing of wasteful, uneconomic, inefficient, or unnecessary consumption of energy” (Public Resources Code Section 25402). These regulations are scrutinized and analyzed for technological and economic feasibility (Public Resources Code Section 25402[d]) and cost effectiveness (Public Resources Code Sections 25402[b][2] and [b][3]).

Part 6 Building Energy Efficiency Standards (Energy Code)

California Code of Regulations Title 24 Part 6 is the Building Energy Efficiency Standards. This code, originally enacted in 1978, establishes energy efficiency standards for residential and non-residential buildings in order to reduce California’s energy demand. The Building Energy Efficiency Standards is updated periodically to incorporate and consider new energy-efficiency technologies and methodologies as they become available. New construction and major renovations must demonstrate their compliance with the current Building Energy Efficiency Standards through submission and approval of a Title 24 Compliance Report to the local building permit review authority and the California Energy Commission.

In 2021, the California Energy Commission updated Title 24 standards with more stringent requirements that became effective January 1, 2023. The building efficiency standards are enforced through the local plan check and building permit process. Local government agencies may adopt and enforce additional energy standards for new buildings as reasonably necessary due to local climatologic, geologic, or topographic conditions, provided these standards exceed those provided in Title 24.

The 2022 update to the Building Energy Efficiency Standards under Title 24 applies to buildings for which an application for a building permit is submitted on or after January 1, 2023. The updated standards mainly established electric-ready requirements when natural gas is installed, expanded solar photovoltaic and battery storage standards, and strengthened ventilation standards to improve indoor air quality.

Part 11 California Green Building Standards

The California Green Building Standards Code, commonly referred to as “CALGreen” originally went into effect on August 1, 2009 and outlines architectural design and engineering principles that are in synergy with environmental resources and public welfare. CALGreen sets minimum standards for buildings, and since 2016, applies to new building construction and some alterations/additions within certain parameters. CALGreen establishes planning and design standards for sustainable site development, including water conservation measures and requirements that new buildings reduce

water consumption by 20 percent below a specified baseline. CALGreen requires installations of 1.28 gallons-per-flush toilets and 0.5-gallon-per flush urinals for all non-residential projects as part of the prescriptive method of reducing indoor water use by the required 20 percent.

CALGreen lays out the minimum requirements for newly constructed residential and non-residential buildings to reduce GHG emissions through improved efficiency and process improvements. It also includes voluntary tiers to encourage building practices that improve public health, safety, and general welfare by promoting a more sustainable design. In addition, CALGreen includes several requirements related to solid waste diversion. Importantly, new non-residential construction is required to achieve at least 65 percent construction and demolition waste diversion and provide recycling areas for paper, cardboard, glass, plastics, metal, and organic waste. The 2022 CALGreen update primarily includes new requirements for the inclusion of electric vehicle charging stations and carbon dioxide monitoring and controls in classrooms. These requirements went into effect January 1, 2023.

CARB In-Use On-Road and Off-Road Diesel Rules

The CARB In-Use On-Road and Off-Road Diesel Rules impose limits on idling, restrict the addition of older vehicles, and require the retirement or replacement of older engines depending on their fleet size category. This policy indirectly impacts energy consumption. More specifically, CARB is also charged with developing air pollution control regulations based upon the best available control measures and implementing every feasible control measure under the State and Federal Clean Air Act (Health and Safety Code Sections 39602.5, 39667, 43013[a, h], 43018, 40600, 40601, 40612[a][2] and [c][1][A]). Pursuant to these directives, stringent emission standards were adopted in 2004 for off-road construction equipment (i.e., “Tier 4” standards) (40 Code of Federal Regulations Parts 1039, 1065, and 1068; Title 13 California Code of Regulations Section 2025). CARB also adopted emission standards for on-road heavy duty diesel vehicles (i.e., haul trucks) (13 California Code of Regulations Section 1956.8). These haul truck regulations mandate fleet turnover to ensure that nearly all on-road diesel trucks will have 2010 model year engines or equivalent (i.e., Tier 4) by January 1, 2023.

California Advanced Clean Trucks Program

In June 2020, CARB approved the Advanced Clean Trucks regulation, which requires manufacturers who certify Class 2b-8 chassis or complete vehicles with combustion engines to sell zero-emission trucks as an increasing percentage of their annual California sales from 2024 to 2035. In addition, the regulation requires company and fleet reporting for large employers and fleet owners with 50 or more trucks. By 2045, all new trucks sold in California must be zero-emission. Implementation of this regulation would reduce consumption of nonrenewable transportation fuels as trucks transition to alternative fuel sources.

Executive Order N-79-20

Executive Order N-79-20 sets goals for the use of zero-emission vehicles in the State. Specifically, Executive Order N-79-20 sets a goal for California to ensure by 2035 100 percent of in-State sales of new passenger cars and trucks are zero-emission vehicles. Executive Order N-79-20 also sets a goal to ensure by 2045 100 percent of medium- and heavy-duty vehicles in the State are zero-emission vehicles. Executive Order N-79-20 also sets a goal to transition to 100 percent zero-emission off-road vehicles and equipment by 2035 where feasible.

c. Local Regulations

Solvang Municipal Code

In January 2023, the City adopted and incorporated CALGreen into Title 10, Chapter 1, of the Solvang Municipal Code. As discussed further above, CALGreen establishes minimum efficiency requirements for new construction in order to reduce GHG emissions.

4.5.3 Impact Analysis

a. Methodology and Significance Thresholds

Methodology

Public Resources Code Section 21100(b)(3) states that an EIR shall include “mitigation measures proposed to minimize significant effects on the environment, including, but not limited to, measures to reduce the wasteful, inefficient, and unnecessary consumption of energy.” The physical environmental impacts associated with the use of energy, including the generation of electricity and burning of fuels, are discussed in Section 4.2, *Air Quality*, and Section 4.7, *Greenhouse Gas Emissions*. Energy consumption is analyzed herein in terms of construction and operational energy.

Construction energy demand for the 2045 General Plan is evaluated qualitatively because project-specific information regarding construction is unavailable for individual projects proposed under the 2045 General Plan. Construction energy demand accounts for anticipated energy consumption during construction of development facilitated by the 2045 General Plan, such as fuel consumed by construction equipment and construction workers’ vehicles traveling to and from the construction site. These construction activities would temporarily create a higher demand for energy supplies. The extent of energy use generated by construction equipment would depend on the quantity of equipment used and the hours of operation for each project.

The California Emissions Estimator Model (CalEEMod) version 2020.4.0 was used to approximate the operational natural gas and electricity consumption from development facilitated by the 2045 General Plan. The assumptions for CalEEMod are described under Section 4.2, *Air Quality*, and Section 4.7, *Greenhouse Gas Emissions*. The CalEEMod output data for the 2045 General Plan, which also reports input data of project details that were used in the model, is provided in Appendix C.

This analysis determined an estimated operational energy demand from buildout of the 2045 General Plan. Operational energy demand accounts for the anticipated energy consumption from development facilitated by 2045 General Plan, such as fuel consumed by cars, trucks, and public transit; natural gas consumed for on-site power generation and heating building spaces; and electricity consumed for building power needs, including, but not limited to, lighting, water conveyance, and air conditioning. The estimate of total daily vehicle miles traveled (VMT) associated with the 2045 General Plan is based on VMT data provided in Section 4.14, *Transportation*.

Significance Thresholds

CEQA Guidelines Appendix G provides the following significance thresholds to determine if a project would have a potentially significant impact on energy. For the purposes of this EIR, implementation of the proposed project may have a significant adverse impact if it would:

1. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation; or
2. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

b. Project Impacts and Mitigation Measures

<p>Threshold 1: Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?</p>
<p>Threshold 2: Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?</p>

Impact E-1 DEVELOPMENT FACILITATED BY THE 2045 GENERAL PLAN WOULD RESULT IN ENERGY USAGE. ADHERENCE TO STATE REGULATIONS AND 2045 GENERAL PLAN POLICIES WOULD ENSURE THESE IMPACTS WOULD BE LESS THAN SIGNIFICANT.

Energy use during construction activities associated with development facilitated by the 2045 General Plan would be in the form of fuel consumption (e.g., gasoline and diesel fuel) to operate heavy equipment, light-duty vehicles, machinery, and generators for lighting. In addition, temporary grid power may also be provided to construction trailers or electric construction equipment. Energy use during construction of individual projects would be temporary in nature, and equipment used would be typical of construction projects in the region. In addition, construction contractors would be required to demonstrate compliance with applicable CARB regulations that restrict the idling of heavy-duty diesel motor vehicles and govern the accelerated retrofitting, repowering, or replacement of heavy-duty diesel on- and off-road equipment. Furthermore, in accordance with Executive Order N-79-20 it is anticipated construction trucks would largely transition to zero-emission vehicles by 2035. Construction activities would be required to utilize fuel-efficient equipment consistent with State and federal regulations and would comply with State measures to reduce inefficient, wasteful, or unnecessary consumption of energy.

Applicable regulatory requirements such as CALGreen (California Code of Regulations, Title 24, Part 11), mandate that future infrastructure projects comply with construction waste management practices to divert a minimum of 65 percent of construction and demolition debris. These practices would result in efficient use of energy during construction of development facilitated by the 2045 General Plan. As such, future construction activities associated with development facilitated by the 2045 General Plan would not result in wasteful, inefficient, or unnecessary consumption of energy.

Long-term operation of development facilitated by the 2045 General Plan would result in the use of energy resources to power buildings. Table 4.5-4 shows the annual operational energy usage associated with buildout of the 2045 General Plan.

Table 4.5-4 Projected 2045 Annual Operational Energy Usage

Source	Energy Consumption	
Vehicle Trips		
Gasoline	1,382,188 gallons	157,569.43 MMBtu
Diesel	126,351 gallons	14,404.01 MMBtu
Built Environment		
Electricity	58,267,121 kWh	198,815.64 MMBtu
Natural Gas Usage	155,846,117 kBtu	155,846.117 MMBtu

See Appendices C and E for CalEEMod default values for fleet mix and average distance of travel and energy calculation sheets, respectively.

As shown in Table 4.5-4, vehicle trips related to implementation of the 2045 General Plan would require approximately 1,382,188 gallons of gasoline and 126,351 gallons of diesel fuel, or 171,973.44 MMBtu annually (see Appendix D for energy calculation sheets). Gasoline and diesel fuel demands would be met by existing gasoline stations in the Planning Area vicinity.

Development (approximately 497 units) facilitated by the 2045 General Plan would mostly be infill residential developments in proximity to goods and services, which would reduce automobile travel and associated energy use. Furthermore, vehicles driven by future residents, employees, visitors, and patrons facilitated by the 2045 General Plan would be subject to increasingly stringent federal and State fuel efficiency standards, thereby minimizing the potential for the inefficient consumption of vehicle fuels. As a result, vehicle fuel consumption resulting from the 2045 General Plan would generally not be wasteful, inefficient, or unnecessary.

As shown in Table 4.5-4, the 2045 General Plan would result in the consumption of approximately 58,267,121 kWh or 198,815.64 MMBtu per year of electricity. The 2045 General Plan would result in the consumption of approximately 155,846,117 kBtu or 155,846.117 MMBtu per year of natural gas (see Appendix C for CalEEMod results). Electricity would be supplied by 3CE and natural gas would be supplied by SoCalGas. Development would be subject to the energy conservation requirements of the California Energy Code (Title 24, Part 6 of the California Code of Regulations, California’s Energy Efficiency Standards for Residential and Nonresidential Buildings) and CALGreen. The California Energy Code provides energy conservation standards for all new and renovated commercial and residential buildings constructed in California. The California Energy Code applies to the building envelope, space-conditioning systems, and water-heating and lighting systems of buildings and appliances and provides guidance on construction techniques to maximize energy conservation. Minimum efficiency standards are given for a variety of building elements, including appliances; water and space heating and cooling equipment; and insulation for doors, pipes, walls, and ceilings. The California Energy Code emphasizes saving energy at peak periods and seasons and improving the quality of installation of energy efficiency measures. CALGreen sets targets for energy efficiency; water consumption; dual plumbing systems for potable and recyclable water; diversion of construction waste from landfills; and use of environmentally sensitive materials in construction and design, including ecofriendly flooring, carpeting, paint, coatings, thermal insulation, and acoustical wall and ceiling panels. In addition, the 2045 General Plan includes the following policies designed to reduce energy use from transportation and promote efficient energy use in buildings:

- **Policy ENV-9.3: Alternative Modes of Transportation.** The City shall encourage the use of alternative transportation modes, including transit, walking, and bicycling.

- **Policy ENV-9.4: Electric Vehicle Infrastructure.** The City shall encourage the installation of solar photovoltaic systems and electric vehicle charging facilities in commercial, residential, and industrial development.
- **Policy ENV-9.5: Fuel Efficient Vehicles.** The City shall encourage adoption of alternative fuel vehicles including electric, hybrid, hydrogen fuel cell, or other fuel-efficient vehicles, for personal transportation.
- **Policy ENV-9.6: City Fleet and Equipment.** The City shall work toward converting 100 percent of non-emergency City vehicles to electric, hybrid, flex-fuel, or alternative fuels. In addition, the City shall replace gas-powered mowers and other equipment with electric or hybrid models and to use alternative carbon-free models where possible.
- **Policy ENV-9.7: Sustainable Development Patterns.** The City shall continue to promote patterns of development that minimize dependence on personal automobiles and reduce VMT and GHG.
- **Policy ENV-13.1: Energy Efficiency Incentives.** The City shall work with energy providers and developers on voluntary incentive-based programs to encourage the use of energy efficient designs and equipment in existing buildings.
- **Policy ENV-13.2: Renewable Energy for Homes.** The City shall encourage installation of renewable energy sources for new homes per the new state building codes.
- **Policy ENV-13.3: Building Emissions Reductions Plan.** The City shall consider the adoption of an ordinance for all new buildings to meet State emissions reductions targets by 2045.
- **Policy ENV-13.4: Energy Retrofit Program.** The City shall encourage homeowners and building owners to retrofit their structures with energy efficiency improvements.
- **Policy ENV-13.5: Low Income Energy Efficiency.** The City shall partner with community service agencies and organizations to support energy efficient projects for low-income residents. Eligible projects may include, but are not limited to, the installation of heating, ventilation, and air-conditioning systems, lighting, water heating equipment, and insulation and weatherization.

Development facilitated by the 2045 General Plan would comply with the City's Municipal Code, which adopts the State's energy efficiency regulations, including the California Energy Code and CALGreen, to ensure development in Solvang promotes the State's energy efficiency goals through project design. Implementation of 2045 General Plan policies would further promote the State's energy efficiency goals by promoting alternative transportation, the use of energy efficient equipment, and energy retrofits. As development facilitated by the 2045 General Plan would receive electricity from 3CE, development facilitated by the 2045 General Plan would eventually be powered by renewable energy mandated by SB 100 and would not conflict with the requirements of SB 100. Proposed 2045 General Plan policies further promote energy efficiency. Policy ENV-9.4 encourages the City to promote and plan for the development of electric vehicle infrastructure and Policy ENV-9.5 encourages the use of alternative fuels. Policy ENV-13.2 promotes the installation of renewable energy sources in new development. Policy ENV-13.3 encourages the City to adopt an ordinance for new development to assist in meeting the state's 2045 emissions reductions targets. Accordingly, implementation of the 2045 General Plan would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency. Furthermore, adherence to the State's energy efficiency regulations, including the California Energy Code and CALGreen, as well as policies within the 2045 General Plan would ensure implementation of the 2045 General Plan would not result in the wasteful, inefficient, or unnecessary consumption of energy resources. Therefore, these impacts would be less than significant.

Mitigation Measures

No mitigation measures are required because impacts would be less than significant.

4.5.4 Cumulative Impacts

Regional cumulative impacts consider the City-wide impacts together with similar impacts of reasonably anticipated regional projects/programs. The general approach to cumulative impact analysis used in this EIR, as well as the determination of the cumulative impact analysis area, is discussed in Section 3, *Environmental Setting*, Subsection 3.3, *Baseline and Cumulative Project Setting*.

Cumulative development surrounding Solvang in combination with development facilitated by the 2045 General Plan would use energy resources during construction and operation. However, cumulative development would be required to comply with the State's energy efficiency regulations, including CARB regulations that restrict the idling of heavy-duty diesel motor vehicles and govern the accelerated retrofitting, repowering, or replacement of heavy-duty diesel on- and off-road equipment, the California Energy Code, and CALGreen. CARB regulations and CALGreen standards ensure energy is not consumed in a wasteful, inefficient, or unnecessary manner during construction. Furthermore, energy use during construction is temporary and intermittent. Energy use during operation of cumulative development would be regulated by the California Energy Code and CALGreen requirements which are specifically crafted so that buildings are characterized by energy efficient performance and do not consume energy in a wasteful, inefficient, or unnecessary manner during operation. Furthermore, the use of non-renewable energy resources are anticipated to decline through 2045 as State renewable energy requirements, including the requirements of SB 100, becoming increasingly stringent and renewable energy technology becomes more widely available. Accordingly, the construction and operation of cumulative development would not result in the wasteful, inefficient, or unnecessary use of energy resources, and cumulative impacts would be less than significant.

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4.6 Geology and Soils

This section analyzes the potential physical environmental effects related to seismic hazards, underlying soil characteristics, slope stability, erosion, and paleontological resources within the City of Solvang that could result from implementation of the proposed project.

4.6.1 Setting

a. Geologic Setting

Santa Barbara County is located in the Transverse Ranges geologic province. The Transverse Ranges are an east-west trending series of steep mountain ranges and valleys. The east-west structure of the Transverse Ranges is oblique to the normal northwest trend of coastal California, hence the name "Transverse." The province extends offshore to include San Miguel, Santa Rosa, and Santa Cruz islands. Its eastern extension, the San Bernardino Mountains, has been displaced to the south along the San Andreas Fault. Intense north-south compression is squeezing the Transverse Ranges. As a result, the ground elevation in the Transverse Ranges rises at a faster rate in comparison to other regions on earth. (California Geological Survey [CGS] 2002).

b. Geologic and Seismic Hazards

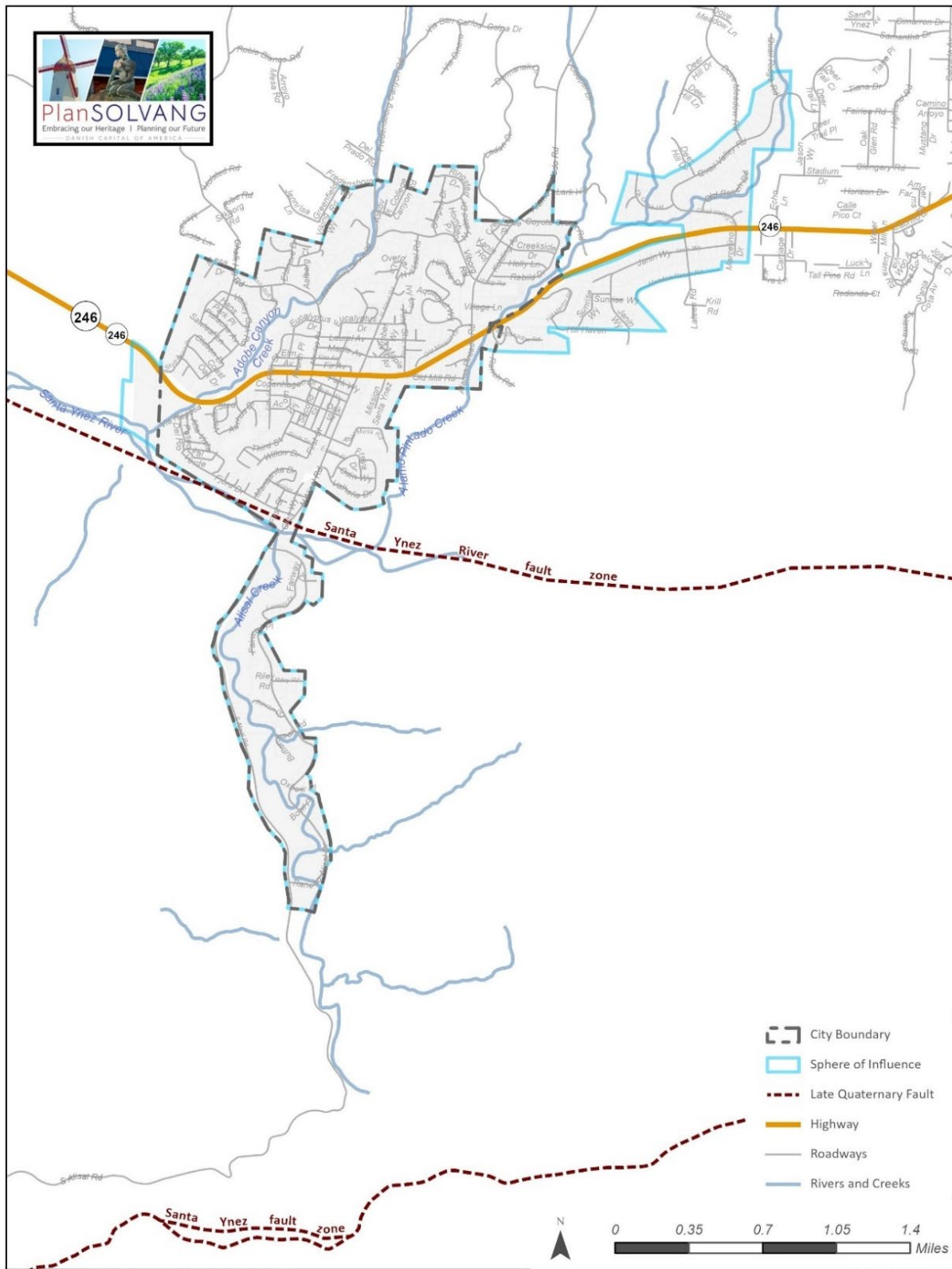
Geologic and seismic hazards are caused by the movement of the earth's surface. The most common geologic or seismic hazards are associated with earthquakes, which cause the earth's surface to move rapidly and the ground to shake. Solvang, much like all of Santa Barbara County, is located in a high seismic activity zone where fault movement primarily occurs along the San Andreas Fault system located approximately seven miles northeast of Santa Barbara County (City of Solvang 2021). The San Andreas Fault system marks the boundary between the Pacific tectonic plate, to the west of the fault zone, and the North American tectonic plate, to the east of the fault zone (United States Geological Survey 2017). The San Andreas Fault system has historically and continues to be capable of producing magnitude 7 earthquakes or higher (United States Geological Survey 2016).

Solvang has experienced several seismic events. The most recent major earthquake in the region occurred on December 22, 2003, when a magnitude 6.5 earthquake struck the central California coast. The event, known as the San Simeon earthquake, occurred approximately seven miles northeast of San Simeon and approximately 95 miles northwest of Solvang. Although the San Simeon earthquake had a more substantial impact on San Luis Obispo County, the event was widely felt throughout Santa Barbara County, including Solvang (City of Solvang 2021).

There are no Alquist-Priolo earthquake fault zones¹ within Solvang (CGS 2023). However, the Santa Ynez River Fault Zone bisects Solvang northeast to southwest. Other active faults within Santa Barbara County with the potential to affect Solvang include the Santa Ynez, Nacimiento, Ozena, Suey, and Little Pine Faults (City of Solvang 2021). Other faults not included in this list, as well as faults located outside of the Solvang region, may be capable of generating earthquakes that could cause damage in Solvang. In addition, there may be unknown faults in the area that could cause substantial ground shaking or fault rupture. Figure 4.6-1 shows the location of earthquake faults

¹ Alquist-Priolo earthquake fault zones are regulatory zones surrounding the surface traces of active faults (ruptured in the last 11,000 years) in California. Wherever an active fault exists, if it has the potential for surface rupture, a structure for human occupancy cannot be placed over the fault and must be a minimum distance from the fault (generally fifty feet).

Figure 4.6-1 Earthquake Faults in Proximity to Solvang



Sources: City of Solvang, 2021; CGS, 2015
Date: April 26, 2022

Solvang Safety Element
Fig X Earthquake Faults

within one-mile of Solvang. This fault is located approximately 100 feet south of development Site D, identified in the City's adopted 2023-2031 Housing Element.

Fault Rupture

Fault rupture is the movement of the ground surface along a fault line which breaks and displaces rocks along a fault plane during an earthquake. Depending on the type of fault, the movement may be vertical, horizontal, or both. The damage can be severe, as any building or structure that straddles the fault is effectively pulled in two directions at once. However, the damaged area from fault rupture is generally limited to locations on the fault itself. Some earthquakes can occur without causing fault rupture. Such earthquakes are usually small, but some can be much more substantial, such as the 2003 San Simeon earthquake. These events are known as "blind thrust earthquakes." As shown in Figure 4.6-1, the Santa Ynez River Fault Zone, which bisects the city parallel to the Santa Ynez River, has the potential to result in fault rupture within Solvang.

Ground Shaking

Ground shaking occurs when seismic waves cause the ground to shake, resulting in damage to structures. Ground shaking is triggered by seismic activity on faults and is most likely to occur near regional fault lines, as shown on Figure 4.6-1. Both the Santa Ynez River Fault Zone and the Santa Ynez Fault Zone are considered potentially active and are capable of producing sizable, damaging earthquakes characterized by strong seismic ground shaking. Additionally, most of the developed areas in Solvang are located on or within close proximity to alluvial deposits and are at a greater risk for enhanced ground shaking during seismic events. Consequently, these properties have an increased risk of damage caused by ground shaking. Figure 4.6-2 shows the shaking potential of areas within Solvang.

Liquefaction

Liquefaction occurs when loose soil loses strength and behaves like a liquid during an earthquake, creating the potential for structural damage to buildings in the vicinity. The alluvial deposits typically found along the Santa Ynez River and Alamo Pintado Creek also have a high susceptibility for liquefaction (City of Solvang 2021). Properties near the Santa Ynez River are located on alluvium deposits, which have a high susceptibility for liquefaction. However, most of the developed areas in Solvang are located on or within close proximity to alluvial deposits. The potential for liquefaction can exacerbate the overall effects from local and regional seismic events.

Landslides

Landslides can be caused by earthquake shaking resulting in loose material to slide down a slope. Landslide risk is highest adjacent to Adobe Canyon Creek, as shown in Figure 4.6-3. This area, as well as others concentrated throughout the eastern and southern portions of Solvang, are classified as a very high landslide risk. These areas are primarily comprised of open space and adjacent to residential uses. The northern portion of development Site C, identified in the City's adopted 2023-2031 Housing Element, is within a landslide risk area identified by the City.

Figure 4.6-2 Ground Shaking Potential

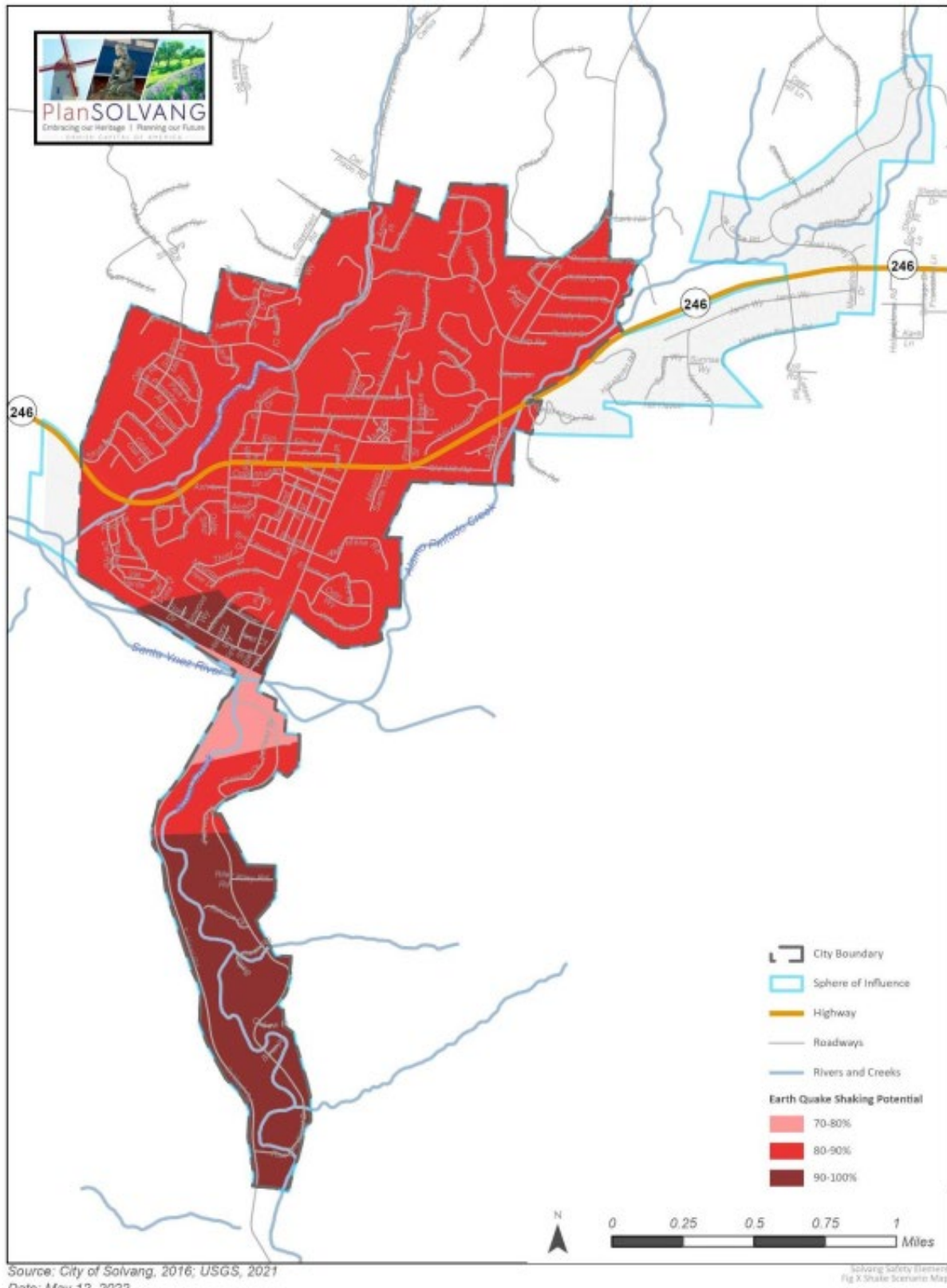
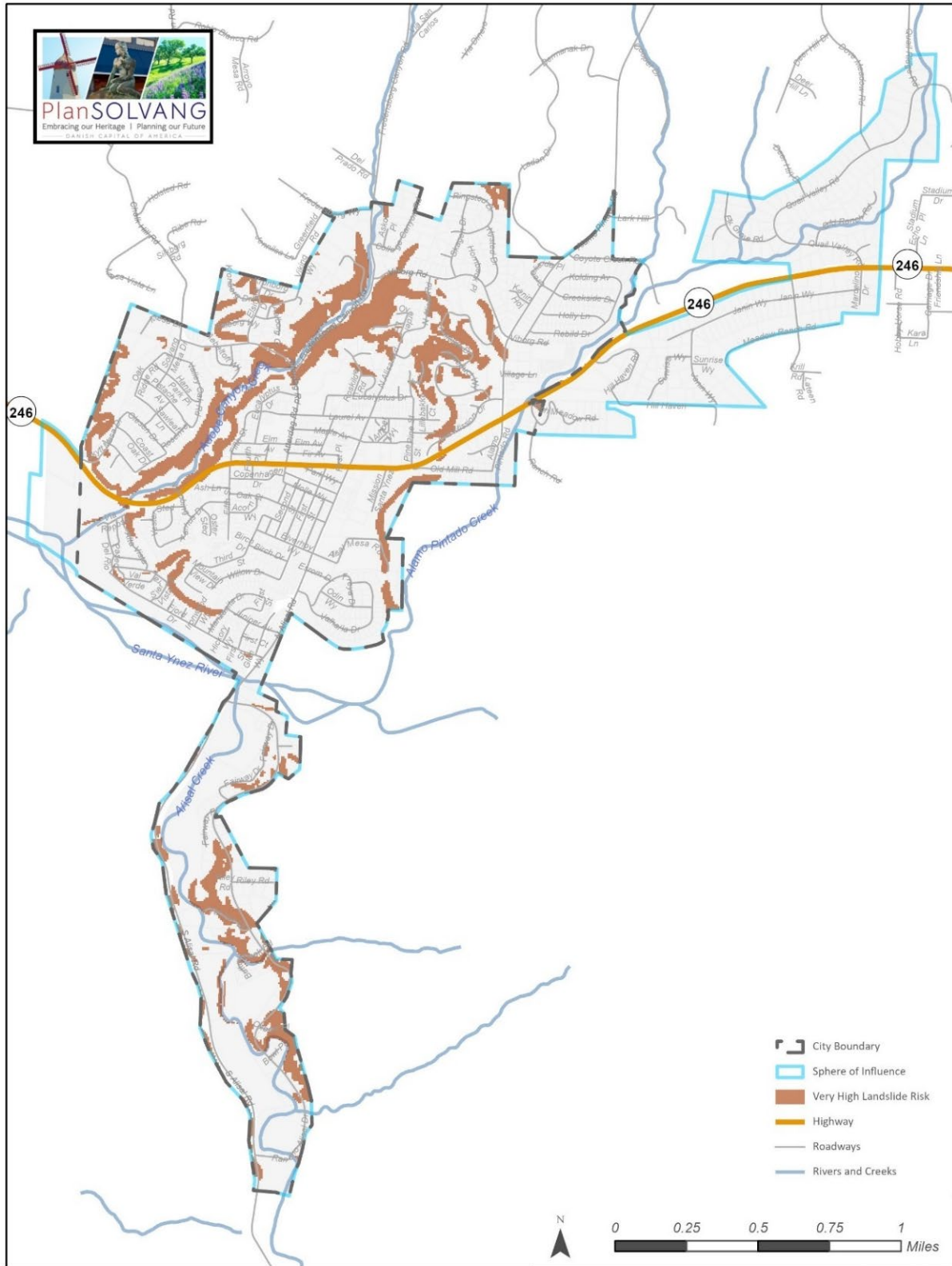


Figure 4.6-3 Landslide Risk in Solvang



Source: City of Solvang, 2016; CGS, Map Sheet 58, 2015
Date: April 26, 2022

Solvang Safety Element
Fig X Landslide Risk

Expansive Soils

Certain soils which include clay materials tend to swell when their moisture content increases and shrink when moisture decreases. As moisture content varies, the resultant shrinking and swelling of expansive soils can cause extensive damage to structures built over such material. Soils underlying Solvang have clay contents ranging from approximately two percent clay to approximately 50 percent clay (United States Department of Agriculture – Natural Resources Conservation Service 2023). In particular, soils in the Planning Area associated with the Positas, Santa Ynez, Tierra, Cropley and Diablo formations typically have a moderate to high shrink-swell potential and are considered expansive. These areas are generally north of Highway 246 in the area east and west of Alamo Pintado Road (City of Solvang 2016). Soils in Solvang are shown in Figure 4.6-4. Descriptions of the soils in Solvang are provided in Table 4.6-1.

Collapsible Soils

Collapsible soils are low density, fine-grained, dominantly granular soils. When these soils become saturated with water, they undergo a rearrangement of their grains, resulting in substantial and rapid settlement under relatively low loads. Therefore, such soils are extremely sensitive to an increase in moisture content caused either by a rise in the groundwater table or by increased surface water infiltration. According to the County of Santa Barbara Comprehensive Plan Safety Element, the only notable case of soil collapse in the County is in the town of New Cuyama (County of Santa Barbara 2015).

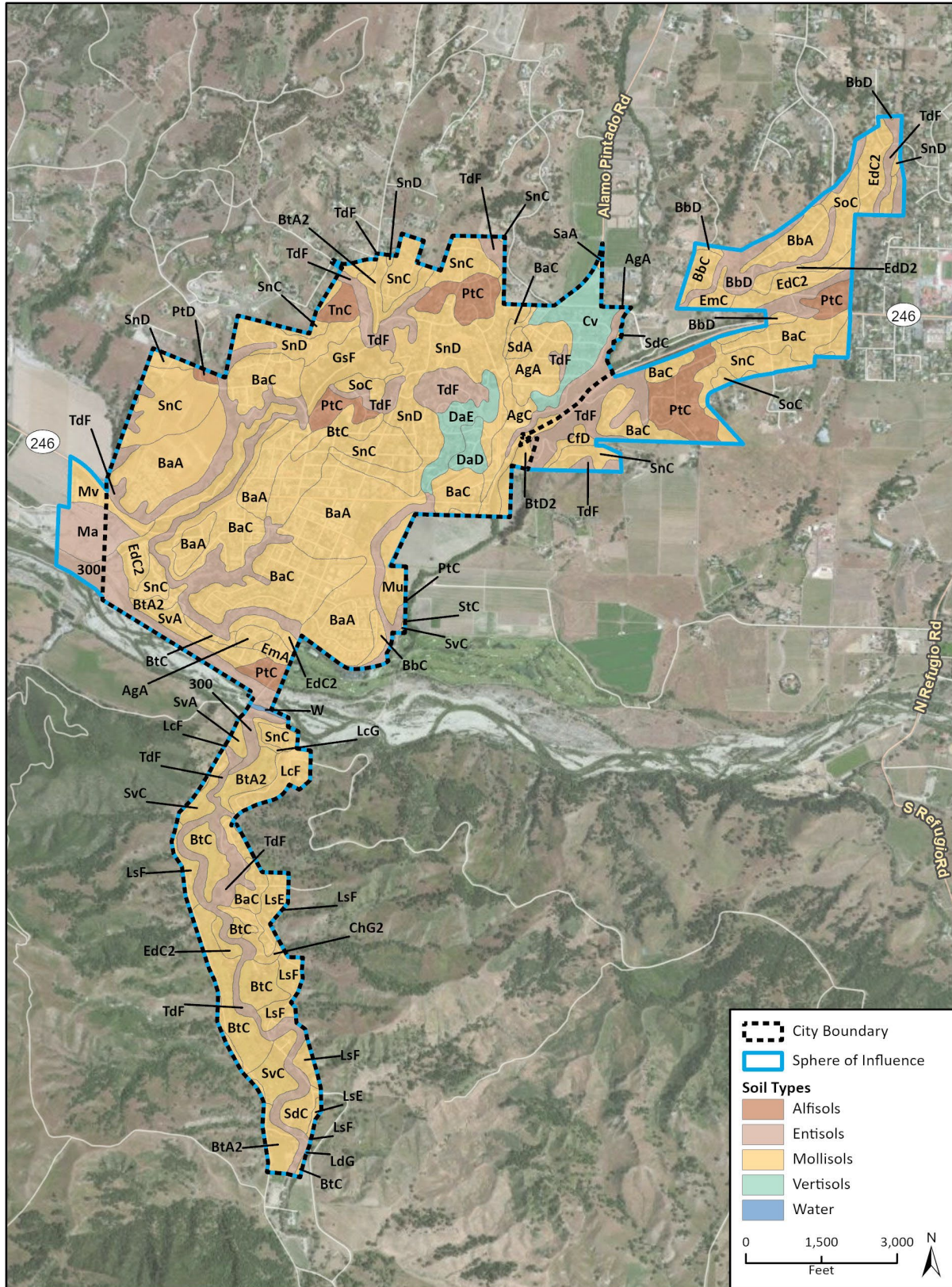
Soil Erosion

Erosion refers to the removal of soil from exposed bedrock surfaces by water or wind. Erosion occurs naturally but is often accelerated by human activities that disturb soil and vegetation. The rate at which erosion occurs is largely a function of climate, soil cover, slope conditions, and inherent soil properties such as texture and structure. Soil units found within the Planning Area generally have a slight to moderate potential for erosion, with erosion potential being generally higher in the hillside areas. Small areas with a severe potential for erosion occur along Adobe Canyon Creek and in the area north of Highway 246 and west of Alamo Pintado Road (City of Solvang 2016).

Lateral Spreading

Lateral spreading is the horizontal movement or spreading of soil toward an open face such as a stream bank, the open side of fill embankments, or the sides of levees. Artificial fill areas which are improperly engineered or which have steep, unstable banks are most likely to be affected by lateral spreading. The potential for lateral spreading is highest in areas where there is a high groundwater table, relatively soft and recent alluvium deposits, and where creekbanks are relatively high. In the Planning Area, these areas are located along the Santa Ynez River, Adobe Canyon Creek, Alisal Creek, and Alamo Pintado Creek (City of Solvang 2016).

Figure 4.6-4 Soils Within Solvang



Imagery provided by ESRI and its licensors © 2023.
 Soils data provided by SSURGO Soils Downloader, 2023.

20-10211 Paleo
 Fig X Soils Within Solvang

Table 4.6-1 Soil Descriptions in Solvang

Map Unit	Map Unit Name	Geomorphic Description	Soil Order
AgA	Agueda silty clay loam, 0 to 2 percent slopes	alluvial fans, valleys	Mollisols
AgA	Agueda silty clay loam, 0 to 2 percent slopes	alluvial fans, valleys	Mollisols
AgA	Agueda silty clay loam, 0 to 2 percent slopes	alluvial fans, valleys	Mollisols
AgC	Agueda silty clay loam, 2 to 9 percent slopes	alluvial fans, terraces, valleys	Mollisols
BaA	Ballard fine sandy loam, 0 to 2 percent slopes	terraces	Mollisols
BaA	Ballard fine sandy loam, 0 to 2 percent slopes	terraces	Mollisols
BaA	Ballard fine sandy loam, 0 to 2 percent slopes	terraces	Mollisols
BaA	Ballard fine sandy loam, 0 to 2 percent slopes	terraces	Mollisols
BaC	Ballard fine sandy loam, 2 to 9 percent slopes	terraces	Mollisols
BaC	Ballard fine sandy loam, 2 to 9 percent slopes	terraces	Mollisols
BaC	Ballard fine sandy loam, 2 to 9 percent slopes	terraces	Mollisols
BaC	Ballard fine sandy loam, 2 to 9 percent slopes	terraces	Mollisols
BaC	Ballard fine sandy loam, 2 to 9 percent slopes	terraces	Mollisols
BaC	Ballard fine sandy loam, 2 to 9 percent slopes	terraces	Mollisols
BaC	Ballard fine sandy loam, 2 to 9 percent slopes	terraces	Mollisols
BaC	Ballard fine sandy loam, 2 to 9 percent slopes	terraces	Mollisols
BaC	Ballard fine sandy loam, 2 to 9 percent slopes	terraces	Mollisols
BaC	Ballard fine sandy loam, 2 to 9 percent slopes	terraces	Mollisols
BbA	Ballard gravelly fine sandy loam, 0 to 2 percent slopes	terraces	Mollisols
BbC	Ballard gravelly fine sandy loam, 2 to 9 percent slopes	terraces	Mollisols
BbC	Ballard gravelly fine sandy loam, 2 to 9 percent slopes	terraces	Mollisols
BbD	Ballard gravelly fine sandy loam, 9 to 15 percent slopes	terraces	Mollisols
BbD	Ballard gravelly fine sandy loam, 9 to 15 percent slopes	terraces	Mollisols
BbD	Ballard gravelly fine sandy loam, 9 to 15 percent slopes	terraces	Mollisols
BbD	Ballard gravelly fine sandy loam, 9 to 15 percent slopes	terraces	Mollisols
BtA2	Botella clay loam, 0 to 2 percent slopes, eroded	alluvial fans, valleys	Mollisols
BtA2	Botella clay loam, 0 to 2 percent slopes, eroded	alluvial fans, valleys	Mollisols
BtA2	Botella clay loam, 0 to 2 percent slopes, eroded	alluvial fans, valleys	Mollisols
BtA2	Botella clay loam, 0 to 2 percent slopes, eroded	alluvial fans, valleys	Mollisols
BtD2	Botella clay loam, 2 to 15 percent slopes, eroded	valleys	Mollisols
BtC	Botella clay loam, 2 to 9 percent slopes, MLRA 14	alluvial fans, alluvial plains, benches, terraces, valleys	Mollisols
BtC	Botella clay loam, 2 to 9 percent slopes, MLRA 14	alluvial fans, alluvial plains, benches, terraces, valleys	Mollisols
BtC	Botella clay loam, 2 to 9 percent slopes, MLRA 14	alluvial fans, alluvial plains, benches, terraces, valleys	Mollisols
BtC	Botella clay loam, 2 to 9 percent slopes, MLRA 14	alluvial fans, alluvial plains, benches, terraces, valleys	Mollisols
BtC	Botella clay loam, 2 to 9 percent slopes, MLRA 14	alluvial fans, alluvial plains, benches, terraces, valleys	Mollisols
BtC	Botella clay loam, 2 to 9 percent slopes, MLRA 14	alluvial fans, alluvial plains, benches, terraces, valleys	Mollisols

Map Unit	Map Unit Name	Geomorphic Description	Soil Order
BtC	Botella clay loam, 2 to 9 percent slopes, MLRA 14	alluvial fans, alluvial plains, benches, terraces, valleys	Mollisols
ChG2	Chamise shaly loam, 30 to 75 percent slopes, eroded	terraces	Mollisols
CfD	Chamise shaly sandy loam, 9 to 15 percent slopes	terraces	Mollisols
300	Corducci and Typic Xerofluvents, 0 to 5 percent slopes, occasionally flooded, MLRA 14	alluvial fans, flood plains, stream terraces, valleys	Entisols
300	Corducci and Typic Xerofluvents, 0 to 5 percent slopes, occasionally flooded, MLRA 14	alluvial fans, flood plains, stream terraces, valleys	Entisols
Cv	Cropley silty clay	flood plains	Vertisols
DaE	Diablo silty clay, 15 to 30 percent slopes	hills, ridges	Vertisols
DaD	Diablo silty clay, 9 to 15 percent slopes	hills, ridges	Vertisols
EmA	Elder loam, 0 to 2 percent slopes, MLRA 14	alluvial fans, alluvial plains, inset fans	Mollisols
EmC	Elder loam, 2 to 9 percent slopes, MLRA 14	alluvial fans, alluvial plains	Mollisols
EdC2	Elder sandy loam, 2 to 9 percent slopes, eroded	alluvial fans	Mollisols
EdC2	Elder sandy loam, 2 to 9 percent slopes, eroded	alluvial fans	Mollisols
EdC2	Elder sandy loam, 2 to 9 percent slopes, eroded	alluvial fans	Mollisols
EdC2	Elder sandy loam, 2 to 9 percent slopes, eroded	alluvial fans	Mollisols
EdD2	Elder sandy loam, 9 to 15 percent slopes, eroded	alluvial fans	Mollisols
GsF	Gazos clay loam, 30 to 45 percent slopes	hills	Mollisols
LcF	Linne clay loam, 30 to 45 percent slopes	hills	Mollisols
LcF	Linne clay loam, 30 to 45 percent slopes	hills	Mollisols
LcG	Linne clay loam, 45 to 75 percent slopes	hills	Mollisols
LdG	Lodo loam, 30 to 75 percent slopes	hills, mountains	Mollisols
LsE	Los Osos-San Benito clay loams, 15 to 30 percent slopes	hills	Mollisols
LsE	Los Osos-San Benito clay loams, 15 to 30 percent slopes	hills	Mollisols
LsF	Los Osos-San Benito clay loams, 30 to 45 percent slopes	hills	Mollisols
LsF	Los Osos-San Benito clay loams, 30 to 45 percent slopes	hills	Mollisols
LsF	Los Osos-San Benito clay loams, 30 to 45 percent slopes	hills	Mollisols
LsF	Los Osos-San Benito clay loams, 30 to 45 percent slopes	hills	Mollisols
Ma	Made Land		Entisols
Mu	Mocho fine sandy loam, 0 to 2 percent slopes, MLRA 14	alluvial fans, alluvial flats, alluvial plains	Mollisols
Mv	Mocho loam, 0 to 2 percent slopes, MLRA 14	alluvial fans, alluvial plains, flood plains, terraces	Mollisols
PtC	Positas fine sandy loam, 2 to 9 percent slopes	terraces	Alfisols
PtC	Positas fine sandy loam, 2 to 9 percent slopes	terraces	Alfisols
PtC	Positas fine sandy loam, 2 to 9 percent slopes	terraces	Alfisols
PtC	Positas fine sandy loam, 2 to 9 percent slopes	terraces	Alfisols
PtC	Positas fine sandy loam, 2 to 9 percent slopes	terraces	Alfisols
PtC	Positas fine sandy loam, 2 to 9 percent slopes	terraces	Alfisols
PtD	Positas fine sandy loam, 9 to 15 percent slopes	terraces	Alfisols

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Map Unit	Map Unit Name	Geomorphic Description	Soil Order
SaA	Salinas loam, 0 to 2 percent slopes, MLRA 14	alluvial fans, alluvial flats, alluvial plains, flood plains, terraces	Mollisols
SdA	Salinas silty clay loam, 0 to 2 percent slopes, MLRA 14	alluvial fans, alluvial flats, alluvial plains, flood plains	Mollisols
SdC	Salinas silty clay loam, 2 to 9 percent slopes, MLRA 14	alluvial fans, alluvial plains, flood plains, terraces	Mollisols
SdC	Salinas silty clay loam, 2 to 9 percent slopes, MLRA 14	alluvial fans, alluvial plains, flood plains, terraces	Mollisols
SoC	Santa Ynez clay loam, 2 to 9 percent slopes	terraces	Mollisols
SoC	Santa Ynez clay loam, 2 to 9 percent slopes	terraces	Mollisols
SoC	Santa Ynez clay loam, 2 to 9 percent slopes	terraces	Mollisols
SnC	Santa Ynez gravelly fine sandy loam, 2 to 9 percent slopes	terraces	Mollisols
SnC	Santa Ynez gravelly fine sandy loam, 2 to 9 percent slopes	terraces	Mollisols
SnC	Santa Ynez gravelly fine sandy loam, 2 to 9 percent slopes	terraces	Mollisols
SnC	Santa Ynez gravelly fine sandy loam, 2 to 9 percent slopes	terraces	Mollisols
SnC	Santa Ynez gravelly fine sandy loam, 2 to 9 percent slopes	terraces	Mollisols
SnC	Santa Ynez gravelly fine sandy loam, 2 to 9 percent slopes	terraces	Mollisols
SnC	Santa Ynez gravelly fine sandy loam, 2 to 9 percent slopes	terraces	Mollisols
SnC	Santa Ynez gravelly fine sandy loam, 2 to 9 percent slopes	terraces	Mollisols
SnC	Santa Ynez gravelly fine sandy loam, 2 to 9 percent slopes	terraces	Mollisols
SnC	Santa Ynez gravelly fine sandy loam, 2 to 9 percent slopes	terraces	Mollisols
SnC	Santa Ynez gravelly fine sandy loam, 2 to 9 percent slopes	terraces	Mollisols
SnD	Santa Ynez gravelly fine sandy loam, 9 to 15 percent slopes	scarp slopes	Mollisols
SnD	Santa Ynez gravelly fine sandy loam, 9 to 15 percent slopes	scarp slopes	Mollisols
SnD	Santa Ynez gravelly fine sandy loam, 9 to 15 percent slopes	scarp slopes	Mollisols
SnD	Santa Ynez gravelly fine sandy loam, 9 to 15 percent slopes	scarp slopes	Mollisols
SvA	Sorrento loam, 0 to 2 percent slopes, MLRA 14	alluvial plains, flood plains	Mollisols
SvA	Sorrento loam, 0 to 2 percent slopes, MLRA 14	alluvial plains, flood plains	Mollisols
SvC	Sorrento loam, 2 to 9 percent slopes, MLRA 14	alluvial fans, alluvial plains, scarp slopes, terraces	Mollisols
SvC	Sorrento loam, 2 to 9 percent slopes, MLRA 14	alluvial fans, alluvial plains, scarp slopes, terraces	Mollisols

Map Unit	Map Unit Name	Geomorphic Description	Soil Order
SvC	Sorrento loam, 2 to 9 percent slopes, MLRA 14	alluvial fans, alluvial plains, scarp slopes, terraces	Mollisols
StC	Sorrento sandy loam, 2 to 9 percent slopes	alluvial fans	Mollisols
TdF	Terrace escarpments, loamy	escarpments	Entisols
TdF	Terrace escarpments, loamy	escarpments	Entisols
TdF	Terrace escarpments, loamy	escarpments	Entisols
TdF	Terrace escarpments, loamy	escarpments	Entisols
TdF	Terrace escarpments, loamy	escarpments	Entisols
TdF	Terrace escarpments, loamy	escarpments	Entisols
TdF	Terrace escarpments, loamy	escarpments	Entisols
TdF	Terrace escarpments, loamy	escarpments	Entisols
TdF	Terrace escarpments, loamy	escarpments	Entisols
TdF	Terrace escarpments, loamy	escarpments	Entisols
TdF	Terrace escarpments, loamy	escarpments	Entisols
TnC	Tierra sandy loam, 2 to 9 percent slopes, MLRA 14	hills, marine terraces, terraces	Alfisols
W	Water	--	Water

Source: SSURGO Soils Downloader 2023

Subsidence

Subsidence refers to the sinking of a large area of ground surface in which material is displaced vertically with little or no horizontal movement. Subsidence originates at great depths below the surface when subsurface pressure is reduced by the natural loss or human withdrawal of fluids (e.g. groundwater, natural gas, or oil), or can occur due to soil compression. Historical evidence of land subsidence in the Santa Ynez Valley is limited, and the Santa Ynez Groundwater Basin is at low risk for subsidence (Dudek 2020).

Paleontological Resources

Paleontological resources, or fossils, are the remains and/or traces of prehistoric life. Significant paleontological resources are fossils or assemblages of fossils that are unique, rare, diagnostically important, or are common but have the potential to provide valuable scientific information for evaluating evolutionary patterns and geologic processes. New or unique specimens can provide new insights into evolutionary history; however, additional specimens of well represented lineages can be equally important for studying evolutionary pattern and process, and evolutionary rates. As such, common fossils, especially vertebrates, may be scientifically important, and therefore are considered highly significant.

Fossils are typically preserved in layered sedimentary rocks and the distribution of fossils is a result of the sedimentary history of the geologic units within which they occur. Fossils occur in a non-continuous and often unpredictable distribution within some sedimentary units, and the potential for fossils to occur within sedimentary units depends on several factors. Although it is not possible to determine whether a fossil will occur in any specific location, it is possible to evaluate the potential for geologic units to contain scientifically significant paleontological resources.

The geology of the region surrounding Solvang was mapped by Sweetkind et al. (2021), who identified 11 geologic units underlying the 2045 General Plan area. The paleontological sensitivity of

each of these geologic units has been evaluated according to the following Society of Vertebrate Paleontology (SVP; 2010) paleontological sensitivity scale. The age, lithology, and paleontological sensitivity, of these geologic units are summarized in Table 4.6-2, and their geographic distribution shown in Figure 4.6-5.

Low Sensitivity

In general, the Holocene-aged geologic units (active alluvium, coded as Qac, and alluvial fan and fluvial deposits, coded as Qay) that underlie the topographically lower areas of the 2045 General Plan area (e.g., near and within the Santa Ynez River, Alisal Creek, and Alamo Pintado Creek) have low paleontological sensitivity. These geologic units are generally considered too young (i.e., less than 5,000 years old) to preserve paleontological resources (SVP 2010). Site D is completely underlain by alluvial fan and fluvial deposits, and Sites B and C are partially underlain by alluvial fan and fluvial deposits.

These Holocene-aged geologic units are likely underlain by older geologic units that may have high paleontological sensitivity (see Table 4.6-2). The depth at which these units occur depends on local conditions and development history of the site, so it is likely highly variable throughout the Planning Area.

The Tranquilon Volcanics (coded as Ttv) are an igneous geologic unit that has low paleontological sensitivity that is found in a small area near the mouth of Alisal Creek. Igneous rocks generally do not preserve paleontological resources, but the Tranquilon Volcanics consist of tuff (i.e., ashfall deposits), which are a type of igneous rock known to produce paleontological resources (SVP 2010). However, no fossils are yet known from the Tranquilon Volcanics.

High Sensitivity

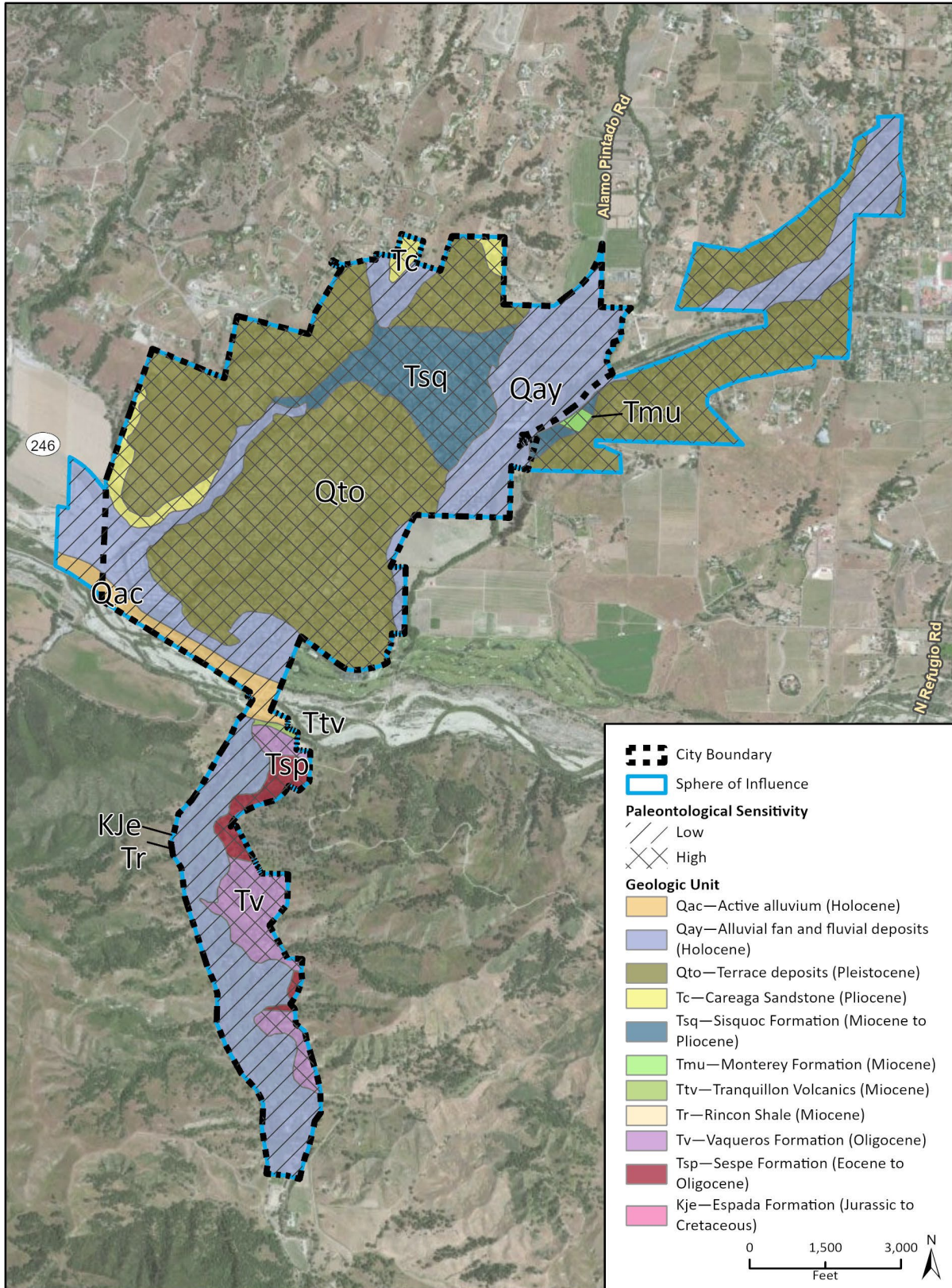
The older Cenozoic-aged sedimentary geologic units (older terrace deposits, Qto; Careaga Sandstone, Tc; Sisquoc Formation, Tsq; Monterey Formation, Tmu; Rincon Shale, Tr; Vaqueros Formation, Tv;; and Sespe Formation, Tsp that underlie the majority of the 2045 General Plan area have high paleontological sensitivity. All of these geologic units are known to have produced scientifically significant paleontological resources in Santa Barbara County and surrounding regions including mammal, bird, reptile, ray-finned fish, shark, and invertebrate fossils (Jefferson 2010; Paleobiology Database 2023; Sweetkind et al. 2021; University of California Museum of Paleontology 2023; Woodring and Bramlette 1950). Sites B and C are partially underlain by the Sisquoc Formation, and the Old Lumberyard site is entirely underlain by older terrace deposits.

The Espada Formation (KJe) is a Mesozoic-aged sedimentary geologic unit with high paleontological sensitivity found along Alisal Creek. The Espada Formation has produced numerous invertebrate-bearing fossil localities in Santa Barbara County (Paleobiology Database 2023; Sweetkind et al. 2021; University of California Museum of Paleontology 2023).

Table 4.6-2 Geologic Units of Solvang

Geologic Unit	Abbreviation	Description	Age	Sensitivity
Active alluvium	Qac	Subrounded to rounded, moderately to well-sorted, sand- to boulder-sized sediments found within active stream and river channels.	Late Holocene	Low
Alluvial fan and alluvial deposits	Qay	Unconsolidated valley, floodplain, fluvial, and alluvial fan deposits. Sediments range in size from clay- to cobble-sized with varying degrees of rounding and sorting.	Holocene	Low
Older terrace deposits	Qto	Moderately well-bedded, sandy conglomerate that represent uplifted stream channel and alluvial deposits.	Pleistocene	High
Careaga Sandstone	Tc	Gray, buff, or white; fine- to coarse-grained sandstone or conglomerate.	Pliocene	High
Sisquoc Formation	Tsq	Brown, laminated or massively bedded, mudstone with occasional diatomite or sandstone beds.	Miocene to Pliocene	High
Monterey Formation	Tmu	Laminated to thin-bedded, chert, shale, and mudstone.	Miocene	High
Tranquilon Volcanics	Ttv	Grayish white or pinkish white rhyolitic tuff that is likely less than 6 feet thick in the 2045 General Plan area.	Miocene	Low
Rincon Shale	Tr	Brown, gray, or buff; poorly to massively bedded, mudstone with orange-weathering dolomite concretions and occasional sandstone beds.	Miocene	High
Vaqueros Formation	Tv	Gray or buff, fine- to medium-grained sandstone with light brown, thin-bedded siltstone interbeds and occasional conglomerate or coquina interbeds.	Oligocene	High
Sespe Formation	Tsp	Pinkish-gray to buff, laminated sandstone with red or green shale and siltstone interbeds. Locally, contains conglomerate or red to green sandstone.	Eocene	High
Espada Formation	KJe	Greenish-brown, well-bedded, shale and fine-grained sandstone with locally occurring lenses of pebble to cobble conglomerate.	Jurassic to Cretaceous	High

Figure 4.6-5 Geologic Map and Palaeontological Sensitivity of Solvang



Imagery provided by ESRI and its licensors © 2023.
 Geologic data provided by "Santa Maria and Point Conception 30' x 60" Sweetkind, D.S., 2021

4.6.2 Regulatory Setting

a. Federal Regulations

Disaster Mitigation Act of 2000

The Disaster Mitigation Act of 2000 provided a new set of mitigation plan requirements for State and local jurisdictions that encourage them to coordinate disaster mitigation planning and implementation. States are encouraged to complete a “Standard” or an “Enhanced” Natural Mitigation Plan. Enhanced plans demonstrate increased coordination of mitigation activities at the State level and, if completed and approved, increase the amount of funding through the Hazard Mitigation Grant Program.

Earthquake Hazards Reduction Act

The Earthquake Hazards Reduction Act was enacted in 1977 to “reduce the risks to life and property from future earthquakes in the United States through the establishment and maintenance of an effective earthquake hazards and reduction program.” To accomplish this, the act established the National Earthquake Hazard Reduction Program. This program was substantially amended in November 1990 by the National Earthquake Hazards Reduction Program Act, which refined the description of agency responsibilities, program goals, and objectives to focus on minimizing loss from earthquakes after they occur. The National Earthquake Hazards Reduction Program promotes the adoption of earthquake hazard reduction activities by all scales of government and works to develop national building standards and model codes for use by engineers, architects, and all others involved in the planning and construction of buildings and infrastructure.

Clean Water Act Section 402

Section 402 of the Clean Water Act requires that all construction sites on an acre or greater of land, as well as municipal, industrial and commercial facilities discharging wastewater or stormwater directly from a point source (e.g., pipe, ditch, or channel) into a surface water of the United States must obtain permission under the National Pollutant Discharge Elimination System (NPDES) permit. All NPDES permits are written to ensure that the surface water receiving discharges will achieve specified water quality standards.

According to federal regulations, NPDES permit coverage for stormwater discharges associated with construction activity can be obtained through individual state permits or general permits. Individual permitting involves the submittal of specific data on a single construction project to the appropriate permitting agency that will issue a site-specific NPDES permit to the project. NPDES coverage under a general permit involves the submittal of a Notice of Intent by the regulated construction project that they intend to comply with a general permit to be developed by the United States Environmental Protection Agency or a state with delegated permitting authority. In California, the NPDES program is administered by the State Water Resources Control Board (SWRCB) through the nine Regional Water Quality Control Boards. Further discussion of the NPDES program and permits in California relevant to the proposed project is provided in discussion of State regulations, below.

b. State Regulations

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act of 1972 (Alquist-Priolo Act; California Public Resources Code (PRC) Sections 2621 through 2630) was passed into law following the destructive magnitude of 6.6 San Fernando earthquake on February 9, 1971. The Alquist-Priolo Act provides a mechanism for reducing losses from surface fault rupture on a statewide basis. The intent of the Alquist-Priolo Act is to ensure public safety by prohibiting the siting of most structures for human occupancy across traces of active faults that constitute a potential hazard to structures from surface faulting or fault creep. Generally, structures for human occupancy must be set back from active faults by approximately 50 feet. Therefore, if a project site is in an active earthquake fault zone, the local agency must withhold development permits until geologic investigations demonstrate that the site is not threatened by surface displacement from future faulting.

Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act of 1990 was enacted, in part, to address seismic hazards not included in the Alquist-Priolo Act, including strong ground shaking, landslides, and liquefaction. Under this Act, the State Geologist is assigned the responsibility of identifying and mapping seismic hazards. CGS Special Publication 117, adopted in 1997 by the State Mining and Geology Board, contains guidelines for evaluating seismic hazards other than surface faulting and for recommending mitigation measures under PRC Section 2695(a). In accordance with the mapping criteria, the CGS seismic hazard zone maps identify areas with the potential for a ground shaking event that corresponds to 10 percent probability of exceedance in 50 years.

General Construction Activity Stormwater Permit

The *General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities*, Order No. 2022-0057-DWQ, NPDES No. CAS000002 (Construction General Permit), adopted by the SWRCB, regulates construction activity that includes clearing, grading, and excavation resulting in soil disturbance of at least one acre of total land area. The Construction General Permit authorizes the discharge of stormwater to surface waters from construction activities. The Construction General Permit requires that all developers of land where construction activities will occur over more than one acre do the following:

- Complete a Risk Assessment to determine pollution prevention requirements pursuant to the three risk levels established in the Construction General Permit;
- Eliminate or reduce non-stormwater discharges to storm sewer systems and other waters of the United States;
- Develop and implement a Stormwater Pollution Prevention Plan (SWPPP) that specifies Best Management Practices (BMPs) that will reduce pollution in stormwater discharges to the Best Available Technology/Economically Achievable/Best Conventional Pollutant Control Technology standards;
- Perform inspections and maintenance of all BMPs; and
- Conduct stormwater sampling, if required based on risk level.

To obtain coverage in accordance with the Construction General Permit, a project applicant must electronically file all permit registration documents with the SWRCB prior to the start of construction. Permit registration documents must include:

- Notice of Intent, including Risk Level determination;
- Site Drawings and Maps;
- SWPPP;
- Applicable plans, calculations, and other supporting documentation for compliance with existing permitted Phase I or Phase II municipal separate storm sewer system post-construction requirements or the post-construction standards of the Construction General Permit;
- Annual fee per the current 23 California Code of Regulations Chapter 9 fee schedule for NPDES stormwater permits; and
- All applicable additional Permit Registration Document information.

Typical BMPs included in in SWPPPs are designed to minimize erosion during construction, stabilize construction areas, control sediment, control pollutants from construction materials, and control the volume and velocity of dewatering discharges.

California Building Code

The California Building Code (CBC) Title 24, Part 2, provides building codes and standards for the design and construction of structures in California. The purpose of the CBC is to establish minimum standards to safeguard public health, safety, and general welfare through structural strength, means of egress facilities, and general stability by controlling the design, construction, quality of materials, use and occupancy, location, and maintenance of building and structures.

The CBC contains specific requirements for seismic safety, excavation, foundations, retaining walls, and site demolition. It also regulates grading activities, including drainage and erosion control. Chapter 16 of the CBC contains definitions of seismic sources and the procedure used to calculate seismic forces on structures. In addition, the CBC contains necessary California amendments, which are based on the American Society of Civil Engineers (ASCE) Minimum Design Standards 7-05. ASCE 7-05 provides requirements for general structural design and includes means for determining earthquake loads as well as other loads (e.g., flood, wind) for inclusion into building codes. The provisions of the CBC apply to the construction, alteration, movement, replacement, and demolition of every building or structure or any appurtenances connected or attached to such buildings or structures throughout California. The CBC also provides standards for various aspects of construction, including, but not limited to, excavation, grading, and earthwork construction; preparation of the site prior to fill placement; specification on fill materials and fill compaction and field testing; retaining wall design and construction; foundation design and construction; and seismic requirements. It includes provisions to address issues such as, but not limited to, construction on expansive soils and soil strength loss.

The CBC is updated every three years by order of the legislature, with supplements published in intervening years. State law mandates that local governments enforce the CBC. In addition, a city and/or county may establish more restrictive building standards reasonably necessary because of local climatic, geological, or topographical conditions. The 2022 CBC, which took effect on January 1, 2023, adds regulations for the use of tall wood and mass timber, accessibility of public buildings, interior environment design, and structural design.

California Public Resources Code

Section 5097.5 of the Public Resources Code states:

No person shall knowingly and willfully excavate upon, or remove, destroy, injure or deface any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over such lands. Violation of this section is a misdemeanor.

Here “public lands” means those owned by, or under the jurisdiction of, the state or any city, county, district, authority, or public corporation, or any agency thereof. Consequently, public agencies are required to comply with Public Resources Code Section 5097.5 for their own activities, including construction and maintenance, and for permit actions (e.g., encroachment permits) undertaken by others.

c. Local Regulations

Solvang Municipal Code

Title 10, Chapter 1

Title 10, Chapter 1 of the City’s Municipal Code incorporates the most current CBC into the City’s development standards.

Title 11, Chapter 16

Title 11, Chapter 16 of the City’s Municipal Code establishes procedures for issuing land use permits that are required by the City planning division for new developments and land uses. This chapter states that a land use permit shall not be required for grading that involves less than 1,500 cubic yards of cut and fill on slopes less than 30 percent grade unless that grading “would adversely impact paleontological, archaeological or uniquely important cultural resources” among other stipulations.

Title 12, Chapter 7

Title 12, Chapter 7 of the City’s Municipal Code includes special grading provisions related to the development of subdivisions which are intended to prevent the creation of unsightly raw earth areas, prevent erosion and stability problems, and to promote a natural appearance. These provisions are intended to keep graded areas and cuts and fills to a minimum. Limitations may be placed on the size of areas to be graded or to be used for building pads, as well as on the size, height, and angles of cut slopes and fill slopes.

Title 14, Chapter 3

Title 14, Chapter 3 of the City’s Municipal Code requires BMPs to be installed, implemented, and mandated throughout the duration of construction of a new or redeveloped project and at industrial and commercial facilities to minimize the discharge of pollutants to the storm drain system. These requirements may include a combination of structural and non-structural BMPs that are consistent with the California Storm Water Quality Association (CASQA) Best Management Practice Handbooks or equivalent and shall include requirements to ensure the proper long-term

operation and maintenance of these BMPs. This Chapter also provides erosion management requirements based on an individual project's size.

4.6.3 Impact Analysis

a. Methodology and Significance Thresholds

Methodology

Geology and Soils

The impact analysis is based on existing geological conditions in Solvang, including topography, soil conditions, and seismic hazards, as described in Section 4.6.1, *Setting*. This analysis identifies potential impacts based on the predicted interaction between the affected environment and construction, operation, and maintenance activities related to the 2045 General Plan.

Paleontological Resources

In the absence of other sensitivity criteria required by certain federal, state, or local regulatory agencies, the paleontological sensitivity scale explained in the Society of Vertebrate Paleontology's (SVP) *Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources* is generally used (SVP 2010). According to this system, geologic units can be assigned a high, low, undetermined, or no potential for containing scientifically significant nonrenewable paleontological resources. Following the literature review, a paleontological sensitivity classification was assigned to each geologic unit mapped within the project site. This criterion is based on rock units within which vertebrate or significant invertebrate fossils have been determined by previous studies to be present or likely to be present. The potential for impacts to significant paleontological resources is based on the potential for ground disturbance to directly impact paleontologically sensitive geologic units.

In general, for geologic units with high sensitivity, full-time monitoring is recommended during any project-related ground disturbance. For geologic units with low or no sensitivity, protection or salvage efforts are not required. For geologic units with undetermined sensitivity, field surveys by a qualified paleontologist are usually recommended to specifically determine the paleontological potential of the rock units present within the study area.

Significance Thresholds

CEQA Guidelines Appendix G provides the following significance thresholds to determine if a project would have a potentially significant impact on geology and soils. For the purposes of this EIR, implementation of the proposed project may have a significant adverse impact if it would:

1. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:
 - a. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault;
 - b. Strong seismic ground shaking;
 - c. Seismic-related ground failure, including liquefaction;
 - d. Landslides;

2. Result in substantial soil erosion or the loss of topsoil;
3. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse;
4. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property;
5. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater; or
6. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

This section does not analyze the exposure of new structures to geologic hazards because it is an impact of the environment on the project. The California Supreme Court held in a December 2015 opinion (*California Building Industry Association v. Bay Area Air Quality Management District*) that an analysis of impacts of the environment on a project is not required for CEQA compliance.

b. Project Impacts and Mitigation Measures

Threshold 1a: Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?
Threshold 1b: Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?
Threshold 1c: Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?
Threshold 1d: Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?
Threshold 3: Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?
Threshold 4: Would the project be located on expansive soil, as defined in Table 1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Impact GEO-1 CONSTRUCTION OF NEW DEVELOPMENT FACILITATED BY THE 2045 GENERAL PLAN MAY EXACERBATE SEISMIC HAZARDS RISK, SUCH AS LIQUEFACTION OR LANDSLIDES. ADHERENCE TO REQUIREMENTS OF THE CALIFORNIA BUILDING CODE AND IMPLEMENTATION OF 2045 GENERAL PLAN GOALS AND POLICIES WOULD MINIMIZE THE POTENTIAL FOR LOSS, INJURY, OR DEATH FOLLOWING A SEISMIC EVENT, LANDSLIDE, LIQUEFACTION, OR OTHER GEOLOGIC HAZARDS. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

As discussed in Section 4.6.1b, *Geologic and Seismic Hazards*, there is one active fault which runs along the Santa Ynez River. There are other active faults within Santa Barbara County with the

potential to affect Solvang, including the Santa Ynez, Nacimiento, Ozena, Suey, and Little Pine Faults.

Implementation of the 2045 General Plan would facilitate future residential development in Solvang. While additional residents, employees, and new structures would be exposed to the effects of existing seismic hazards, including fault rupture, seismic ground shaking, liquefaction, landslides, lateral spreading, subsidence, and collapse from local and regional earthquakes, the project itself would not exacerbate the risk of seismic hazards occurring. The 2045 General Plan would encourage infill development and redevelopment of existing underutilized land uses, which could replace older buildings subject to seismic damage with newer structures built to current seismic standards that would better withstand the adverse effects of strong ground shaking. The CBC regulates the design and construction of excavations, foundations, building frames, retaining walls, and other building elements to mitigate the effects of seismic shaking. Foundations and other structural support features are required to be designed to resist or absorb damaging forces from strong ground shaking and liquefaction.

Structures built on steep slopes could be exposed to an existing risk of landslide, or if improperly constructed, could exacerbate existing landslide conditions through improper weight distribution. Potential structural damage and exposure of people to the risk of injury or death from structural failure would be minimized through required compliance with the CBC which provides earthquake design requirements, including earthquake loading specifications for design and construction to resist effects of earthquake motions in accordance with the American Society of Civil Engineers Standard 7-05.

In addition to mandatory compliance with CBC requirements, implementation of the following 2045 General Plan Safety Element policies would further reduce the potential for loss, injury, or death from seismic hazards by requiring geotechnical reports for development, requiring development to avoid and/or mitigate potential impacts to slope instability, and prohibiting new or expanded development in areas of landslide activity:

- **Policy SAF-2.1: Earthquake Resistant Design.** The City shall continue to require earthquake resistant designs for all structures and utilities.
- **Policy SAF-2.2: Critical Facilities Placement.** New critical structures such as hospitals, police substations, fire stations, emergency communication centers, schools, high occupancy buildings and bridges shall be located away from high-risk earthquake, landslide, and liquefaction zones.
- **Policy SAF-2.3: Geotechnical Reports.** The City shall continue to require the preparation of geotechnical reports and impose appropriate mitigation measures for new development in areas of potential seismic or geologic hazards to ensure, within the limits of technical and economic feasibility, that new structures are able to withstand the effects of seismic activity, including liquefaction, slope instability, expansive soils or other geologic hazards.
- **Policy SAF-2.4: Underground Utilities.** The City shall continue to require the design of underground utilities, particularly water and natural gas mains, to resist seismic forces in accordance with state requirements.
- **Policy SAF-2.5: Identification and Abatement of Risk for Existing Structures.** The City shall identify and encourage risk abatement for existing structures that will be hazardous during an earthquake event, especially high occupancy structures that have the greatest potential effect on public safety.
- **Policy SAF-2.6: Alquist-Priolo Earthquake Fault Zoning Act.** The City shall continue to enforce the Alquist-Priolo Earthquake Fault Zoning Act that requires geologic studies to be performed so

that habitable structures and essential facilities will be sited away from active and potentially active faults.

- **Policy SAF-3.1: Landslide and Slope Instability Hazard Mitigation.** The City shall continue to require development to avoid and/or mitigate any potential impacts a project contributes to landslides and slope instability hazards on neighboring property, appurtenant structures, utilities, and roads.
- **Policy SAF-3.2: Expansion of Development in Areas of Landslide Activity.** The City shall prohibit the expansion of existing structures or developments in areas of known landslide activity except when the project will incorporate measures to reduce the potential for loss of life and property.
- **Policy SAF-3.3: New Development in Areas of Landslide Activity.** The City shall prohibit new development in areas of known landslide activity unless development plans indicate that the hazard can be reduced to a less than significant level prior to beginning development.

Implementation of 2045 General Plan Safety Element policies would minimize risks associated with potential fault rupture, seismic shaking, and other geologic hazards in Solvang. Pursuant to Policy SAF-2.3, a detailed review of design and construction plans and incorporation of additional structural safety features would be required on a project-by-project basis, as necessary, for structures that would be located in areas of potential seismic or geologic hazards, including expansive soils. Implementation of these policies, in addition to compliance with the CBC, would minimize the potential for loss, injury, or death following a seismic event. Therefore, this impact would be less than significant.

Mitigation Measures

No mitigation measures are required because this impact would be less than significant.

Threshold 2: Would the project result in substantial soil erosion or the loss of topsoil?
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Impact GEO-2 CONSTRUCTION OF DEVELOPMENT FACILITATED BY THE 2045 GENERAL PLAN WOULD INCLUDE GROUND DISTURBANCE THAT WOULD RESULT IN LOOSE OR EXPOSED SOIL THAT COULD RESULT IN THE LOSS OF TOPSOIL. COMPLIANCE WITH THE CONSTRUCTION GENERAL PERMIT, THE CALIFORNIA BUILDING CODE, AND CITY MUNICIPAL CODE WOULD MINIMIZE THE POTENTIAL FOR EROSION AND LOSS OF TOPSOIL AND WOULD ENSURE THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

Development facilitated by the 2045 General Plan would involve construction activities such as stockpiling, grading, excavation, paving and other earth disturbing activities. These construction activities may result in loose and disturbed soils in Solvang, which can increase the potential for erosion and loss of topsoil.

Construction activities that disturb one or more acres of land are subject to the NPDES General Construction Permit process, which would require development of a SWPPP that outlines project-specific BMPs to control erosion, sediment release, and otherwise reduce the potential for discharge of pollutants from construction into stormwater. Typical erosion control and sediment control BMPs include, but are not limited to, installation of silt fences, erosion control blankets, and anti-tracking pads at site exits to prevent off-site transport of soil material. Construction activities would also be required to comply with CBC Chapter 70 standards, which are designed to ensure implementation of appropriate measures during grading and construction to control erosion and storm water pollution.

As required by the City's Municipal Code, if a project would disturb less than one acre of land, the applicant would be required to prepare and obtain City approval of a project-specific Erosion and Sediment Control Plan which is required to include BMPs that would be implemented during project construction and operation. Therefore, erosion from ground-disturbing activities associated with development facilitated by the 2045 General Plan would be controlled through implementation of the requirements and BMPs contained in existing regulations, including the General Construction Permit and City Municipal Code. In addition, the City would require implementation of project-specific post-construction BMPs as necessary to ensure pollutant loads in runoff are minimized. Compliance with the regulations discussed above would reduce the risk of soil erosion from construction activities such that there would be minimal change in risk compared to current conditions with existing development, and this impact would be less than significant.

Mitigation Measures

No mitigation measures are required because this impact would be less than significant.

Threshold 5: Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

Impact GEO-3 DEVELOPMENT FACILITATED BY THE 2045 GENERAL PLAN WOULD OCCUR WHERE EXISTING SEWER SYSTEMS ARE PRESENT. THEREFORE, IMPLEMENTATION OF THE 2045 GENERAL PLAN WOULD NOT RESULT IN A SIGNIFICANT IMPACT TO SOILS THAT ARE INCAPABLE OF SUPPORTING SEPTIC TANKS OR ALTERNATIVE WASTEWATER DISPOSAL SYSTEMS. NO IMPACT WOULD OCCUR.

The 2045 General Plan encourages growth management and development within Solvang with existing wastewater infrastructure. In general, development facilitated by the 2045 General Plan is not anticipated to include the use of septic systems because new development would occur where existing sewer systems are in place. Therefore, the 2045 General Plan would not result in a significant impact associated with soils that are incapable of supporting septic tanks or alternative wastewater disposal systems and no impact would occur.

Mitigation Measures

No mitigation measures are required because no impact would occur.

Threshold 6: Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Impact GEO-4 DEVELOPMENT FACILITATED BY THE 2045 GENERAL PLAN HAS THE POTENTIAL TO IMPACT PALEONTOLOGICAL RESOURCES. IMPACTS WOULD BE LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED.

Adverse effects to paleontological resources can only be determined once a specific project has been proposed because the effects are highly dependent on both the individual project site conditions (e.g., local environment, level of disturbance) and the characteristics of the proposed ground-disturbing activity (maximum depth, total volume, nature of ground disturbance). However, ground-disturbing activities associated with construction facilitated by the 2045 General Plan, particularly in areas that have not previously been developed with urban uses, have the potential to encounter and damage or destroy paleontological resources that may be present on or below the

ground surface in areas of high paleontological sensitivity. Consequently, damage to or destruction of fossils could occur due to development under the 2045 General Plan and impacts would be potentially significant.

Sites B and C and the Old Lumberyard site are partially or entirely underlain by geologic units with high paleontological sensitivity (i.e., Qto and Tsq; Figure 4.6-5). Development of these sites has the potential to significantly impact paleontological resources. Site D is underlain by low-sensitivity alluvial fan and fluvial deposits. Therefore, development of site D is not expected to significantly impact paleontological resources.

The following 2045 General Plan goal and policy is applicable paleontological resources in Solvang:

- **Goal ENV-4:** To protect the historic and cultural resources in order to preserve the heritage of native peoples and the area's earliest settlers.
- **Policy ENV-4.1: Protect Archaeological Resources.** The City shall provide for the protection of both known and potential archaeological resources citywide. To avoid significant damage to important archaeological sites, all available measures shall be explored at the time of a development proposal. Where such measures are not feasible and development would adversely affect identified archaeological or paleontological resources, mitigation shall be required in accordance with the relevant provisions of federal and State laws.

Policy ENV-4.1 requires development projects that have the potential to adversely affect identified paleontological resources to follow federal and State laws to mitigate those effects. However, damage to or destruction of previously unidentified paleontological resources still constitutes a significant impact under CEQA or adverse effect under federal environmental laws. Therefore, the impact would be potentially significant.

Mitigation Measures

GEO-1 Protection of Paleontological Resources

The City of Solvang shall add the following policies providing for the protection of paleontological resources to the 2045 General Plan prior to its adoption. These policies shall include the following stipulations:

- A Qualified Professional Paleontologist, as defined by the Society of Vertebrate Paleontology (SVP), must be retained to conduct a paleontological resources analysis prior to the initiation of projects that may impact sediments with high paleontological sensitivity to determine whether there is a potential for the project to significantly impact paleontological resources.
- If potential impacts to paleontological resources are found to be significant, then a Qualified Professional Paleontologist shall be retained to develop and implement a Paleontological Resources Mitigation Program (PRMP) to ensure that impacts to paleontological resources are mitigated. This PRMP may include:
 - Worker Environmental Awareness Program (WEAP) training;
 - Pre-construction surveys;
 - Paleontological construction monitoring;
 - Retention of an on-call Qualified Professional Paleontologist;
 - Salvage, laboratory preparation, and curation of paleontological resources; and/or
 - Reporting to regulatory agencies.

- Should paleontological resources be encountered during any construction activity, all activity that could damage or destroy the resources shall be suspended until a Qualified Professional Paleontologist has examined the site. Construction shall not resume until the resource is properly evaluated and, if necessary, mitigation actions are carried out to address the impacts of the project on these resources.

Significance After Mitigation

Mitigation Measure GEO-1 would require paleontological resources protected, if applicable, which would reduce potential impacts to a less than significant level.

4.6.4 Cumulative Impacts

Geology, soils, and seismicity impacts may be related to exacerbation of seismic hazards and increased erosion and/or loss of topsoil. These effects occur independently of one another, and result from site-specific and project-specific characteristics and conditions. Therefore, no cumulative impacts related to geology, soils, and seismicity would occur within the cumulative impact analysis area.

Cumulative development under the 2045 General Plan could disturb areas that may potentially contain paleontological resources. The potential for impacts from individual developments are site-specific and depend on the location and extent of ground disturbance associated with each individual development proposal. All future development projects would continue to be subject to existing state and local requirements, and discretionary projects may be subject to project-specific mitigation requirements under CEQA. In addition, future development in the City would comply with 2045 General Plan policies and goals to ensure that paleontological resources encountered during construction would be properly recovered and curated. Therefore, the proposed project's contribution to cumulative impacts related to the destruction, damage, or loss of undiscovered scientifically important paleontological resources would be less than significant. Cumulative impacts related to geology, paleontology, soils, and seismicity would be less than significant, and the 2045 General Plan would not result in a cumulatively considerable contribution to cumulative paleontological impacts.

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4.7 Greenhouse Gas Emissions

This section summarizes greenhouse gas emissions (GHG) and GHG emissions inventory and analyzes the impacts related to GHG emissions and climate change due to the 2045 General Plan.

4.7.1 Setting

Gases that absorb and re-emit infrared radiation in the atmosphere are called GHGs. Gases that are widely seen as the principal contributors to human-induced climate change include carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), fluorinated gases such as hydrofluorocarbons (HFC) and perfluorocarbons (PFC), and sulfur hexafluoride (SF₆). Water vapor is excluded from the list of GHGs, because it is short-lived in the atmosphere, and its atmospheric concentrations are largely determined by natural processes, such as oceanic evaporation.

Different GHGs have varying global warming potentials (GWP). The GWP of a GHG is the potential of a gas or aerosol to trap heat in the atmosphere over a specified timescale (generally, 100 years). Because GHGs absorb different amounts of heat, a common reference gas (CO₂) is used to relate the amount of heat absorbed to the amount of the gas, referred to as “carbon dioxide equivalent” (CO₂e), which is the amount of GHG multiplied by its GWP. CO₂ has a 100-year GWP of 1. By contrast, methane has a 100-year GWP of 30, meaning its global warming effect is 30 times greater than CO₂ on a molecule-per-molecule basis (United Nations Intergovernmental Panel on Climate Change [IPCC] 2021).¹

GHGs are emitted by natural processes and human activities. Of these gases, CO₂ and CH₄ are emitted in the greatest quantities from human activities. Emissions of CO₂ are usually by-products of fossil fuel combustion, and CH₄ results from off-gassing associated with leakage from natural gas pipelines and processes, agricultural practices and landfills. Human-made GHGs, which have greater heat-absorption potential than CO₂, include fluorinated gases and SF₆ (United States Environmental Protection Agency [USEPA] 2023a).

Climate change is the observed increase in the average temperature of the Earth’s atmosphere, land and oceans along with other substantial changes in climate (such as wind patterns, precipitation, and storms) over an extended period. The term “climate change” is often used interchangeably with the term “global warming,” but climate change is preferred, because it conveys that other changes are happening in addition to rising temperatures. The baseline against which these changes are measured originates from historical records that identify temperature changes that occurred in the past, such as during previous ice ages. The global climate is changing continuously, as evidenced in the geologic record, which indicates repeated episodes of substantial warming and cooling. The rate of change has typically been incremental, with warming or cooling trends occurring over the course of thousands of years. The past 10,000 years have been marked by a period of incremental warming, as glaciers have steadily retreated across the globe. However, scientists have observed acceleration in the rate of warming over the past 150 years. The IPCC expressed in their *Sixth Assessment Report* that the rise and continued growth of atmospheric CO₂ concentrations is unequivocally due to human activities (IPCC 2021). Human influence has warmed the atmosphere, ocean, and land and has led the climate to warm at an unprecedented rate in the last 2,000 years. It is estimated that between the period of 1850 through 2019, a total of 2,390 gigatons of

¹ The IPCC’s (2021) *Sixth Assessment Report* determined that methane has a GWP of 30. However, the 2017 *Climate Change Scoping Plan* published by CARB uses a GWP of 25 for CH₄, consistent with the IPCC’s (2007) *Fourth Assessment Report*. Therefore, this analysis utilizes a GWP of 25.

anthropogenic CO₂ was emitted. It is likely that anthropogenic activities have increased the global surface temperature by approximately 1.07 degrees Celsius between the years 2010 through 2019 (IPCC 2021).

GHGs in the atmosphere regulate the earth's temperature. Without the natural heat-trapping effect of GHGs, the earth's surface would be approximately 33 degrees Celsius cooler (World Meteorological Organization 2013). However, since 1750, estimated concentrations of CO₂, CH₄, and N₂O in the atmosphere have increased by 47 percent, 156 percent, and 23 percent, respectively, primarily due to human activity (IPCC 2021). GHG emissions from human activities, particularly the consumption of fossil fuels for electricity production and transportation are believed to have elevated the concentration of these gases in the atmosphere far beyond the level of concentrations that occur naturally.

a. GHG Emissions Inventory

Global GHG Emissions Inventory

Worldwide anthropogenic GHG emissions totaled 47,000 million metric tons (MMT) of CO₂e in 2015, a 43 percent increase from 1990 GHG levels. Specifically, 34,522 million metric tons (MMT) of CO₂e of CO₂, 8,241 MMT of CO₂e of CH₄, 2,997 MMT of CO₂e of N₂O, and 1,001 MMT of CO₂e of fluorinated gases were emitted in 2015. The largest source of GHG emissions were energy production and fuel use from vehicles and buildings, which accounted for 75 percent of the global GHG emissions. Agriculture uses and industrial processes contributed 12 percent and six percent, respectively. Waste sources contributed three percent and international transportation sources contributed two percent. These sources account for approximately 98 percent because there was a net sink of two percent from land-use change (including afforestation/reforestation and emissions removals by other land use activities) (USEPA 2023a).

National GHG Emissions Inventory

United States GHG emissions were 6,347.7 MT of CO₂e in 2021 or 5,593.5 MT CO₂e after accounting for sequestration. Emissions increased by 6.8 percent from 2020 to 2021. The increase from 2020 to 2021 was driven by an increase in CO₂ emissions from fossil fuel combustion which increased 7 percent relative to previous years and is primarily due to the economy rebounding after the COVID-19 Pandemic. In 2020, the energy sector (including transportation) accounted for 81 percent of nationwide GHG emissions while agriculture, industrial and waste accounted for approximately 10 percent, 6 percent, and 3 percent respectively (USEPA 2023b).

State GHG Emissions Inventory

Based on the California Air Resource Board (CARB) California Greenhouse Gas Inventory for 2000-2020, California produced 369.2 MT of CO₂e in 2020, which is 35.3 MT of CO₂e lower than 2019 levels and 14 percent below 1990 levels. The 2019 to 2020 decrease in emissions is likely due in large part to the impacts of the COVID-19 pandemic. The major source of GHG emissions in California is the transportation sector, which comprises 37 percent of the state's total GHG emissions. The industrial sector is the second largest source, comprising 20 percent of the state's GHG emissions while electric power accounts for approximately 16 percent. The magnitude of California's total GHG emissions is due in part to its large size and large population compared to other states. However, a factor that reduces California's per capita fuel use and GHG emissions as compared to other states is its relatively mild climate. In 2016, the state of California achieved its

2020 GHG emission reduction target of reducing emissions to 1990 levels as emissions fell below 431 MT of CO₂e (CARB 2022). The annual 2030 statewide target emissions level is 260 MT of CO₂e (CARB 2017).

Potential Effects of Climate Change

Globally, climate change has the potential to affect numerous environmental resources though potential impacts related to future air temperatures and precipitation patterns. Scientific modeling predicts that continued GHG emissions at or above current rates would induce more extreme climate changes during the 21st century than were observed during the 20th century. The year 2022 was the sixth warmest year since global records began in 1880 at 0.86°C (1.55°F) above the 20th century average of 13.9°C (57.0°F). This value is 0.13°C (0.23°F) less than the record set in 2016 and it is only 0.02°C (0.04°F) higher than the last year's (2021) value, which now ranks as the seventh highest (National Oceanic and Atmospheric Administration 2023). Furthermore, several independently analyzed data records of global and regional Land-Surface Air Temperature obtained from station observations jointly indicate that Land Surface Air Temperature and sea surface temperatures have increased. Due to past and current activities, anthropogenic GHG emissions are increasing global mean surface temperature at a rate of 0.2°C per decade. In addition to these findings, there are identifiable signs that global warming is currently taking place, including substantial ice loss in the Arctic over the past two decades (IPCC 2014, 2018).

Potential impacts of climate change in California may include reduced water supply from snowpack, sea level rise, more extreme heat days per year, more large forest fires, and more drought years. *California's Fourth Climate Change Assessment* (California Natural Resource Agency 2019) includes regional reports that summarize climate impacts and adaptation solutions for nine regions of the state and regionally specific climate change case studies. However, while there is growing scientific consensus about the possible effects of climate change at a global and statewide level, current scientific modeling tools are unable to predict what local impacts may occur with a similar degree of accuracy. A summary follows of some of the potential effects that climate change could generate in California.

Air Quality

Scientists project that the annual average maximum daily temperatures in California could rise by 2.4 to 3.2°C in the next 50 years and by 3.1 to 4.9°C in the next century. Higher temperatures are conducive to air pollution formation and rising temperatures could therefore result in worsened air quality in California. As a result, climate change may increase the concentration of ground-level ozone, but the magnitude of the effect, and therefore its indirect effects, are uncertain. In addition, as temperatures have increased in recent years, the area burned by wildfires throughout the state has increased, and wildfires have occurred at higher elevations in the Sierra Nevada Mountains (California Natural Resource Agency 2019). If higher temperatures continue to be accompanied by an increase in the incidence and extent of large wildfires, air quality could worsen. Severe heat accompanied by drier conditions and poor air quality could increase the number of heat-related deaths, illnesses, and asthma attacks throughout the state. With increasing temperatures, shifting weather patterns, longer dry seasons, and more dry fuel loads, the frequency of large wildfires and area burned is expected to increase (California Natural Resources Agency 2021).

Water Supply

Analysis of paleoclimatic data (such as tree-ring reconstructions of stream flow and precipitation) indicates a history of naturally and widely varying hydrologic conditions in California and the west, including a pattern of recurring and extended droughts. Uncertainty remains with respect to the overall impact of climate change on future precipitation trends and water supplies in California. Year-to-year variability in statewide precipitation levels has increased since 1980, meaning that wet and dry precipitation extremes have become more common (California Department of Water Resources 2018). For example, the winter of 2022-2023 had severe storms and flooding from increased rainfall and snowmelt, which the California Department of Water Resources identified as “the latest example that California’s climate is becoming more extreme” (California Department of Water Resources 2023). This uncertainty regarding future precipitation trends complicates the analysis of future water demand, especially where the relationship between climate change and its potential effect on water demand is not well understood. The average early spring snowpack in the western United States, including the Sierra Nevada Mountains, decreased by about 10 percent during the last century. During the same period, sea level rose over 0.15 meter along the central and southern California coasts. The Sierra snowpack provides most of California’s water supply as snow that accumulates during wet winters is released slowly during the dry months of spring and summer. A warmer climate is predicted to reduce the fraction of precipitation that falls as snow and the amount of snowfall at lower elevations, thereby reducing the total snowpack. Projections indicate that the average spring snowpack in the Sierra Nevada and other mountain catchments in central and northern California will decline by approximately 66 percent from its historical average by 2050 (California Natural Resource Agency 2019).

Hydrology and Sea Level Rise

Climate change could affect the intensity and frequency of storms and flooding (California Natural Resource Agency 2019). Furthermore, climate change could induce substantial sea level rise in the coming century. Rising sea level increases the likelihood of and risk from flooding. The rate of increase of global mean sea levels between 1993 to 2022, observed by satellites, is approximately 3.4 millimeters per year, double the twentieth century trend of 1.6 millimeters per year (World Meteorological Organization 2013; National Aeronautics and Space Administration 2023). Global mean sea levels in 2013 were about 0.23 meter higher than those of 1880 (National Oceanic and Atmospheric Administration 2022). Sea levels are rising faster now than in the previous two millennia, and the rise will probably accelerate, even with robust GHG emission control measures. The most recent IPCC report predicts a mean sea level rise ranging between 0.25 to 1.01 meters by 2100 with the sea level ranges dependent on a low, intermediate, or high GHG emissions scenario (IPCC 2021). A rise in sea levels could erode 31 to 67 percent of southern California beaches and cause flooding of approximately 370 miles of coastal highways during 100-year storm events. This would also jeopardize California’s water supply due to saltwater intrusion and induce groundwater flooding and/or exposure of buried infrastructure (California Natural Resource Agency 2019). Furthermore, increased storm intensity and frequency could affect the ability of flood-control facilities, including levees, to handle storm events.

Agriculture

California has an over \$51 billion annual agricultural industry that produces over a third of the country’s vegetables and three-quarters of the country’s fruits and nuts (California Department of Food and Agriculture 2022). Higher CO₂ levels can stimulate plant production and increase plant water-use efficiency. However, if temperatures rise and drier conditions prevail, certain regions of

agricultural production could experience water shortages of up to 16 percent, which would increase water demand as hotter conditions lead to the loss of soil moisture. In addition, crop yield could be threatened by water-induced stress and extreme heat waves, and plants may be susceptible to new and changing pest and disease outbreaks (California Natural Resource Agency 2019). Temperature increases could also change the time of year that certain crops, such as wine grapes, bloom or ripen, and thereby affect their quality (California Climate Change Center 2006).

Ecosystems

Climate change and the potential resultant changes in weather patterns could have ecological effects on the global and local scales. Soil moisture is likely to decline in many regions due to higher temperatures, and intense rainstorms are likely to become more frequent. Rising temperatures could have four major impacts on plants and animals: timing of ecological events; geographic distribution and range of species; species composition and the incidence of nonnative species within communities; and ecosystem processes, such as carbon cycling and storage (Parmesan 2006; California Natural Resource Agency 2019).

4.7.2 Regulatory Setting

a. Federal Regulations

Federal Clean Air Act

The U.S. Supreme Court determined in *Massachusetts et al. v. Environmental Protection Agency et al.* ([2007] 549 U.S. 05-1120) that the USEPA has the authority to regulate motor vehicle GHG emissions under the federal Clean Air Act. The USEPA issued a Final Rule for mandatory reporting of GHG emissions in October 2009. This Final Rule applies to fossil fuel suppliers, industrial gas suppliers, direct GHG emitters, and manufacturers of heavy-duty and off-road vehicles and vehicle engines and requires annual reporting of emissions. In 2012, the USEPA issued a Final Rule that established the GHG permitting thresholds that determine when Clean Air Act permits under the New Source Review Prevention of Significant Deterioration and Title V Operating Permit programs are required for new and existing industrial facilities.

In *Utility Air Regulatory Group v. Environmental Protection Agency* (134 Supreme Court 2427 [2014]), the Supreme Court held the USEPA may not treat GHGs as an air pollutant for purposes of determining whether a source can be considered a major source required to obtain a Prevention of Significant Deterioration or Title V permit. The Supreme Court also held that Prevention of Significant Deterioration permits otherwise required based on emissions of other pollutants may continue to require limitations on GHG emissions based on the application of Best Available Control Technology.

Federal Fuel Efficiency Standards (CAFE) Under the CAA, corporate average fuel economy (CAFE) standards have been set for passenger cars and light trucks. The State of California has traditionally had a waiver to set its own more stringent fuel efficiency standards. In 2020, the NHTSA and USEPA implemented the Safer Affordable Fuel-Efficient Vehicles Rule (SAFE Rule). Part One of the SAFE Rule revoked a waiver granted by USEPA to the State of California to enforce more stringent emission standards for motor vehicles those required by USEPA for the explicit purpose of GHG reduction. However, in 2021 the federal government formally proposed to roll back portions of the SAFE Rule, restoring California's right to enforce more stringent fuel efficiency standards (NHTSA

2022). Most recently, in December 2021, the NHTSA finalized rules to repeal the SAFE I Rule established in 2020.

Construction Equipment Fuel-Efficiency Standard

USEPA sets emission standards for construction equipment. The first federal standards (Tier 1) were adopted in 1994 for all off-road engines over 50 horsepower (hp) and were phased in by 2000. A new standard was adopted in 1998 that introduced Tier 1 for all equipment below 50 hp and established the Tier 2 and Tier 3 standards. The Tier 2 and Tier 3 standards were phased in by 2008 for all equipment. The current iteration of emissions standards for construction equipment are the Tier 4 efficiency requirements, which are contained in 40 CFR Parts 1039, 1065, and 1068 (originally adopted in 69 Federal Register 38958 [June 29, 2004] and most recently updated in 2014 [79 Federal Register 46356]). Emissions requirements for new off-road Tier 4 vehicles were completely phased in by the end of 2015.

b. State Regulations

CARB is responsible for the coordination and oversight of state and local air pollution control programs in California. There are numerous regulations aimed at reducing the state's GHG emissions. These initiatives are summarized below.

Executive Order S-3-05

In 2005, the governor issued Executive Order (EO) S-3-05, which identifies statewide GHG emission reduction targets to achieve long-term climate stabilization as follows:

- Reduce GHG emissions to 1990 levels (431 MT of CO₂e) by 2020².
- Reduce GHG emissions to 80 percent below 1990 levels by 2050.

In response to EO S-3-05, CalEPA created the Climate Action Team (CAT), which in March 2006 published the Climate Action Team Report (the "2006 CAT Report"). The 2006 CAT Report identified a recommended list of strategies that the state could pursue to reduce GHG emissions. These are strategies that could be implemented by various state agencies to ensure that the emission reduction targets in EO S-3-05 are met and can be met with existing authority of the state agencies. The strategies include the reduction of passenger and light duty truck emissions, the reduction of idling times for diesel trucks, an overhaul of shipping technology/infrastructure, increased use of alternative fuels, increased recycling, and landfill methane capture, etc.

California Global Warming Solutions Act of 2006 (Assembly Bill 32 and Senate Bill 32)

The "California Global Warming Solutions Act of 2006," (Assembly Bill [AB] 32), outlines California's major legislative initiative for reducing GHG emissions. AB 32 codifies the statewide goal of reducing GHG emissions to 1990 levels by 2020 and requires CARB to prepare a Scoping Plan that outlines the main state strategies for reducing GHG emissions to meet the 2020 deadline. In addition, AB 32 requires CARB to adopt regulations to require reporting and verification of statewide GHG emissions. Based on this guidance, CARB approved a 2020 target of 431 MMT CO₂e, which was achieved in 2016. CARB approved the Scoping Plan on December 11, 2008, which included GHG emission reduction strategies related to energy efficiency, water use, and recycling and solid waste, among others (CARB 2008). Many of the GHG reduction measures included in the Scoping Plan (e.g.,

² In 2016, the state of California achieved its 2020 GHG emission reduction target of reducing emissions to 1990 levels.

Low Carbon Fuel Standard, Advanced Clean Car standards, and Cap-and-Trade) have been adopted since the Scoping Plan's approval.

The CARB approved the 2013 Scoping Plan update in May 2014. The update defined the CARB's climate change priorities for the next five years, set the groundwork to reach post-2020 statewide goals, and highlighted California's progress toward meeting the "near-term" 2020 GHG emission reduction goals defined in the original Scoping Plan. It also evaluated how to align the state's longer term GHG reduction strategies with other state policy priorities, including those for water, waste, natural resources, clean energy, transportation, and land use (CARB 2014).

On September 8, 2016, the governor signed Senate Bill (SB) 32 into law, extending the California Global Warming Solutions Act of 2006 by requiring the state to further reduce GHG emissions to 40 percent below 1990 levels by 2030 (the other provisions of AB 32 remain unchanged). On December 14, 2017, the CARB adopted the 2017 Scoping Plan, which provides a framework for achieving the 2030 target. The 2017 Scoping Plan relies on the continuation and expansion of existing policies and regulations, such as the Cap-and-Trade Program, and implementation of recently adopted policies and legislation, such as SB 1383 and SB 100 (discussed later). The 2017 Scoping Plan also puts an increased emphasis on innovation, adoption of existing technology, and strategic investment to support its strategies. As with the 2013 Scoping Plan update, the 2017 Scoping Plan does not provide project-level thresholds for land use development. Instead, it recommends that local governments adopt policies and locally appropriate quantitative thresholds consistent with statewide per capita goals of six MT CO_{2e} by 2030 and two MT CO_{2e} by 2050 (CARB 2017). As stated in the 2017 Scoping Plan, these goals may be appropriate for plan-level analyses (City, county, sub-regional, or regional level), but not for specific individual projects because they include all emissions sectors in the state (CARB 2017).

Senate Bill 375

The Sustainable Communities and Climate Protection Act of 2008 (SB 375), signed in August 2008, enhances the state's ability to reach AB 32 goals by directing the CARB to develop regional GHG emission reduction targets to be achieved from passenger vehicles by 2020 and 2035. SB 375 aligns regional transportation planning efforts, regional GHG reduction targets, and affordable housing allocations. Metropolitan Planning Organizations (MPOs) are required to adopt a Sustainable Communities Strategy (SCS), which allocates land uses in the MPO's Regional Transportation Plan (RTP). Qualified projects consistent with an approved SCS or Alternative Planning Strategy (categorized as "transit priority projects") can receive incentives to streamline CEQA processing.

On March 22, 2018, CARB adopted updated regional targets for reducing GHG emissions from 2005 levels by 2020 and 2035. The Santa Barbara County Association of Governments (SBCAG) was assigned targets of an 13 percent reduction in per capita GHG emissions from passenger vehicles by 2020 and a 17 percent reduction in per capita GHG emissions from passenger vehicles by 2035. In the SBCAG region, SB 375 also provides the option for the coordinated development of subregional plans by the subregional councils of governments and the county transportation commissions to meet SB 375 requirements.

Senate Bill 350

Adopted on October 7, 2015, SB 350 supports the reduction of GHG emissions from the electricity sector through a number of measures, including requiring electricity providers to achieve a 50 percent renewables portfolio standard by 2030, a cumulative doubling of statewide energy efficiency savings in electricity and natural gas by retail customers by 2030. Future residents

generated from the 2045 General Plan would be provided with energy from the Central Coast Community Energy (3CE), which is on a pathway to 100 percent renewable energy by 2030 (3CE 2024).

Senate Bill 1383

Adopted in September 2016, SB 1383 requires CARB to approve and begin implementing a comprehensive strategy to reduce emissions of short-lived climate pollutants. The bill requires the strategy to achieve the following reduction targets by 2030:

- Methane – 40 percent below 2013 levels
- Hydrofluorocarbons – 40 percent below 2013 levels
- Anthropogenic black carbon – 50 percent below 2013 levels

The bill also requires the California Department of Resources Recycling and Recovery (CalRecycle), in consultation with the State board, to adopt regulations that achieve specified targets for reducing organic waste in landfills.

Senate Bill 100

Adopted on September 10, 2018, SB 100 supports the reduction of GHG emissions from the electricity sector by accelerating the state’s Renewables Portfolio Standard Program, which was last updated by SB 350 in 2015. SB 100 requires electricity providers to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020, 60 percent by 2030, and 100 percent by 2045. Residents generated from the 2045 General Plan would be supplied with 100 percent renewable energy by 2030 and 60 percent by 2025 (3CE 2024).

Executive Order B-55-18

On September 10, 2018, former Governor Brown issued Executive Order (EO) B-55-18, which established a new statewide goal of achieving carbon neutrality by 2045 and maintaining net negative emissions thereafter. This goal is in addition to the existing statewide GHG reduction targets established by SB 375, SB 32, SB 1383, and SB 100.

California Building Standards Codes

CCR Title 24 is referred to as the California Building Standards Code. It consists of a compilation of several distinct standards and codes related to building construction including plumbing, electrical, interior acoustics, energy efficiency, and handicap accessibility for persons with physical and sensory disabilities. The current iteration is the 2022 Title 24 standards. The California Building Standards Code’s energy-efficiency and green building standards are outlined below.

PART 6 – BUILDING ENERGY EFFICIENCY STANDARDS/ENERGY CODE

CCR Title 24, Part 6 is the Building Energy Efficiency Standards or California Energy Code. This code, originally enacted in 1978, establishes energy-efficiency standards for residential and non-residential buildings to reduce California’s energy demand. New construction and major renovations must demonstrate their compliance with the current Energy Code through submittal and approval of a Title 24 Compliance Report to the local building permit review authority and the California Energy Commission (CEC). The 2022 Title 24 standards are the applicable building energy efficiency standards for the 2045 General Plan because they became effective on January 1, 2023;

additionally, these standards have been adopted by ordinance into the City's municipal code in 2023.

PART 11 – CALIFORNIA GREEN BUILDING STANDARDS

The California Green Building Standards Code, referred to as CALGreen, was added to Title 24 as Part 11, first in 2009 as a voluntary code, which then became mandatory effective January 1, 2011 (as part of the 2010 California Building Standards Code). The 2022 CALGreen includes mandatory minimum environmental performance standards for all ground-up new construction of residential and non-residential structures. It also includes voluntary tiers with stricter environmental performance standards for these same categories of residential and non-residential buildings. Local jurisdictions must enforce the minimum mandatory CALGreen standards and may adopt additional amendments for stricter requirements.

The mandatory standards applicable to the project are located at <https://codes.iccsafe.org/content/CAGBC2022P1>

California Integrated Waste Management Act (Assembly Bill 341)

The California Integrated Waste Management Act of 1989, as modified by AB 341 in 2011, requires each jurisdiction's source reduction and recycling element to include an implementation schedule that shows: (1) diversion of 25 percent of all solid waste by January 1, 1995, through source reduction, recycling, and composting activities and (2) diversion of 50 percent of all solid waste on and after January 1, 2000.

Executive Order N-79-20

On September 23, 2020, Governor Newsom issued EO N-79-20, which established the following new statewide goals:

- All new passenger cars and trucks sold in-state to be zero-emission by 2035.
- All medium- and heavy-duty vehicles in the state to be zero-emission by 2045 for all operations where feasible and by 2035 for drayage trucks.
- All off-road vehicles and equipment to be zero-emission by 2035 where feasible.

EO N-79-20 directs CARB, the Governor's Office of Business and Economic Development, the CEC, the California Department of Transportation, and other state agencies to take steps toward drafting regulations and strategies and leveraging agency resources toward achieving these goals.

Assembly Bill 1279

AB 1279, "The California Climate Crisis Act," was passed on September 16, 2022. It declares the State will achieve net zero GHG emissions as soon as possible, but no later than 2045, and achieve and maintain net negative GHG emissions thereafter. In addition, the bill states that the State will reduce GHG emissions by 85 percent below 1990 levels no later than 2045.

In response to the passage of AB 1279 and the identification of the 2045 GHG reduction target, CARB published the Final 2022 Climate Change Scoping Plan in November 2022 (CARB 2022). The 2022 Update builds upon the framework established by the 2008 Climate Change Scoping Plan and previous updates while identifying a new, technologically feasible, cost-effective, and equity-focused path to achieve California's climate target. The 2022 Update includes policies to achieve a significant reduction in fossil fuel combustion, further reductions in short-lived climate pollutants,

support for sustainable development, increased action on natural and working lands (NWL) to reduce emissions and sequester carbon, and the capture and storage of carbon.

The 2022 Update assesses the progress California is making toward reducing its GHG emissions by at least 40 percent below 1990 levels (431 MT of CO₂e) by 2030, as called for in SB 32 and laid out in the 2017 Scoping Plan, addresses recent legislation and direction from Governor Newsom, extends and expands upon these earlier plans, and implements a target of reducing anthropogenic emissions to 85 percent below 1990 levels by 2045, as well as taking an additional step of adding carbon neutrality as a science-based guide for California’s climate work. As stated in the 2022 Update, “The plan outlines how carbon neutrality can be achieved by taking bold steps to reduce GHGs to meet the anthropogenic emissions target and by expanding actions to capture and store carbon through the state’s NWL and using a variety of mechanical approaches” (CARB 2022). Specifically, the 2022 Update:

- Identifies a path to keep California on track to meet its SB 32 GHG reduction target of at least 40 percent below 1990 emissions by 2030.
- Identifies a technologically feasible, cost-effective path to achieve carbon neutrality by 2045 and a reduction in anthropogenic emissions by 85 percent below 1990 levels.
- Focuses on strategies for reducing California’s dependency on petroleum to provide consumers with clean energy options that address climate change, improve air quality, and support economic growth and clean sector jobs.
- Integrates equity and protecting California’s most impacted communities as driving principles throughout the document.
- Incorporates the contribution of NWL to the state’s GHG emissions, as well as their role in achieving carbon neutrality.
- Relies on the most up-to-date science, including the need to deploy all viable tools to address the existential threat that climate change presents, including carbon capture and sequestration, as well as direct air capture.
- Evaluates the substantial health and economic benefits of taking action.
- Identifies key implementation actions to ensure success.

In addition to reducing emissions from transportation, energy, and industrial sectors, the 2022 Update includes emissions and carbon sequestration in NWL and explores how NWL contributes to long-term climate goals. Under the Scoping Plan Scenario, California’s 2030 emissions are anticipated to be 48 percent below 1990 levels, representing an acceleration of the current SB 32 target. Cap-and-Trade regulation continues to play a large factor in the reduction of near-term emissions for meeting the accelerated 2030 reduction target. Every sector of the economy will need to begin to transition in this decade to meet our GHG reduction goals and achieve carbon neutrality no later than 2045. The 2022 Update approaches decarbonization from two perspectives, managing a phasedown of existing energy sources and technologies, as well as increasing, developing, and deploying alternative clean energy sources and technology.

Clean Energy, Jobs, and Affordability Act of 2022 (Senate Bill 1020)

Adopted on September 16, 2022, SB 1020 creates clean electricity targets for eligible renewable energy resources and zero-carbon resources to supply 90 percent of retail sale electricity by 2035, 95 percent by 2040, 100 percent by 2045, and 100 percent of electricity procured to serve all state

agencies by 2035. This bill shall not increase carbon emissions elsewhere in the western grid and shall not allow resource shuffling³.

c. Local Regulations

SBCAG Connected 2050 RTP/SCS

The Connected 2050 RTP/SCS was adopted by SBCAG in 2021, and it builds upon the goals, policies, and forecasts of preceding plans. The City of Solvang is projected to increase by 500 residents from baseline year 2017 to year 2050. The Connected 2050 RTP/SCS demonstrates that the SBCAG region would achieve emissions reductions consistent with targets set forth by SB 375. GHG reductions achieved through the Connected 2050 RTP/SCS would result in corresponding reductions in energy consumption in the region. The Connected 2050 RTP/SCS sets forth goals and objectives related to mixed-use development and the jobs-housing balance by allotting more housing to the southern portion of Santa Barbara County, as well as incorporating region-specific analysis of environmental justice indicators. Policies in the Connected 2050 RTP/SCS applicable to the 2045 General Plan include meeting SB 375 requirements, promoting renewable energy, and promoting alternative transportation (SBCAG 2021).

4.7.3 Impact Analysis

a. Significance Thresholds and Methodology

Significance Thresholds

Appendix G of the *CEQA Guidelines* states that a project may have a significant adverse impact if it would:

1. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; and/or
2. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

The issue of climate change typically involves an analysis of whether or not a project's contribution towards an impact is cumulatively considerable. Regional cumulative impacts consider the City-wide impacts together with similar impacts of future development in and around Santa Barbara County. The general approach to cumulative impact analysis used in this EIR is discussed in Section 3, *Environmental Setting*. Cumulatively considerable means that the incremental effects of an individual project are significant when viewed in connection with the effects of cumulative projects. In relation to GHG emissions, the effects of projects refer to the global accumulation of GHG emissions in the atmosphere.

Section 15064.4 of the *CEQA Guidelines* recommends that lead agencies quantify GHG emissions and consider several other factors that may be used in the determination of significance of GHG emissions from a project, including the extent to which the project may increase or reduce GHG emissions; whether a project exceeds an applicable significance threshold; and the extent to which

³ Resource Shuffling is defined as a plan to substitute lower GHG emission power for higher GHG emission power to reduce a compliance obligation for GHG emissions from imported electricity in the Cap-and-Trade Program.

the project complies with regulations or requirements adopted to implement a plan for the reduction or mitigation of GHG emissions.

CEQA Guidelines Section 15064.4 does not establish a threshold of significance. Lead agencies have the discretion to establish significance thresholds for their respective jurisdictions, and in establishing those thresholds, a lead agency may appropriately look to thresholds developed by other public agencies, or suggested by other experts, as long as any threshold chosen is supported by substantial evidence (CEQA Guidelines Section 15064.7[c]).

According to CEQA Guidelines Section 15183.5, projects can tier off a qualified GHG reduction plan, which allows for project-level evaluation of GHG emissions through comparison of the project's consistency with the GHG reduction policies included in a qualified GHG reduction plan, such as the CAP. The City of Solvang does not have a qualified CAP or has not adopted quantitative GHG emissions threshold for land use projects. The County of Santa Barbara adopted new Interim GHG Emissions Thresholds of Significance (referred to herein as "Interim GHG Thresholds"), which are recommended for use until completion of the County's 2030 Climate Action Plan.⁴ The Interim GHG Thresholds recommend that land use projects be first assessed against a screening criterion of 300 MT CO₂e. For projects that exceed the screening threshold, a service population threshold of 3.8 MT CO₂e is recommended. However, the quantitative threshold is intended to be used for the evaluation of project-level impacts and would not be applicable to programmatic review of plan-level documentation such as the 2045 General Plan. Therefore, this approach is not feasible for this analysis. Instead, GHG emissions associated with project implementation is discussed qualitatively by comparing the 2045 General Plan to statewide emission reduction targets established in CARB's 2022 Scoping Plan and SBCAG 2050 RTP/SCS. Project-related GHG emissions are described below for informational purposes only.

Methodology

GHG emissions result from both direct and indirect sources. Direct emissions include emissions from fuel combustion in vehicles and natural gas combustion from stationary sources. Indirect sources include off-site emissions occurring as a result of electricity and water consumption and solid waste. In addition, construction activities would result in direct and indirect emissions.

As GHGs are evaluated on a regional basis, the following analysis addresses the 2045 General Plan as it pertains to the region. Mobile source emissions were estimated using VMT data presented in Section 4.14, *Transportation*.

Area source emissions related to existing and future demand for water, wastewater treatment and conveyance, solid waste disposal, and energy were obtained using the California Emissions Estimator Model (CalEEMod). GHG emissions result from the energy use to supply, distribute, and treat water and wastewater, as well as from solid waste disposal by landfilling, recycling, or composting as methane and CO₂ gas is emitted in the process.

The energy use estimates generated in the CalEEMod version 2022.1 utilizes the 2019 Building Energy Efficiency Standards (Title 24). This is a conservative assumption since the energy use estimates do not account for potential energy efficiency measures required by subsequent Title 24 updates in 2022, 2025, and 2028. Individual projects generated by 2045 General Plan would be enrolled to 3CE's 100 percent renewable energy mix by 2030. CalEEMod does not contain carbon intensity factors for 3CE; therefore, the analysis uses a carbon intensity factor for Pacific Gas & Electric (PG&E) from reporting year 2019, which would produce conservative results since 3CE

⁴ The 2030 Climate Action Plan is planned for adoption in 2023.

supplies an energy mix with a higher proportion of renewable energy than PG&E (California Air Pollution Control Officer Association 2022).

GHG emissions would also be generated by construction activity. No specific development projects have been proposed as part of the 2045 General Plan, and an annualized quantification of construction emissions would be speculative. Operational emissions are based on estimated VMT data for existing conditions (2015) and proposed project (2045). Details for mobile source, energy source, and area source inputs included in the modeling of GHG emissions are provided in Section 4.2, *Air Quality*.

b. Project Impacts and Mitigation Measures

Threshold 1: Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?

Threshold 2: Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Impact GHG-1 **ALTHOUGH CONSTRUCTION AND OPERATION OF PROJECTS CARRIED OUT UNDER THE 2045 GENERAL PLAN WOULD GENERATE GHG EMISSIONS, THE 2045 GENERAL PLAN INCLUDES POLICIES AND ACTIONS THAT REDUCE GHG EMISSIONS AND ALIGN WITH THE GOALS OF APPLICABLE PLANS, POLICIES, AND REGULATIONS RELATED TO GHG EMISSIONS. THE 2045 GENERAL PLAN WOULD THEREFORE NOT CONFLICT WITH APPLICABLE PLANS, POLICIES, AND REGULATIONS ADOPTED FOR THE PURPOSE OF REDUCING GHG EMISSIONS. IMPACTS WOULD BE LESS THAN SIGNIFICANT.**

As discussed under Section 4.7.3, *Significance Thresholds and Methodology*, plans and policies have been adopted to reduce GHG emissions in the Southern California region, including the State's 2022 Scoping Plan and SBCAG 2050 RTP/SCS. The 2045 General Plan's consistency with these plans and applicable policies is discussed in the following subsections. As discussed herein, the 2045 General Plan would not conflict with plans and policies aimed at reducing GHG emissions. Estimated GHG emissions for development expected to be carried out under the 2045 General Plan are provided for informational purposes following the consistency analysis.

2022 Scoping Plan

The latest iteration of the Scoping Plan is the 2022 Scoping Plan, which focuses on outcomes needed to achieve carbon neutrality by assessing paths for clean technology, energy deployment, natural and working lands, and others, and is designed to meet the state's long-term climate objectives and support a range of economic, environmental, energy security, environmental justice, and public health priorities. The 2022 Scoping Plan's strategies that apply to the 2045 General Plan include the following:

- Reducing fossil fuel use, energy demand and vehicle miles traveled (VMT)
- Building decarbonization
- Maximizing recycling and diversion from landfills

Implementation of individual projects carried out under the 2045 General Plan would be consistent with the latest Title 24 Standards, which would require EV charging spaces for residential and non-residential land uses and a photovoltaic system consistent with the provisions of the latest California

Building Energy Efficiency Standards. In addition, the 2045 General Plan includes the following General Plan policies to promote green infrastructure:

- **Policy ENV-9.3: Alternative Modes of Transportation.** The City shall encourage the use of alternative transportation modes, including transit, walking, and bicycling.
- **Policy ENV-9.4: Electric Vehicle Infrastructure.** The City shall encourage the installation of solar photovoltaic systems and electric vehicle charging facilities in commercial, residential, and industrial development.
- **Policy ENV-9.5: Fuel Efficient Vehicles.** The City shall encourage adoption of alternative fuel vehicles including electric, hybrid, hydrogen fuel cell, or other fuel-efficient vehicles, for personal transportation.
- **Policy ENV-9.7: Sustainable Development Patterns.** The City shall continue to promote patterns of development that minimize dependence on personal automobiles and reduce VMT and GHG.
- **Policy ENV-12.1: Green Building Code.** The City shall require through the State Building Code energy efficient construction and sustainable building practices by continuing to implement the Green Building Code.
- **Policy ENV-12.2: Green Building Practices.** The City shall support the use of green building practices in the planning, design, construction, management, renovation, operations, and demolition of all public and private buildings and projects, including:
 - Land planning and design techniques that preserve the natural environment and minimize disturbance of the land.
 - Site development to reduce erosion, minimize paved surfaces and runoff and protect vegetation, especially trees.
 - Water conservation indoors and outdoors.
 - Energy efficiency in heating/cooling systems, appliances, lighting and the building envelope.
 - Selection of materials based on recyclability, durability and the amount of energy used to create the material.
 - Waste reduction, reuse and recycling during construction and throughout the life of the project.
 - Other new aspects of green design and construction included in LEED™ or other certification programs.
 - Control nighttime lighting to lower energy use, reduce glare, and prevent illumination of the night sky.
- **Policy ENV-12.3: LEED Certified City Buildings.** The City shall design and construct all new or renovated City buildings to achieve Leadership in Energy and Environmental Design (LEED) Gold rating requirements.
- **Policy ENV-13.2: Renewable Energy for Homes.** The City shall encourage installation of renewable energy sources for new homes per the new state building codes.
- **Policy ENV-13.5: Low-Income Energy Efficiency.** The City shall partner with community service agencies and organizations to support energy efficient projects for low-income residents. Eligible projects may include, but are not limited to, the installation of heating, ventilation, and air-conditioning systems, lighting, water heating equipment, and insulation and weatherization.

Electricity would be served by 3CE, which is required to increase its renewable energy procurement in accordance with SB 100 targets. The 2045 General Plan would result in additional residential and commercial density, which would increase multimodal trips (vehicle, bicycle, pedestrian, and transit) onto the circulation network. The City of Solvang is served by Santa Ynez Valley Transit that connects to Buellton, Santa Ynez, and Los Olivos. The Express Route and Los Olivos Loop share common stops between Solvang and Santa Ynez along Sagunto Street, Edison Street, Pine Street, and along Mission Drive to Solvang Park. The proposed 2045 General Plan Update includes the following policies to promote alternative modes of transportation:

- **Policy MOB-2.1: Bicycle Master Plan.** The City shall adopt a master plan of bikeways on public property and shall develop bikeways as needed and feasible.⁵
- **Policy MOB-2.1: Bicycle and Pedestrian Routes on New Roadways.** The City shall incorporate bicycle routes or trails into the design of new or expanded roadways when feasible.
- **Policy MOB-4.1: Complete Streets.** The City shall create guidelines to facilitate the installation of non-automobile serving infrastructure along its streets, including sidewalks and bike trails.
- **Policy MOB-5.2: TDM.** The City shall encourage employers to promote carpooling, public transportation, and allow telecommuting.
- **Policy MOB-6.2: Regional Transit Network.** The City shall work with SBCAG and other nearby cities and jurisdictions to ensure that the regional transit network offers access for those with limited mobility options.

In addition, the 2045 General Plan policies would promote a zero waste community through responsible procurement, waste diversion, and innovated strategies. The following policy from the 2045 General Plan would maximize recycling and diversion from landfills:

- **Policy ENV-14.1: Zero Waste.** The City shall promote activities that reduce waste and increase waste diversion, including sourcing products with reusable, recyclable, or compostable packaging; establishing food diversion programs; and promoting and educating on waste diversion and its importance.

With implementation of the policies included in the proposed Environmental and Sustainability Element and Mobility Element, the 2045 General Plan would encourage green infrastructure, waste diversion, alternative travel, equitable access, and a reduction in vehicle trips. The 2045 General Plan emphasizes infill and reuse development within City limits, encourages high-density and mixed-use projects where appropriate, and supports development that complements the existing natural and built environment. Therefore, the 2045 General Plan would not conflict with the 2022 Scoping Plan.

SBCAG 2050 RTP/SCS

The Connected 2050 RTP/SCS demonstrates that the SBCAG region would achieve emissions reductions consistent with targets set forth by SB 375. GHG reductions achieved through the Connected 2050 RTP/SCS would result in corresponding reductions in energy consumption in the region. The Connected 2050 RTP/SCS includes goals and objectives related to mixed-use development and balancing jobs and housing by allotting more housing to the southern portion of Santa Barbara County, as well as incorporating region-specific analysis of environmental justice

⁵ Active Transportation Plan for Solvang should be adopted early 2024.

indicators. As shown in Table 4.7-1, the 2045 General Plan would be consistent with SBCAG’s GHG emission reduction strategies established in the Connected 2050 RTP/SCS.

Table 4.7-1 2045 General Plan Update Consistency with Applicable SBCAG 2050 RTP/SCS Strategies

Policy	Project Consistency
<p>Land Use.</p> <ul style="list-style-type: none"> ▪ Make land use decisions that adequately address regional transportation issues and are consistent with the RTP-SCS. ▪ Promote better balance of jobs and housing to reduce long-distance commuting by means of traditional land use zoning, infill development, and other, unconventional land use tools, such as employer-sponsored housing programs, economic development programs, commercial growth management ordinances, average unit size ordinances and parking pricing policies. ▪ Identify, minimize and mitigate adverse environmental impacts and, in particular, require mitigation of traffic impacts of new land development through onsite and related off-site improvements for all modes of transportation, including incentives to encourage the use of alternative transportation modes. 	<p>Consistent. The programs and policies within the 2045 General Plan prioritize housing production on vacant and underutilized sites. The proposed Land Use Element would support and promote infill development that is compact, mixed-use, and pedestrian friendly. In addition, encourage high-density residential development, such as multi-family residents and accessory dwelling units located in areas close to services and transit are encouraged.</p>
<p>Alternative Fuels and Energy.</p> <ul style="list-style-type: none"> ▪ Encourage the use of alternative fuels, and the application of advanced transportation and energy technologies to reduce vehicular emission production and energy consumption. ▪ Promote renewable energy and energy conservation, consistent with applicable federal, State, and local energy programs, goals, and objectives. 	<p>Consistent. Residential development projects facilitated by the 2045 General Plan would be required to comply with State and local regulations, including the California Building Energy Efficiency Standards and CALGreen, specifically related to the provision of electric vehicle supply equipment for parking spaces and the installation of photovoltaic solar panels on commercial and residential buildings. In addition, residential development project generated by the 2045 General Plan would automatically enroll in 3CE, which would supply 100 percent renewable energy to residents by 2030. The 2045 General Plan’s new Environment and Sustainability Element includes Policy ENV-9.4, which encourages the installation of solar photovoltaic systems and electric vehicle charging facilities in commercial, residential, and industrial development. Therefore, the 2045 General Plan would facilitate the use of alternative fuels and energy.</p>
<p>Alternative Transportation Modes.</p> <ul style="list-style-type: none"> ▪ Encourage alternatives to single-occupancy vehicle trips and the use alternative transportation modes to reduce vehicle miles traveled and increase bike, walk and transit mode share. ▪ Provide for a variety of transportation modes and ensure connectivity within and between transportation modes both within and outside the Santa Barbara region. Alternative mode planning and projects shall be compatible with neighboring regions’ transportation systems. ▪ Promote local and inter-city transit. 	<p>Consistent. The 2045 General Plan includes goals and policies that encourage compact development and alternative modes of transportation, such as Policy ENV-9.3. In addition, the new Mobility Element includes goals and policies to provide safe and increased access to sidewalks, bicycle routes, and wheelchair ramps to existing commercial and residential development. Therefore, the 2045 General Plan would encourage alternatives to single-occupancy vehicle trips and would facilitate an increase in bike, walk, and transit mode share.</p>

Source: SBCAG 2021

Plan Consistency Conclusion

The plan consistency analysis provided above demonstrates that the project complies with the plans, policies, regulations and GHG reduction actions/strategies outlined in 2022 Scoping Plan and SBCAG’s 2050 RTP/SCS. Consistency with the above plans, policies, and GHG reduction measures would ensure that the project’s incremental contribution of GHG emissions would not inhibit the ability of the state to meet its GHG reduction goals. In addition, the 2045 General Plan policies in the Environment and Sustainability Element and Mobility Element promote green infrastructure and alternative modes of transportation. Therefore, the project would not conflict with any applicable plans, policies, and measures an agency adopted for the purpose of reducing emissions of GHG emissions. Impacts would be less than significant.

GHG Emissions for Informational Purposes

GHG emissions would be generated by construction activity from development facilitated by the 2045 General Plan. Although development projects are envisioned by the 2045 General Plan, including the Old Lumberyard and Alamo Pintado projects, an annualized quantification of construction emissions would be speculative because specific project details, including construction schedule, equipment, and grading activities, are unknown at this time. In addition, construction related GHG emissions would be a negligible percentage of total regional emissions when considering the emissions generated by mobile sources; therefore, construction emissions were excluded in the analysis.

Development carried out under the 2045 General Plan would generate operational GHG emissions, which include mobile source emissions, energy emissions, area emissions, refrigerant emissions, water and waste emissions. As mentioned in Section 4.7.4, *Significance Thresholds and Methodology*, there is no adopted numerical threshold applicable to the 2045 General Plan; therefore, quantified GHG emissions are provided for informational purposes only. As shown in Table 4.7-2, the buildout of the 2045 General Plan would reduce GHG emissions per service population by 0.17 MT of CO₂e per year compared to the existing scenario. The reduction for the 2045 General Plan compared to the existing scenario mostly occurs due to an increased service population and reduced mobile emissions.

Table 4.7-2 Estimated Existing and Proposed Project Emissions

Emission Source	Annual Emissions (MT CO₂e)
Existing (2015)	
Operational	
Mobile	9,951
Area	60
Energy	12,020
Water	588
Waste	1,128
Refrigerant	6
Total GHG Emissions	22,753
Service Population ¹	9,360
GHG emissions per Service Population (MT of CO₂e)	2.43

Emission Source	Annual Emissions (MT CO₂e)
Proposed Project (2045)	
Operational	
Mobile	8,503
Area	69
Energy	13,737
Water	655
Waste	1,284
Refrigerant	26
Total GHG Emissions	24,273
Service Population ¹	10,759
GHG emissions per Service Population (MT of CO₂e)	2.26
County of Santa Barbara Interim Service Population Threshold (MT of CO₂e)	3.80
<small>MT CO₂e = metric tons of carbon dioxide equivalent ¹ Residential and job buildout in Section 2, <i>Project Description</i>. Solvang average household size is 2.39 persons per unit. Notes: Parenthetical values are negative numbers and are subtracted from the total emissions rather than added. Source: See Appendix C for the CalEEMod worksheets</small>	

Mitigation Measures

No mitigation is required because this impact would be less than significant.

4.7.4 Cumulative Impacts

GHG and climate change are, by definition, cumulative impacts. The geographic scope for considering cumulative impacts related to GHG emissions is the state of California. Although GHG emissions have worldwide repercussions, the contribution of the project to the impact is addressed in light of the goals for reducing statewide emissions.

Statewide GHG emissions are an existing significant cumulative impact. As such, the State has established the following statewide emissions reductions targets:

- By 2020, reduce GHG emissions to 1990 levels (431 MT of CO₂e).
- By 2030, reduce GHG emissions to 40 percent below 1990 levels (259 MT of CO₂e).
- By 2045, reduce GHG emissions to 85 percent below 1990 levels (65 MT of CO₂e).

GHG impacts are assessed in a cumulative context since no single project can cause a discernible change to the climate. Therefore, cumulative significance is based on the same thresholds as the 2045 General Plan. In the absence of an adopted numeric threshold for the City of Solvang, the significance of the project’s GHG emissions is based on project compliance with State reduction targets. In addition, consistency with applicable plans, policies, regulations, and requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions. GHG emissions from the operation of the 2045 General Plan are provided for informational purposes.

As discussed in Impact GHG-1, the 2045 General Plan would implement energy and water conservation measures consistent with the latest Title 24 Building Energy Efficiency Standards (Part 6) and Green Building Standards (Part 11), aligned with statewide, regional, and local plans. The 2045 General Plan's objectives include meeting State targets for GHG emissions, infill and mixed-use development that would improve connectivity of land uses and promote the use of alternative modes of transportation. In addition, the project would implement bicycle and EV charging parking spaces consistent with the latest iterations of the CALGreen Standards, which would potentially reduce the reliance of single motor vehicles. However, the 2045 General Plan itself is cumulative in nature as it represents growth through Solvang over approximately the next 20 years.

The 2045 General Plan is not one individual project, but a number of as yet undefined future projects that may occur under the 2045 General Plan. New development carried out by the 2045 General Plan would contribute to GHG impacts regionally and globally, since GHG traps heat in the atmosphere over approximately 100 years but, as discussed in this section, the 2045 General Plan would be consistent with plans and regulations adopted for the purpose of reducing GHG emissions and their cumulative impacts on the environment. Therefore, the 2045 General Plan would not make a substantial contribution to cumulative GHG impacts.

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4.8 Hazards and Hazardous Materials

This section addresses impacts associated with the 2045 General Plan related to the use and transportation of hazardous materials, the accidental release of hazardous materials, new development or re-development on contaminated sites, air traffic hazards, interference with emergency response and evacuation plans, and the risk of exposure to wildland fires.

4.8.1 Setting

a. Definition of Hazardous Materials

A material is considered hazardous if it appears on a list of hazardous materials prepared by a federal, state, or local agency, or if it has characteristics defined as hazardous by such an agency. A hazardous material is defined in Title 22 of the California Code of Regulations (CCR) as follows:

“A substance or combination of substances which, because of its quantity, concentration, or physical, chemical or infectious characteristics, may either (1) cause, or significantly contribute to, an increase in mortality or an increase in serious irreversible, or incapacitating reversible, illness; or (2) pose a substantial present or potential hazard to human health or environment when improperly treated, stored, transported or disposed of or otherwise managed (California Code of Regulations, Title 22, Section 66261.10).”

Chemical and physical properties cause a substance to be considered hazardous. Such properties include toxicity, ignitability, corrosiveness, and reactivity. CCR Title 22, Sections 66261.20 through 66261.24 defines the aforementioned properties. The release of hazardous materials into the environment can contaminate soils, surface water, and groundwater supplies.

b. Land Use Patterns

Past and present land use patterns are good predictors of the potential for past contamination by hazardous materials and the current use and storage of hazardous materials. Military, industrial, and certain commercial land uses, such as dry cleaners and auto service, are more likely to use and store large quantities of hazardous materials than residential land uses. Small quantities of hazardous materials are also routinely used and stored in other commercial and retail businesses, educational facilities, medical facilities, and households. Commercial land uses in Solvang are primarily concentrated adjacent to State Route (SR) 246. Light industrial uses are located adjacent to SR 246 at Solvang’s western city limits. Furthermore, land uses that allow for development of electric vehicle infrastructure, transformers, battery storage, hydrogen fueling, or other energy infrastructure have a higher potential of risk involving hazardous materials due to the use of materials such as batteries, fuel storage tanks, and other infrastructure.

Land use patterns are also useful for identifying the location of sensitive receptors, such as schools, day-care facilities, hospitals, and senior living facilities. Solvang Elementary School is located on Atterdag Road adjacent to existing residential and commercial land uses. Santa Ynez Valley Cottage Hospital is located in the eastern portion of Solvang on Viborg Road and surrounded by existing residential and institutional uses. Atterdag Village of Solvang, a senior living facility, is located adjacent to the Solvang Elementary School.

c. Existing Hazardous Material Contamination

The following databases were searched in July 2023 for records related to any known hazardous materials contamination within Solvang:

- United States Environmental Protection Agency (USEPA) Superfund Enterprise Management System database (USEPA 2023a).
- California State Water Resources Control Board (SWRCB) GeoTracker database, which includes data from the California Department of Toxic Substances Control (DTSC) (SWRCB 2023a).
- SWRCB’s list of solid waste disposal sites (SWRCB 2023b).
- California Environmental Protection Agency (CalEPA) Active Cease and Desist Orders (CDOs) and Cleanup Abatement Orders (CAOs) (CalEPA 2023a).

Solvang does not contain any active CDOs or CAOs or military cleanup sites. Based on a review of the databases listed above, there are 11 leaking underground storage tank (UST) cleanup sites and one cleanup site for volatile organic compounds. All 12 of these sites are designated as “Completed – Case Closed,” meaning remedial action has been undertaken, and following the remedial action the Santa Barbara County Environmental Health Services Division issued a closure letter or other formal closure decision document stating the site does not pose a substantial risk.

d. Airports and Airport Hazards

Airport-related hazards can occur if departing or landing aircraft pose a safety risk to nearby development, or vice versa. The nearest public airport to Solvang is the Santa Ynez Airport, located approximately five miles east of the City limits. Private aircraft regularly take off, land, refuel, and are stored at the Santa Ynez Airport. Emergency response aircraft are also stored at the airport which serves as a staging ground for the Santa Barbara County Air Support Unit. The Santa Barbara County Association of Governments (SBCAG) updated the Airport Land Use Plan (ALUP) in 2023 establishing safety zones around the airport to protect the public from potential noise and safety impacts associated with aircraft operations. The ALUP also designates allowable and conditionally allowable land uses for the different safety zones. The currently adopted safety zones shown in the Safety Compatibility Policy Map of the ALUP do not overlap the Planning Area¹. The City’s Sphere of Influence (SOI) northeast of Solvang encroach upon the imaginary airspace surfaces boundary, overflight notification zone, and Review Area 2², but the City limits do not currently overlap these areas (SBCAG 2023).

¹ The Planning Area covered by the 2045 General Plan consists of the corporate limits of the City as well as lands within the City’s Sphere of Influence (SOI). The term “sphere of influence” applies to the area designated by Santa Barbara County Local Agency Formation Commission (LAFCO) as the probable, future physical boundary or service area of the City.

² Review Area 2 consists of an overflight and airspace protection zone for the Santa Ynez Airport but excludes noise contours and safety zones that apply to land adjacent to the airport.

4.8.2 Regulatory Setting

a. Federal Regulations

Resource Conservation and Recovery Act

The Resource Conservation and Recovery Act (RCRA) of 1976 gives the USEPA the authority to control hazardous waste from “cradle-to-grave.” This includes the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA also sets forth a framework for the management of non-hazardous solid wastes. The 1986 amendments to RCRA enabled USEPA to address environmental problems that could result from underground tanks storing petroleum and other hazardous substances.

Toxic Substances Control Act

Congress enacted the Toxic Substances Control Act (TSCA) of 1976, codified in Title 40 of the Code of Federal Regulations (CFR), to give USEPA the ability to track the 75,000 industrial chemicals currently produced or imported into the United States. USEPA repeatedly screens these chemicals and can require reporting or testing of those that may pose an environmental or human-health hazard. USEPA can ban the manufacture and import of those chemicals that pose an unreasonable risk. More specifically, in California, polychlorinated biphenyls (PCBs) are regulated by both State (RCRA and Title 22 of the CCR) and federal (TSCA) rules. TSCA has banned the manufacture, processing, use, and distribution in commerce of PCBs. TSCA gives USEPA the authority to develop, implement and enforce regulations concerning the use, manufacture, cleanup, and disposal of PCBs. TSCA also establishes USEPA’s Lead Abatement Program regulations, which provide a framework for lead abatement, risk assessment, and inspections. Those performing these services are required to be trained and certified by USEPA.³

Occupational Safety and Health Act of 1970

The United States Department of Labor’s Occupational Safety and Health Administration (OSHA) was created to assure safe and healthful working conditions by setting and enforcing standards and by providing training, outreach, education, and assistance. OSHA provides standards for general industry and construction industry on hazardous waste operations and emergency response. The Occupational Safety and Health Act, which is implemented by OSHA, contains provisions with respect to hazardous materials handling. Federal Occupational Safety and Health Act requirements, as set forth in Title 29 of the CFR Section 1910, et. seq., are designed to promote worker safety, worker training, and a worker’s right-to-know. OSHA has delegated the authority to administer OSHA regulations to the State of California.

Title 49 of the CFR, which contains the regulations set forth by the Hazardous Materials Transportation Act of 1975, specifies additional requirements and regulations with respect to the transport of hazardous materials. Title 49 of the CFR requires that every employee who transports hazardous materials receive training to recognize and identify hazardous materials and become familiar with hazardous materials requirements. Drivers are also required to be trained in function and commodity specific requirements.

³ USEPA, *40 CFR Part 745, Rules 402 and 404*, August 29, 1996.

Disaster Mitigation Act of 2000

The Disaster Mitigation Act of 2000 provided a new set of mitigation plan requirements for State and local jurisdictions that encourage them to coordinate disaster mitigation planning and implementation. States are encouraged to complete a “Standard” or an “Enhanced” Natural Mitigation Plan. Enhanced plans demonstrate increased coordination of mitigation activities at the State level and, if completed and approved, increase the amount of funding through the Hazard Mitigation Grant Program. The State of California Multi-Hazard Mitigation Plan (SHMP), as discussed below, complies with this act.

b. State Regulations

Jurisdiction Over Hazardous Materials Management

The primary State agencies with jurisdiction over hazardous chemical materials management are the DTSC and the Central Coast Regional Water Quality Control Board (RWQCB). Other State agencies involved in hazardous materials management include California OSHA (CalOSHA) and the State Office of Emergency Services (CalOES).

Authority for statewide administration and enforcement of RCRA rests with DTSC. While DTSC has primary State responsibility in regulating the generation, storage, and disposal of hazardous materials, DTSC may further delegate enforcement authority to local jurisdictions. In addition, DTSC is responsible and/or provides oversight for contamination cleanup and administers statewide hazardous waste reduction programs. DTSC operates programs to accomplish the following: (1) manage the aftermath of improper hazardous waste management by overseeing site cleanups; (2) prevent releases of hazardous waste by ensuring that those who generate, handle, transport, store, and dispose of wastes do so properly; and (3) evaluate soil, water, and air samples taken at sites.

The storage of hazardous materials in USTs is regulated by the SWRCB, which delegates authority to the Central Coast RWQCB on the regional level, and typically to the local fire department on the local level.

The CalOSHA program is administered and enforced by the Division of Occupational Safety and Health. CalOSHA is similar to the federal OSHA program. Both programs contain rules and procedures related to exposure to hazardous materials during demolition and construction activities. In addition, CalOSHA requires employers to implement a comprehensive, written Injury and Illness Prevention Program, which is an employee safety program for potential workplace hazards, including those associated with hazardous materials.

The CalOES Hazardous Materials section under the Fire and Rescue Division coordinates statewide implementation of hazardous materials accident prevention and emergency response programs for all types of hazardous materials incidents and threats. In response to any hazardous materials emergency, staff are called upon to provide State and local emergency managers with emergency coordination and technical assistance.

California Occupational Safety and Health Act – California Labor Code, Section 6300 et seq.

The California Occupational Safety and Health Act of 1973 addresses California employee working conditions, enables the enforcement of workplace standards, and provides for advancements in the field of occupational health and safety. The California Occupational Safety and Health Act also

created CalOSHA, the primary agency responsible for worker safety in the handling and use of chemicals in the workplace. CalOSHA's standards are generally more stringent than federal regulations. Under the former, the employer is required to monitor worker exposure to listed hazardous substances and notify workers of exposure. The regulations specify requirements for employee training, availability of safety equipment, accident-prevention programs, and hazardous substance exposure warnings. At sites known or suspected to be contaminated by hazardous materials, workers must have training in hazardous materials operations and a Site Health and Safety Plan must be prepared, which establishes policies and procedures to protect workers and the public from exposure to potential hazards at the contaminated site.

California Code of Regulations, Title 22, Hazardous Waste Management

At the State level, under Title 22, Division 4.5 of the CCR, DTSC regulates hazardous waste in California primarily under the authority of the Federal RCRA and the California Health and Safety Code. The Hazardous Waste Control Law, under CCR 22, Chapter 30, establishes regulations that are similar to RCRA but more stringent in their application and empowers the DTSC to administer the State's hazardous waste program and implement the federal program in California. The DTSC is responsible for permitting, inspecting, ensuring compliance, and imposing corrective action programs to ensure that entities that generate, store, transport, treat, or dispose of potentially hazardous materials and waste comply with federal and State laws. The DTSC defines hazardous waste as waste with a chemical composition or other properties that make it capable of causing illness, death, or some other harm to humans and other life forms when mismanaged or released into the environment.

The DTSC shares responsibility for enforcement and implementation of hazardous waste control laws with the SWRCB and, at the local level, the Central Coast RWQCB, and city and county governments.

California Code of Regulations Title 23, Chapter 15 Discharges of Hazardous Waste to Land Section 2511(b)

CCR 23, Chapter 15, Discharges of Hazardous Waste to Land, Section 2511(b) pertains to water quality aspects of waste discharge to land. The regulation establishes waste and site classifications as well as waste management requirements for waste treatment, storage, or disposal in landfills, surface impoundments, waste piles, and land treatment facilities. Requirements are minimum standards for proper management of each waste category, which allows regional water boards to impose more stringent requirements to accommodate regional and site-specific conditions. In addition, the requirements of CCR 23, Chapter 15 applies to cleanup and abatement actions for unregulated hazardous waste discharges to land (e.g., spills).

California Fire Code

The California Fire Code (CFC) is Chapter 9 of CCR Title 24 and is a fully integrated code based on the International Fire Code. The CFC establishes the minimum requirements consistent with nationally recognized good practices to safeguard public health, safety, and general welfare from the hazards of fire, explosion, or dangerous conditions in new and existing buildings, structure, and premises, and to provide safety and assistance to firefighters and emergency responders during emergency operations. The CFC uses a hazard classification system to determine what protective measures are required to ensure fire safety and protect lives. These measures may include construction

standards, separations from property lines, and specialized equipment. To ensure that these safety measures are met, the CFC employs a permit system based on hazard classification.

More specifically, CFC Chapter 8 addresses fire related Interior finishes; CFC Chapter 9 addresses fire protection systems; and CFC Chapter 10 addresses fire-related means of egress. CFC Chapter 49 also contains regulations for vegetation and fuel management to maintain clearances around structures. These requirements establish minimum standards to protect buildings in Fire Hazards Severity Zones (FHSZ) in State Responsibility Areas, Local Responsibility Areas, and wildland-urban interface fire areas.

California Multi-Hazard Mitigation Plan

The California Office of Emergency Services (CalOES) prepares the SHMP, which identifies hazard risks and includes a vulnerability analysis and a hazard mitigation strategy (CalOES 2018). The SHMP is required under the Disaster Mitigation Act of 2000 for the State to receive federal funding. The Disaster Mitigation Act of 2000 requires a SHMP as a condition of disaster assistance. The SHMP represents the State’s primary hazard mitigation guidance document, providing an updated analysis of the state’s historical and current hazards, hazard mitigation goals and objectives, and hazard mitigation strategies and actions. The SHMP represents the State’s overall commitment to supporting a comprehensive mitigation strategy to reduce or eliminate potential risks and impacts of disasters in order to promote faster recovery after disasters and, overall, a more resilient state. SHMPs are required to meet the elements outlined in the Federal Emergency Management Agency (FEMA) State Mitigation Plan Review Guide (revised March 2015, effective March 2016).

CalOES is responsible for the development and maintenance of the State’s plan for hazard mitigation. The State’s SHMP was last approved by FEMA as an Enhanced State Mitigation Plan in 2018. The plan is designed to reduce the effects of disasters caused by natural, technological, accidental, and adversarial/human-caused hazards. The SHMP sets the mitigation priorities, strategies, and actions for the state. The plan also describes how risk assessment and mitigation strategy information is coordinated and linked from local mitigation plans into the SHMP and provides a resource for local planners of risk information that may affect their planning area. The State of California is required to review and revise its mitigation plan and resubmit for FEMA approval at least every 5 years to ensure continued funding eligibility for certain federal grant programs.

State Emergency Plan

The foundation of California’s emergency planning and response is a statewide mutual aid system, designed to ensure that adequate resources, facilities, and other support is provided to jurisdictions whenever their own resources prove to be inadequate to cope with an emergency situation.

The California Disaster and Civil Defense Master Mutual Aid Agreement (California Government Code Sections 8555–8561) requires signatories to the agreement to prepare operational plans to use in their jurisdiction and outside their area. These operational plans include fire and non-fire emergencies related to natural, technological, and war contingencies. The State of California, all State agencies, all political subdivisions, and all fire districts signed this agreement in 1950.

Section 8568 of the California Government Code, the California Emergency Services Act, states that “the State Emergency Plan shall be in effect in each political subdivision of the state, and the governing body of each political subdivision shall take such action as may be necessary to carry out the provisions thereof.” The act provides the basic authorities for conducting emergency operations

following the proclamations of emergencies by the Governor or appropriate local authority, such as a City Manager. The provisions of the act are further reflected and expanded on by appropriate local emergency ordinances. The act further describes the function and operations of government at all levels during extraordinary emergencies, including war.

All local emergency plans are extensions of the State of California Emergency Plan. The State Emergency Plan conforms to the requirements of California's Standardized Emergency Management System (SEMS), which is the system required by Government Code 8607(a) for managing emergencies involving multiple jurisdictions and agencies. The SEMS incorporates the functions and principles of the Incident Command System (ICS), the Master Mutual Aid Agreement, existing mutual aid systems, the operational area concept, and multi-agency or inter-agency coordination. Local governments must use SEMS to be eligible for funding of their response-related personnel costs under State disaster assistance programs. The SEMS consists of five organizational levels that are activated as necessary, including: field response, local government, operational area, regional, and State. CalOES divides the state into several mutual aid regions (CalOES 2017).

California Public Utilities Commission General Orders

General Order 165

General Order 165 establishes requirements for the inspection of electric distribution and transmission facilities that are not contained in a substation. Utilities must perform "Patrol" inspections, defined as a simple visual inspection of utility equipment and structures and designed to identify obvious structural problems and hazards, at least once per year for each piece of equipment and structure. "Detailed" inspections, where individual pieces of equipment and structures are carefully examined, are required every 5 years for all overhead conductor and cables, transformers, switching/protective devices, and regulators/capacitors. By July 1 of each year, each utility subject to this General Order must submit an annual report of its inspections for the previous year under penalty of perjury (CPUC 2017a).

c. Local Regulations

Santa Barbara County Multi-Jurisdictional Hazard Mitigation Plan

The Santa Barbara County Multi-Jurisdictional Hazard Mitigation Plan (HMP) contains goals and objectives that are intended to reduce loss of life and property from natural disasters. The HMP was comprehensively updated in 2023, and the City is a participating agency. During the planning process, this plan used FEMA tools to determine the most likely possible threats would be wildfire, earthquakes, drought and water shortage, pandemic/public health emergency, energy shortage and resiliency, extreme heat and freeze, and flooding. The HMP identifies mitigation action items that aim to meet objectives and reduce the impacts of these hazards. The Santa Barbara County Office of Emergency Management leads the responsibility for overseeing the Plan implementation and maintenance strategy. Plan implementation and evaluation will be a shared responsibility among all planning partnership members and agencies identified as lead agencies in the mitigation action plans.

City of Solvang Emergency Management Plan

The City's Emergency Management Plan (EMP) addresses the planned response to extraordinary emergency situations associated with natural disasters, technological and intentional incidents, and

national security emergencies in or affecting the City. The EMP addresses emergency management coordination, procedures required to protect the health and safety of the residents and property within Solvang, and emergency management organization required to respond to and mitigate emergencies or disasters within Solvang. The EMP integrates with Santa Barbara County's Operational Area response for area wide emergencies such as fire (City of Solvang 2013a).

4.8.3 Impact Analysis

a. Methodology and Significance Thresholds

Methodology

This section describes the potential environmental impacts of the proposed project relevant to hazards and hazardous materials. The impact analysis is based on an assessment of baseline conditions in Solvang, including locations of hazardous materials use and storage, existing contaminated sites, air traffic hazards, emergency response and evacuation plan requirements, and the risk of exposure to wildland fires. This analysis identifies potential impacts based on the predicted interaction between the affected environment and construction, operation, and maintenance activities related to the predicted development that would occur under the proposed project. This section describes hazards and hazardous materials impacts in terms of location, context, duration, and intensity.

Significance Thresholds

California Environmental Quality Act (CEQA) Guidelines Appendix G provides the following significance thresholds to determine if a project would have a potentially significant impact on hazards and hazardous materials. For the purposes of this Environmental Impact Report (EIR), implementation of the proposed project may have a significant adverse impact if it would:

1. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
2. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;
3. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;
4. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment;
5. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area;
6. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; or
7. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.

This section does not analyze the exposure of future development within the City to hazards because it is an impact of the environment on the project. The California Supreme Court held in a December 2015 opinion (*California Building Industry Association v. Bay Area Air Quality Management District*) that an analysis of impacts of the environment on a project is not required for CEQA compliance.

b. Project Impacts and Mitigation Measures

Threshold 1: Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?
Threshold 2: Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Impact HAZ-1 IMPLEMENTATION OF THE 2045 GENERAL PLAN COULD RESULT IN AN INCREMENTAL INCREASE OF THE OVERALL ROUTINE TRANSPORT, USE, STORAGE, AND DISPOSAL OF HAZARDOUS MATERIALS. COMPLIANCE WITH APPLICABLE REGULATIONS RELATED TO THE HANDLING, TRANSPORT, DISPOSAL, AND STORAGE OF HAZARDOUS MATERIALS AND ADHERENCE TO 2045 GENERAL PLAN POLICIES WOULD MINIMIZE THE RISK OF SPILLS AND THE PUBLIC'S POTENTIAL EXPOSURE TO THESE SUBSTANCES AND REDUCE THE RISK OF ADVERSE IMPACTS OF HAZARDOUS MATERIALS. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

Transport, Use, and Disposal of Hazardous Materials

Development facilitated by the proposed project would involve the use of potentially hazardous materials, such as vehicle fuels and fluids, which would be released should a spill or leak occur. Typically, small fuel or oil spills would not have a substantial impact on public health. Contractors of individual development projects would be required to implement standard construction best management practices (BMPs) for the use or handling of such materials to avoid or reduce the potential for such conditions to occur. Any transport, use, or disposal of hazardous materials would be carried out in accordance with applicable local, State, and federal regulations regarding the handling of potentially hazardous materials. These include the Hazardous Materials Transportation Act, Resource Conservation and Recovery Act, the California Hazardous Materials Management Act, and CCR Title 22. Hazardous materials transported on highways, such as State Route 243, would be subject to California Department of Transportation (Caltrans) requirements, as described in Title 49 of the CFR. In addition to these State and federal requirements, the City has protocols to remedy the accidental release of hazardous materials, set forth in the City's EMP. These protocols include response from the City's Fire and Rescue branch to control the accidental release of hazardous materials (City of Solvang 2013a). These regulatory safeguards minimize exposure of the public and environment to a potential release of hazardous materials.

The proposed project would include the following policies to minimize the potential for hazardous materials exposure:

- **Policy SAF-7.1: Hazardous Material Storage and Disposal.** The City shall require proper storage and disposal of hazardous materials, including medical waste, to prevent leakage, potential explosions, fires, or the escape of harmful gases, and to prevent individually innocuous materials from combining to form hazardous substances, especially at the time of disposal.

- **Policy SAF-7.2: Designated Routes for Transport of Hazardous Materials.** The City shall designate and continue to enforce safe routes through the City for the transport of hazardous materials.

Asbestos Exposure

Future development facilitated by the proposed project that requires demolition or redevelopment of existing structures, particularly old structures, has the potential to expose workers and the public to asbestos. The California Health and Safety Code Section 19827.5 requires that local agencies not issue a demolition or alteration permits until an applicant has assessed the potential for a structure to contain asbestos and demonstrated compliance with notification requirements under federal regulations involving hazardous air pollutants, including asbestos. CCR Section 1532.1 requires testing, monitoring, containment, and disposal of lead-based materials, such that exposure levels do not exceed California Occupational Safety and Health Administration standards. Similarly, CCR Section 1529 sets requirements for asbestos exposure assessments and monitoring, methods of complying with exposure requirements, safety wear, communication of hazards, and medical examination of workers. The control of asbestos-containing material during demolition or renovation activities is regulated under the Federal Clean Air Act, which requires thorough inspection for asbestos where demolition would occur and specifies work practices to control emissions, such as removing all asbestos-containing materials, adequately wetting all regulated asbestos-containing materials, sealing the material in leak-tight containers, and disposing of the asbestos-containing waste material as expediently as practicable (USEPA 2023).

Upset and Accident Conditions

Future development facilitated by the proposed project would involve the use, storage, disposal, or transportation of hazardous materials. Some potential commercial, residential, and visitor-serving uses do not generally involve the use, storage, disposal, or transportation of significant quantities of hazardous materials. Hazardous material use and storage would primarily consist of common household hazardous materials such as solvents, paints, and chemicals used for cleaning and building maintenance, and landscaping supplies. These materials would not be different from household hazardous materials currently in use throughout Solvang. Residents and workers would use limited quantities of products that contain hazardous materials routinely for periodic cleaning, repair, and maintenance, or for landscaping and pest control. The disposal of household hazardous materials would be conducted at the Health Sanitation Service located in Buellton (City of Solvang 2023).

Future development facilitated by the proposed project may include industrial uses that would sell, use, store, transport, or release substantial quantities of hazardous materials. Businesses that handle certain chemicals over threshold quantities are required to abide by State programs, such as preparation of a Hazardous Materials Business Plan (HMBP). An HMBP consists of basic information on the location, type, quantity, and health risks of hazardous materials, and emergency response and training plans (CalEPA 2023b). Hazardous materials must be reported in an HMBP if they are handled in quantities equal or greater than 55 gallons of a liquid, 200 standard cubic feet of a compressed gas, or 500 pounds of a solid. Mandatory reporting in HMBPs would reduce potential hazards to workers and the general public near industrial development from reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

Conclusion

Overall, applicable federal, State, and local regulations and proposed 2045 General Plan policies would minimize the potential for future development facilitated by the proposed project to create a significant hazard to the public or environment through the transport, use, or disposal of hazardous materials, or reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Therefore, these impacts would be less than significant.

Mitigation Measures

No mitigation measures are required because this impact would be less than significant.

Threshold 3: Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?

Impact HAZ-2 DEVELOPMENT FACILITATED BY THE 2045 GENERAL PLAN COULD RESULT IN AN INCREMENTAL INCREASE OF USE OF HAZARDOUS MATERIALS IN PROXIMITY TO SOLVANG ELEMENTARY SCHOOL AND SANTA YNEZ VALLEY UNION HIGH SCHOOL. ADHERENCE TO REGULATORY REQUIREMENTS WOULD ENSURE IMPACTS WOULD BE LESS THAN SIGNIFICANT.

Future development facilitated by the proposed project could include facilities which handle hazardous materials, substances, or waste. Solvang Elementary School is the only public school within Solvang and the SOI. Santa Ynez Valley Union High School, while not within the City's SOI, is located approximately 0.2-mile east of the SOI. Existing land use designations surrounding Solvang Elementary School include residential, recreational and open space, commercial, and office uses. The 2045 General Plan would not introduce or modify land use designations surrounding Solvang Elementary School to include industrial uses which typically emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste. Any future development that would emit hazardous air emissions or would handle a hazardous substance within 0.25 mile of an existing school would be required to notify the affected school district, pursuant to PRC Section 21151.4. Compliance with existing regulations would reduce the potential for a school and its occupants to be exposed to hazardous materials.

Future schools that may be developed to accommodate forecasted population increases in Solvang would be subject to California Education Code Section 17213, which requires the City to ensure the chosen site for a proposed school is not built on current or hazardous waste disposal sites, is not on a hazardous substance release site identified by the DTSC, and does not contain pipelines that carry hazardous substances. Assessment of any contamination is conducted in coordination with the DTSC's Brownfields Restoration and School Evaluation Branch, which is responsible for assessing, investigating, and cleaning up proposed school sites (DTSC 2023). The DTSC ensures that selected sites are free of hazardous materials, or if the sites were previously contaminated, have been remediated to a level that protects future students and staff. Therefore, the proposed project would not result in the handling of hazardous or acutely hazardous materials substances or waste within 0.25 mile of an existing or proposed school. This impact would be less than significant.

Mitigation Measures

No mitigation measures are required because this impact would be less than significant.

Threshold 4: Would the project be located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Impact HAZ-3 IMPLEMENTATION OF THE 2045 GENERAL PLAN WOULD COMPLY WITH APPLICABLE REGULATIONS AND WOULD INCLUDE A POLICY TO MINIMIZE THE POTENTIAL FOR DEVELOPMENT TO BE LOCATED ON A HAZARDOUS MATERIALS SITE. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

As stated in Section 4.8.1, *Setting*, Solvang does not contain any active CDOs, CAOs, or military cleanup sites. All 12 cleanup sites identified in the City are designated as “Completed – Case Closed,” meaning remedial action has been undertaken and the Santa Barbara County Environmental Health Services Division issued a closure letter or other formal closure decision document stating the site no longer poses a substantial risk.

Previously unidentified USTs that are encountered during construction activity can result in the contamination of soil and groundwater at a project site. In the event that a previously unidentified UST is uncovered or disturbed during construction activities of future development facilitated by the proposed project, it would be closed and abandoned in place or removed, consistent with applicable regulations. Tank removal activities could pose both health and safety risks, such as the exposure of workers, tank handling personnel, and the public to tank contents or vapors. Potential risks, if any, posed by USTs would be minimized by managing the tank according to existing standards contained in Division 20, Chapters 6.7 and 6.75 (Underground Storage Tank Program) of the California Health and Safety Code as enforced and monitored by the Environmental Programs Division. In addition to these State regulations, the proposed project includes the following policy requiring testing and remediation for contaminated sites:

- **Policy SAF-7.3: Testing and Remediation of Contaminated Sites.** The City shall require testing for contamination in areas suspected as potentially hazardous and shall require that the remediation of hazardous areas takes place prior to development in cooperation with the Santa Barbara County Public Health Department.

Existing federal and State regulatory requirements, as well as implementation of the proposed 2045 General Plan policy requiring testing and remediation of hazardous areas prior to new development, would minimize the potential for the proposed project to facilitate development on a hazardous materials site. New development on documented hazardous materials sites in Solvang would be preceded by remediation under the supervision of applicable regulatory agencies. Therefore, this impact would be less than significant.

Mitigation Measures

No mitigation measures are required because this impact would be less than significant.

Threshold 5: For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

Impact HAZ-4 DEVELOPMENT FACILITATED BY THE 2045 GENERAL PLAN COULD OCCUR WITHIN THE CITY'S CURRENT SPHERE OF INFLUENCE WHICH PARTIALLY OVERLAPS CONTOURS ESTABLISHED BY THE SANTA YNEZ AIRPORT LAND USE PLAN. ADHERENCE TO REGULATORY REQUIREMENTS AND IMPLEMENTATION OF 2045 GENERAL PLAN POLICES WOULD REDUCE POTENTIAL IMPACTS RELATED TO AIRPORT HAZARDS TO A LESS THAN SIGNIFICANT LEVEL.

The Santa Ynez Airport, located approximately five miles east of the City limits, is the nearest public airport to Solvang. While the City limits are not within an area under the jurisdiction of the ALUP, the City's SOI northeast of Solvang encroach upon the imaginary airspace surfaces boundary, overflight notification zone, and Review Area 2 (SBCAG 2023). If the City incorporates its northeastern SOI into its City limits, development facilitated by the proposed project could occur within the contours delineated in the ALUP. In accordance with California Public Utilities Code 21676, SBCAG would review the 2045 General Plan for consistency with the ALUP prior to the adoption of the 2045 General Plan, including height restrictions and noise compatibility exposure. In addition to these requirements, the proposed project includes the following policies to minimize potential safety hazards or excessive noise resulting from development in proximity to aircraft operations:

- **Policy SAF-9.1: Coordinate with the ALUC.** The City shall coordinate with the Airport Land Use Commission (ALUC) on land use planning around the Santa Ynez Airport and the City's Plan Area.
- **Policy SAF-9.2: Airport Area of Influence.** The City shall submit development proposals for land within the airport area of influence for review by the ALUC for consistency with the Airport Land Use Compatibility Plan.
- **Policy SAF-9.3: Airport Land Use Consistency.** The City shall work to achieve consistency between General Plan land uses and the ALUP, when and where it is appropriate. Measures may include restrictions on permitted land uses and development criteria, including height restrictions.

Compliance with the ALUP, review of the General Plan by SBCAG, and implementation of proposed 2045 General Plan policies, would ensure the proposed project would not result in a safety hazard or excessive noise for people residing or working in the project area. This impact would be less than significant.

Mitigation Measures

No mitigation measures are required because this impact would be less than significant.

Threshold 6: Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Impact HAZ-5 DEVELOPMENT FACILITATED BY THE 2045 GENERAL PLAN WOULD ADHERE TO APPLICABLE STATE AND LOCAL REGULATIONS TO ENSURE CONSISTENCY WITH ADOPTED EMERGENCY RESPONSE AND EMERGENCY EVACUATION PLANS. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

Construction activities associated future development facilitated by the proposed project would potentially interfere with adopted emergency response or evacuation plans as a result of temporary construction activities within rights-of-way, temporary construction barricades, or other obstructions that would potentially impede emergency access. Temporary construction barricades or other obstructions that would be potential obstructions to emergency access on State Highway System/routes would be subject to the standards set forth in the California Manual of Uniform Traffic Control Devices (Caltrans 2023). The California Manual of Uniform Traffic Control Devices requires the creation and approval of temporary traffic control plans to facilitate the movement of road users through a work zone (Caltrans 2023). Construction within a public easement or right-of-way would be required to obtain an encroachment permit from the City’s Public Works Department. In order to obtain an encroachment permit, a traffic and/or pedestrian control plan is required to be submitted to the City’s Public Works Department if the normal flow and safety of vehicle and pedestrian traffic would be affected (City of Solvang 2013b). These regulations would ensure construction activities associated with development facilitated by the proposed project would not impair emergency evacuation or emergency response plans.

Future development facilitated by the proposed project would result in additional traffic. The City’s EMP and the County’s HMP provide guidance during situations requiring an unusual or extraordinary response, including traffic control and management. Implementation of these plans involve coordination with all facilities and personnel of City and County government, along with the jurisdictional resources in the County, to effectively respond to an emergency (City of Solvang 2013a; County of Santa Barbara 2023). Furthermore, development facilitated by the proposed project would be required to comply with road standards and would be reviewed by the Solvang Emergency Services Coordinator and Fire Marshal to ensure new development would not interfere with evacuation routes or impede the effectiveness of evacuation plans. The 2045 General Plan would not introduce new features or policies that would preclude implementation of or alter these plans or procedures. Therefore, the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. This impact would be less than significant.

Mitigation Measures

No mitigation measures are required because this impact would be less than significant.

Threshold 7: Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

Impact HAZ-6 THE 2045 GENERAL PLAN INCLUDES POLICIES TO MINIMIZE WILDLAND FIRE RISK. DEVELOPMENT FACILITATED BY THE PROPOSED PROJECT WOULD ADHERE TO THE CALIFORNIA FIRE CODE AND BE REVIEWED BY THE SANTA BARBARA COUNTY FIRE DISTRICT TO ENSURE PEOPLE OR STRUCTURES WOULD NOT BE EXPOSED TO SIGNIFICANT RISK OF LOSS, INJURY, OR DEATH INVOLVING WILDLAND FIRES. THEREFORE, THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

Solvang, due to its rural surroundings, is a wildland-urban interface, which includes areas where homes or other structures are built near or among lands prone to wildland fire. The majority of Solvang is within a FHSZ, including the portion of the city south of the Santa Ynez River, as well as the perimeter of the City limits. In addition, Solvang's SOI is within a FHSZ. The central portion of Solvang with concentrated development, as shown in Figure 4.8-1, is not designated as a FHSZ.

Development within a FHSZ is unsafe when fire suppression activities would be impeded by lack of water, rugged terrain, or delayed response times. One SBCFD fire station, Station 30, serves Solvang and portions of unincorporated Santa Ynez Valley. In Solvang, the average response times from SBCFD are between three to five minutes (City of Solvang 2021).

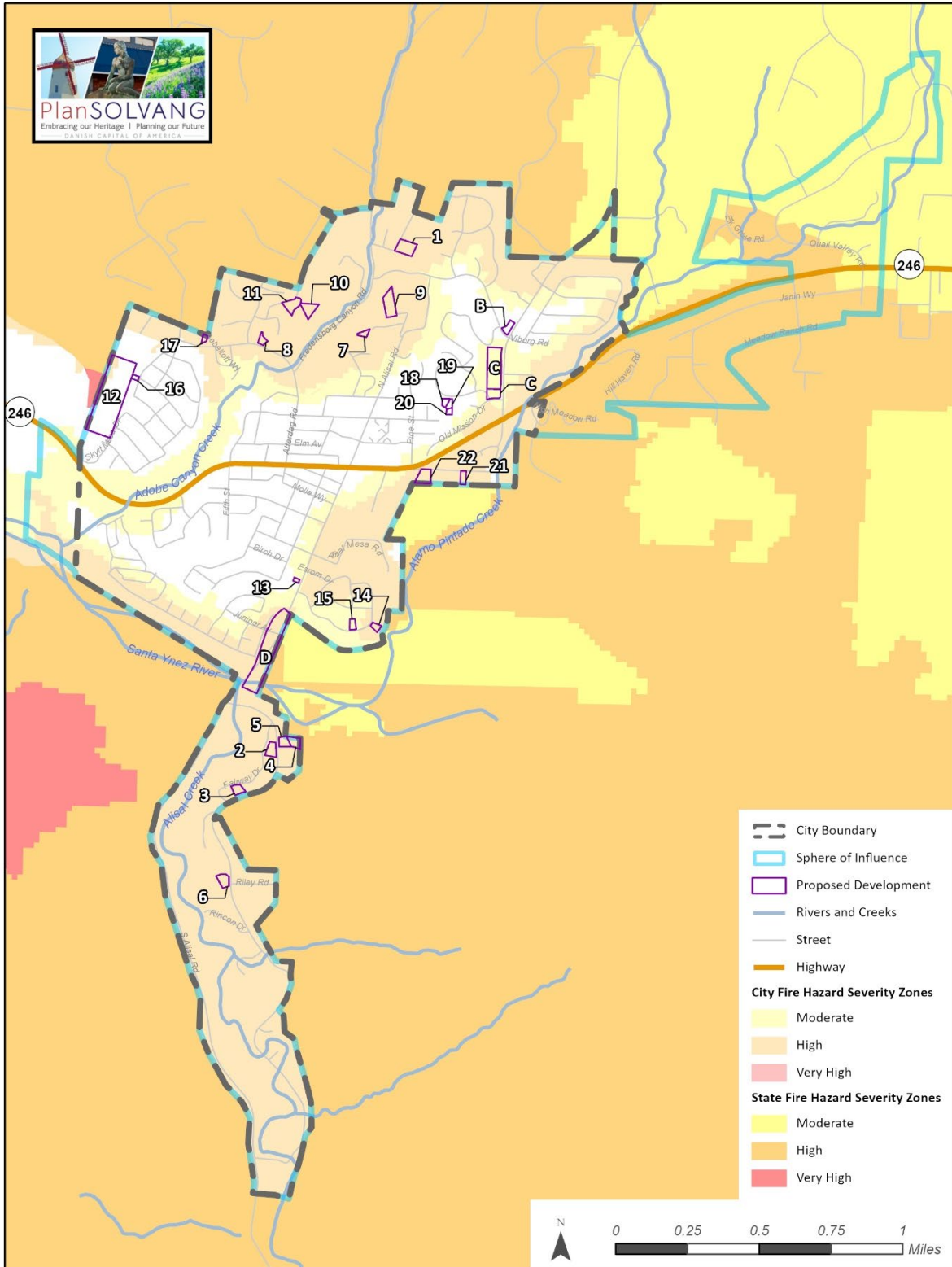
SBCFD enforces fire and building codes related to development in FHSZs. Development facilitated by the proposed project would be required to comply with SBCFD development standards that reduce wildfire risk. Standards include, but are not limited to, implementation of a 100-foot minimum defensible space barriers around all buildings or structures, removal of combustible vegetation within 30 feet of a building or structure, prohibition of trees located within 10 feet of a chimney or stovepipe, and removal of combustible vegetation at a minimum of 10 feet from both shoulders of a roadway or driveway. (SBCFD 2010).

Development facilitated by the proposed project would also be required to adhere to State and federal regulations related to reducing wildfire risk. This includes approval of site-specific design plans to verify compliance with applicable codes including, but not limited to, the following:

- Title 24, CCR, Building Regulations
- Uniform Fire Code
- National Fire Codes of the National Fire Protection Association
- Title 19, CCR, Public Safety
- Title 8, CCR, Occupational Safety
- California Health and Safety Code

The CFC includes safety measures that minimize the threat of fire, including ignition-resistant construction with exterior walls of noncombustible or ignition resistant material from the surface of the ground to the roof system and sealing any gaps around doors, windows, eaves and vents to prevent intrusion by flame or embers. Development would also be required to meet California Building Code requirements, including CCR Title 24, Part 2, which includes specific requirements related to exterior wildfire exposure. CCR Title 14 sets forth the minimum development standards for emergency access, fuel modification, setback, signage, and water supply, which help prevent loss of structures or life by reducing wildfire hazards risk. Additionally, implementation of the 2045 General Plan would include policies intended to minimize potential wildfire risks. Therefore, this impact would be less than significant.

Figure 4.8-1 Fire Hazard Severity Zones and Proposed Development



Source: City of Solvang, 2023; CAL FIRE, 2008.
 Date: August 14, 2023

Mitigation Measures

No mitigation measures are required because this impact would be less than significant.

4.8.4 Cumulative Impacts

The analysis in this section examines cumulative impacts on hazards and hazardous materials throughout the cumulative impact analysis area, and the 2045 General Plan's potential contribution to cumulative hazards.

Some types of hazards and hazardous materials impacts are related to site-and project-specific characteristics and conditions and would not be substantially affected by cumulative development. There are existing federal, State, and local regulations that effectively reduce the inherent hazard associated with routine transport, use, storage, and disposal of hazardous materials. Regulations and oversight, as outlined in the impacts analysis above, would also effectively reduce the potential for individual projects to create a hazard to the public or the environment through reasonably foreseeable upset and accident conditions, as well as reduce the potential for individual projects to impact schools or cause impacts associated with hazardous materials sites. Thus, cumulative impacts related to the transport, use, storage, or disposal of hazardous materials, upset conditions, hazardous emissions near schools, and project locations on known or unknown hazardous materials sites, would be less than significant.

As part of project approval for the cumulative projects, SBCFD would assess project design for compliance with emergency access requirements. Cumulative projects are not reasonably anticipated to result in permanent road closures, impede an established emergency or evacuation access route, or interfere with emergency response requirements established by the City or County's emergency management plans. Therefore, the cumulative impact related to emergency response and evacuation plans consistency would be less than significant.

Compliance with the requirements of the airport land use plans within Santa Barbara County, including building height limitations and development limitations in noise contours, would reduce potential cumulative projects impacts related to aviation related hazards. Existing requirements for airports and existing local, State, and Federal regulations would also reduce the noise impacts of airport activity on residents and workers in the plan area. Therefore, the cumulative impact related to aviation-related hazards and excessive noise exposure would be less than significant.

A combination of federal, State, and local regulations limit or minimize the potential for exposure to wildland fires by reducing the amount of development in wildland urban interface areas, ensuring new development is developed according to California Building Code and California Fire Code, and incorporating requirements for fire-safe construction into the land use planning. Cumulative development may occur in designated FHSZs; however, project construction would adhere to respective SBCFD fire codes designed to provide minimum standards to increase fire-resiliency in buildings, prevent the occurrence of fires, and to provide adequate fire-protection facilities to control the spread of fire which might be caused by recreational, residential, commercial, industrial or other activities conducted in a wildland urban interface area. Adherence to the SBCFD regulations would ensure that California Fire Code standards including automatic sprinkler systems are incorporated into project design and permit requirements. Therefore, the cumulative impact related to wildland fire exposure risk would be less than significant.

For the reasons stated above, potential impacts associated with hazards and hazardous materials would not be cumulatively considerable, and cumulative impacts would be less than significant.

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4.9 Hydrology and Water Quality

This section evaluates the potential environmental effects of the 2045 General Plan related to water quality, drainage, groundwater, and flooding. The analysis includes a review of surface water, groundwater, inundation zones, and water quality. Water supply is discussed in Section 4.16, *Utilities and Service Systems*. Issues regarding wetlands and waters of the United States are discussed in Section 4.3, *Biological Resources*.

4.9.1 Setting

Solvang is located in the Santa Ynez Valley in central Santa Barbara County, approximately 25 miles northwest of Santa Barbara and 6 miles north of the Pacific Ocean. The weather in Solvang is characterized by a typical Mediterranean coastal climate, which is generally dry in the summer with mild, wet winters. Rainfall in the area is concentrated in the winter months with the wettest months being January, February, and March, which have average monthly rainfall totals of 4.9, 5.2, and 3.9 inches, respectively (U.S. Climate Data 2023).

a. Surface Water

The California Department of Water Resources (DWR) divides surface watersheds in California into 10 hydrologic regions. Solvang lies within the Central Coast hydrologic region, a large coastal region in central California that consists of approximately 11,300 square miles and includes all of Santa Cruz, Monterey, San Luis Obispo, and Santa Barbara counties, most of San Benito County, and portions of San Mateo, Santa Clara, and Ventura counties (DWR 2015).

The Central Coast Regional Water Quality Control Board (RWQCB) subdivides the Central Coast hydrologic region into hydrologic units for planning purposes. Solvang is located entirely in the Santa Ynez hydrologic unit (RWQCB 2019). The Santa Ynez Hydrologic unit stretches approximately 70 miles east to west between the Pacific Ocean and the Santa Barbara County line (RWQCB 2019). Within the Santa Ynez Hydrologic unit, Solvang is located within one watershed: the Santa Ynez River Watershed. The Santa Ynez River Watershed drains approximately 900 square miles (United States Geological Survey 2023). The Santa Ynez River originates in Los Padres National Forest and flows west, continuing to its terminus at the Pacific Ocean near Vandenberg Space Force Base. In addition to the Santa Ynez River, the Alamo Pintado Creek, Adobe Creek, Alisal Creek, and Fredensborg Canyon Road Creek run through Solvang.

b. Groundwater

Portions of Solvang overlie the Santa Ynez River Valley Basin, while areas in east Solvang and south of the Santa Ynez River do not overlie a designated groundwater basin (DWR 2023a). The Santa Ynez River Valley Basin is an approximately 319 square-mile basin that underlies the Santa Ynez Valley. Three Groundwater Sustainability Agencies (GSAs) actively manage the Santa Ynez River Valley Basin: the Western Management Area (WMA) GSA, the Central Management Area (CMA) GSA, and the Eastern Management Area (EMA) GSA. Solvang is located within the EMA. The EMA makes up approximately 150 square miles of the total basin and includes the Santa Ynez Uplands and Santa Ynez River areas (EMA GSA 2023). The northern and eastern boundary of the EMA is defined by outcropping of impermeable bedrock of the San Rafael Mountains. The Santa Ynez Mountains form the southern boundary of the EMA south of the Santa Ynez River. The boundary to the northwest is defined as the shared border with the San Antonio Groundwater Basin, which as a topographic

watershed divide west of Zaca Creek Canyon. The EMA’s western boundary is formed in the Purisima Hills by impermeable consolidated bedrock (EMA GSA 2023).

Based on historical groundwater inflow and outflow data from 1982 to 2018, the EMA has an average annual inflow of approximately 18,770 acre-feet per year (AFY) and an average annual outflow of 20,600 AFY, which results in an annual reduction in storage of approximately 1,830 AFY. The sustainable groundwater yield in the EMA was estimated by adding the average change of groundwater in storage (negative 1,830 AFY) to the estimated total average amount of groundwater pumping (14,700 AFY) from 1982 to 2018. The sustainable groundwater yield in the EMA is estimated to be approximately 12,870 AFY (EMA GSA 2023).

c. Water Quality

Surface Waters

Water quality in Solvang is governed by the RWQCB which sets water quality standards in the *Water Quality Control Plan for the Central Coast Basin* (Basin Plan; RWQCB 2019). The Basin Plan identifies beneficial uses for surface water and groundwater and establishes water quality objectives to attain those beneficial uses. The identified beneficial uses and water quality objectives to maintain or achieve those uses are together known as water quality standards. The RWQCB designates beneficial uses for some individual water bodies in the Central Coast Basin. All other water bodies not designated individually are assigned the designated uses of municipal and domestic water supply and protection of recreation and aquatic life. Table 4.9-1 presents the designated beneficial uses listed in the Basin Plan for surface water in Solvang.

Table 4.9-1 Beneficial Uses for Surface Waters in Solvang

Water Body	Beneficial Uses¹
Alamo Pintado Creek	Municipal and Domestic Supply; Agricultural Supply; Industrial Service Supply; Groundwater Recharge; Water Contact Recreation; Non-Contact Water Recreation; Wildlife Habitat; Warm Fresh Water Habitat; Commercial and Sport Fishing
Santa Ynez River	Municipal and Domestic Supply; Agricultural Supply; Industrial Process Supply; Industrial Service Supply; Groundwater Recharge; Water Contact Recreation; Non-Contact Water Recreation; Wildlife Habitat; Cold Fresh Water Habitat; Warm Fresh Water Habitat; Migration of Aquatic Organisms; Spawning, Reproduction, and/or Early Development; Rare, Threatened, or Endangered Species; Fresh Water Replenishment; Commercial and Sport Fishing

¹ Surface waters not designated individually by the RWQCB are assigned the designated uses of municipal and domestic water supply and protection of recreation and aquatic life.

Source: RWQCB 2019

In Solvang, stormwater runoff transports pollutants from urban development, streets, parking lots, and other sources to the Santa Ynez River and its tributaries. Activities such as land clearing, excavation and filling, illegal dumping, municipal operations, improper disposal of pet waste, and use of fertilizers, pesticides, and herbicides can generate stormwater pollution. When designated beneficial uses of a particular water body are compromised by poor water quality, Section 303(d) of the Clean Water Act requires states to identify and list that water body as impaired. Once a water body has been deemed impaired, a Total Maximum Daily Load (TMDL) must be developed for each impairing water quality constituent. A TMDL is an estimate of the total load of pollutants from point, nonpoint, and natural sources that a water body can receive without exceeding applicable water quality standards (often with a “factor of safety” included, which limits the total load of pollutants

to a level well below that which could cause the standard to be exceeded). Once established, the TMDL is allocated among current and future dischargers into the water body. The portion of the Santa Ynez River which crosses Solvang is listed on the 2018 303(d) list as impaired for sedimentation/siltation, sodium, total dissolved solids, temperature, and toxicity (State Water Resources Control Board [SWRCB] 2018).

Groundwater Beneficial uses of groundwater in the Santa Ynez River Valley Basin include municipal and domestic water supply and agricultural water supply. The primary constituents of concern in groundwater in the EMA, as well as the Santa Ynez River Valley Basin as a whole, are total dissolved solids (TDS) (RWQCB 2019). While there are some wells that currently have constituent concentrations that exceed Basin Water Quality Objectives set by the RWQCB, it is possible that some of these exceedances are a result of natural conditions and not caused by land use or other anthropogenic activities. Elevated boron concentrations are naturally occurring in many central coast basins, and elevated TDS, chloride, and sodium are often associated with rocks of marine origin that are present in the EMA. EMA agricultural stakeholders have not indicated that these concentrations are impacting agricultural production or drinking water quality (EMA GSA 2023).

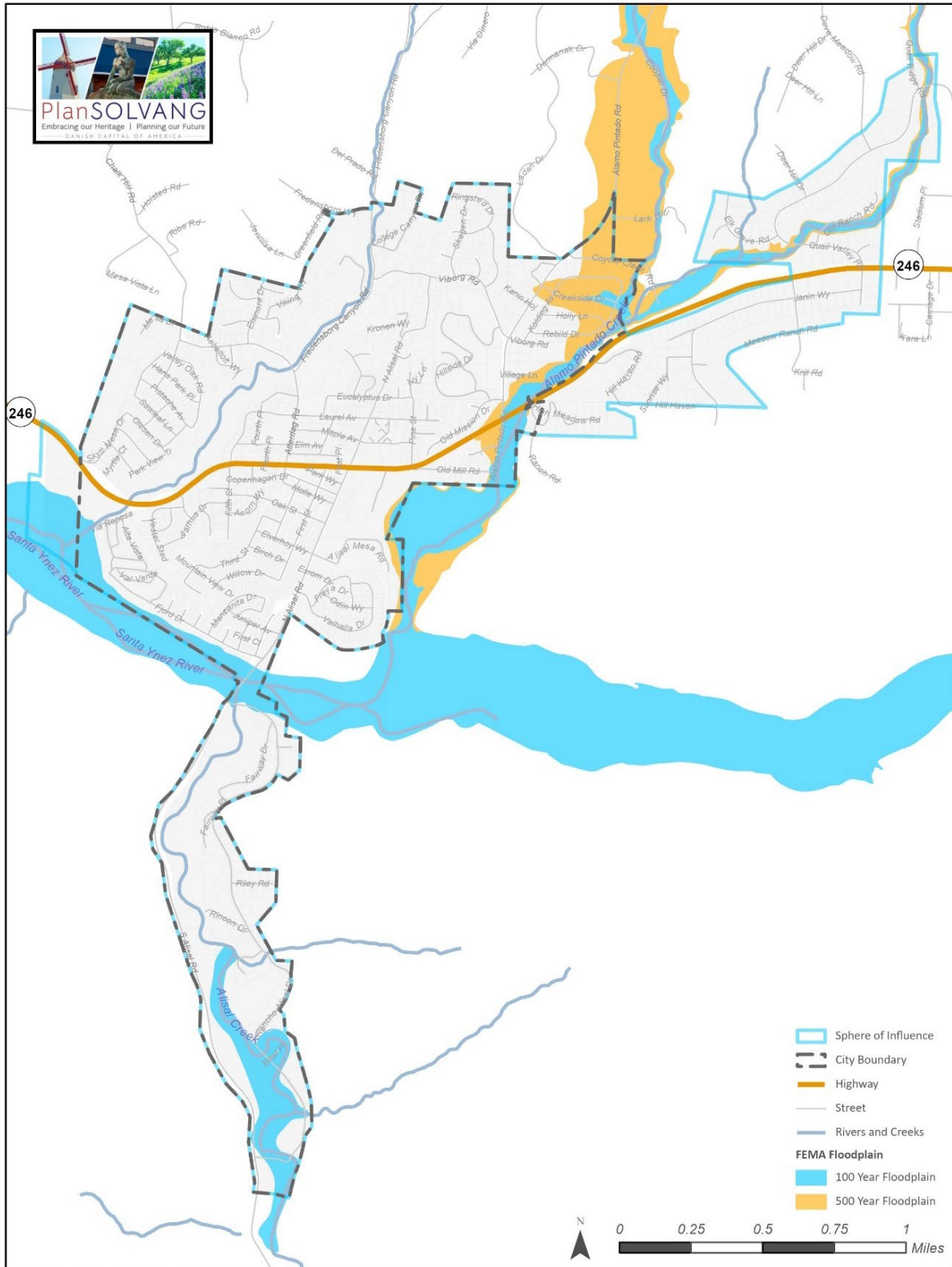
d. Flooding

Flooding during storm events occurs when the amount of rainfall exceeds the infiltration capacity of the surrounding landscape or the conveyance capacity of the storm water drainage system. The Federal Emergency Management Agency (FEMA) delineates regional flooding hazards on Flood Insurance Rate Maps (FIRMs) as part of the National Flood Insurance Program. Higher flood risk zones are called Special Flood Hazard Areas; these areas have a 1 percent chance or greater of flooding in any given year (also called the 100-year floodplain). Areas with a 0.2 percent chance of flooding in any given year are called the 500-year floodplain. There are several flood-prone areas in Solvang, which are generally located adjacent to the Santa Ynez River, Alamo Pintado Creek, Alisal Creek, and Adobe Creek (City of Solvang 2021). Figure 4.9-1 shows the portions of Solvang that are located within the 100-year and 500-year FEMA designated flood hazard zones.

In 2023, a series of rainstorms resulted in flooding and mudslides within and adjacent to Solvang, including at Alisal Ranch and Alamo Pintado Creek (Noozhawk 2023). This flooding also led to multiple evacuation orders throughout Santa Barbara County (Noozhawk 2023). During this flooding, Alisal Road and State Route 246 were closed due to unsafe road conditions, including debris and boulders (Santa Ynez Valley News 2023; Santa Ynez Valley Star 2023).

Solvang is approximately 8.9 miles west of Cachuma Lake and approximately 6.1 miles north of the Pacific Ocean, and is not subject to inundation from tsunami or seiche. Dam inundation zones are present in Solvang, which are defined as areas that could be affected by flooding as a result of dam failure. These areas could inundate portions of Solvang as a result of failure of Bradbury Dam and Alisal Creek Dam, located approximately 9.0 miles east and 3.3 miles south of Solvang, respectively (City of Solvang 2021). Figure 4.9-2 shows the dam inundation zones within Solvang.

Figure 4.9-1 Flood Hazards in Solvang



Source: City of Solvang, 2016; FEMA, 2021
 Date: April 26, 2022

Solvang Safety Element
 Fig X Flood Hazard Zones

Figure 4.9-2 Dam Inundation Zones in Solvang



Source: City of Solvang, 2021; Department of Water Resources, DOD, 2022
 Date: April 26, 2022

Solvang Safety Element
 Fig X Dam Inundation Zones

4.9.2 Regulatory Setting

a. Federal Regulations

Clean Water Act

The federal Clean Water Act, enacted by Congress in 1972 and amended several times since, is the primary federal law regulating water quality in the United States and forms the basis for several State and local laws throughout the country. The Clean Water Act established the basic structure for regulating discharges of pollutants into the waters of the United States. The Clean Water Act gave the United States Environmental Protection Agency (USEPA) the authority to implement federal pollution control programs, such as setting water quality standards for contaminants in surface water, establishing wastewater and effluent discharge limits for various industry contaminants in surface water, establishing wastewater and effluent discharge limits for various industry categories, and imposing requirements for controlling nonpoint-source pollution. At the federal level, the Clean Water Act is administered by the USEPA and United States Army Corps of Engineers (USACE). At the state and regional levels in California, the Clean Water Act is enforced by the SWRCB and the nine RWQCBs.

Clean Water Act Section 303(d)

Section 303(d) of the Clean Water Act requires states to identify water bodies that do not meet water quality objectives and are not supporting their beneficial uses. Each state must submit an updated biennial list, called the 303(d) list, to the USEPA. In addition to identifying the water bodies that are not supporting beneficial uses, the list also identifies the pollutant or stressor causing impairment and establishes a priority for developing a control plan to address the impairment. If a water body is designated as “impaired,” then a TMDL is developed and identified for the affected water body. A TMDL establishes the maximum daily amount of a pollutant allowed in an identified water body and is used as a planning tool in addressing water quality impairments and improving water quality.

Clean Water Act Section 401

Under Section 401 of the Clean Water Act, the RWQCBs have regulatory authority over actions in waters of the United States and/or the State of California through the issuance of water quality certifications, which are issued in conjunction with any federal permit (e.g., permits issued by the USACE under Section 404 of the Clean Water Act, described below). Section 401 of the Clean Water Act provides the SWRCB and the RWQCBs with the regulatory authority to waive, certify, or deny any proposed activity that could result in a discharge to surface waters of the State. To waive or certify an activity, these agencies must find that the proposed discharge would comply with State water quality standards, including those protecting beneficial uses and water quality. If these agencies deny the proposed activity, the federal permit cannot be issued. This water quality certification is generally required for projects involving the discharge of dredge or fill material to wetlands or other bodies.

Clean Water Act Section 402

Section 402 of the Clean Water Act requires that all construction sites on an acre or greater of land, as well as municipal, industrial and commercial facilities discharging wastewater or stormwater directly from a point source (e.g., pipe, ditch, or channel) into a surface water of the United States

must obtain permission under the National Pollutant Discharge Elimination System (NPDES) permit. All NPDES permits are written to ensure that the surface water receiving discharges will achieve specified water quality standards.

According to federal regulations, NPDES permit coverage for stormwater discharges associated with construction activity can be obtained through individual state permits or general permits. Individual permitting involves the submittal of specific data on a single construction project to the appropriate permitting agency that will issue a site-specific NPDES permit to the project. NPDES coverage under a general permit involves the submittal of a Notice of Intent by the regulated construction project that they intend to comply with a general permit to be developed by the USEPA or a state with delegated permitting authority. In California, the NPDES program is administered by the SWRCB through the nine RWQCBs. Further discussion of the NPDES program and permits in California relevant to the proposed project is provided in discussion of State regulations, below.

Clean Water Act Section 404

Under Section 404 of the Clean Water Act, proposed discharges of dredged or fill material into waters of the United States require USACE authorization. Waters of the United States generally include tidal waters, lakes, ponds, rivers, streams (including intermittent streams), and wetlands (with the exception of isolated wetlands).

National Flood Insurance Program

The National Flood Insurance Program is a program administered by FEMA to provide subsidized flood insurance for property owners in communities. The National Flood Insurance Program established regulations that limit development in flood-prone areas. The boundaries of flood-prone areas are delineated on FEMA's Flood Insurance Rates Maps, which provide flood information and identify the flood hazard in the community. In certain high-risk areas, federally regulated or insured lenders require property owners to have flood insurance before issuing a mortgage.

b. State Regulations

Porter-Cologne Water Quality Control Act of 1970

The federal Clean Water Act places the primary responsibility for the control of water pollution and planning the development and use of water resources with the states, although it does establish certain guidelines for the states to follow in developing their programs. California's primary statute governing water quality and water pollution is the Porter-Cologne Water Quality Control Act of 1970 (Porter-Cologne Act). The Porter-Cologne Act grants the SWRCB and the nine RWQCBs broad powers to protect water quality and is the primary vehicle for the implementation of California's responsibility under the federal Clean Water Act. The Porter-Cologne Act grants the SWRCB and RWQCBs the authority and responsibility to adopt plans and policies, to regulate discharges to surface water and groundwater, to regulate waste disposal sites, and to require cleanup of discharges of hazardous materials and other pollutants. The Porter-Cologne Act also establishes reporting requirements for unintended discharges of any hazardous substance, sewage, oil, or petroleum product. Each RWQCB must formulate and adopt a water quality control plan for its region. The regional plans are to conform to the policies set forth in the Porter-Cologne Act and established by the SWRCB in its State water policy. The Porter-Cologne Act also provides that a RWQCB may include in its region a regional plan with water discharge prohibitions applicable to

particular conditions, areas, or types of waste. The City is within the jurisdictional boundaries of the Central Coast RWQCB (Region 3).

Phase II Municipal Storm Water Permit

The Municipal Storm Water Permitting Program regulates storm water discharges from Municipal Separate Storm Sewer Systems (MS4s). The NPDES MS4 permits in California are issued in two phases by the SWRCB and RWQCBs. Phase I MS4 permits are issued by the RWQCBs to medium (i.e., serving between 100,000 and 250,000 people) and large (i.e., serving more than 250,000 people) municipalities. Most of these permits are issued to a group of co-permittees encompassing an entire metropolitan area. The Phase II MS4 Permit is issued by the SWRCB and is applicable to smaller municipalities (i.e., populations of less than 100,000 people) and nontraditional small MS4s (e.g., military bases, public campuses, and prison and hospital complexes). The Phase II MS4 Permit (*Waste Discharge Requirements [WDRs] for Storm Water Discharges from Small Municipal Separate Storm Sewer Systems [MS4s] General Permit*), Order No. 2013-0001-DWQ, NPDES No. CAS000004) became effective on July 1, 2013 and covers Phase II permittees statewide, including the City of Solvang. The Phase I and Phase II MS4 Permits require the permittees to develop a storm water management program and individual dischargers to develop and implement Storm Water Management Plans (SWMP) to manage discharges to municipal storm drain systems.

Sustainable Groundwater Management Act

The Sustainable Groundwater Management Act (SGMA) of 2014 is a comprehensive three-bill package that California Governor Jerry Brown signed into State law in September 2014. The SGMA provides a framework for sustainable management of groundwater supplies by local authorities, with a limited role for State intervention if necessary to protect the resource. The plan is intended to ensure a reliable groundwater supply for California for years to come. The SGMA requires governments and water agencies of high- and medium-priority basins to halt overdrafts of groundwater basins. The SGMA requires the formation of local groundwater sustainability agencies (GSAs) that are required to adopt Groundwater Sustainability Plans to manage the sustainability of the groundwater basins. DWR has designated the Santa Ynez River Valley Basin as a medium priority basin (DWR 2023a).

The Santa Ynez River Valley Basin is under the jurisdiction of the WMA GSA, the CMA GSA, and the EMA GSA, each of which have prepared a groundwater sustainability plan for their respective jurisdiction over the Santa Ynez River Valley Basin. The WMA GSA includes the City of Lompoc, the Mission Hills Community Services District, the Vandenberg Village Community Services District, the Santa Ynez River Water Conservation District, and unincorporated County of Santa Barbara (Santa Ynez River Valley Groundwater Basin 2023a). The CMA GSA includes the City of Buellton, the Santa Ynez River Water Conservation District, and unincorporated County of Santa Barbara (Santa Ynez River Valley Groundwater Basin 2023b). The EMA GSA includes the City of Solvang, Irrigation District No. 1, the Santa Ynez River Water Conservation District, and unincorporated County of Santa Barbara (Santa Ynez River Valley Groundwater Basin 2023c).

General Construction Activity Stormwater Permit

The *General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities*, Order No. 2022-0057-DWQ, NPDES No. CAS000002 (Construction General Permit), adopted by the SWRCB, regulates construction activity that includes clearing, grading, and excavation resulting in soil disturbance of at least one acre of total land area. The Construction

General Permit authorizes the discharge of stormwater to surface waters from construction activities. The Construction General Permit requires that all developers of land where construction activities will occur over more than one acre do the following:

- Complete a Risk Assessment to determine pollution prevention requirements pursuant to the three risk levels established in the Construction General Permit;
- Eliminate or reduce non-stormwater discharges to storm sewer systems and other waters of the United States;
- Develop and implement a Stormwater Pollution Prevention Plan (SWPPP) that specifies Best Management Practices (BMPs) that will reduce pollution in stormwater discharges to the Best Available Technology/Economically Achievable/Best Conventional Pollutant Control Technology standards;
- Perform inspections and maintenance of all BMPs; and
- Conduct stormwater sampling, if required based on risk level.

To obtain coverage in accordance with the Construction General Permit, a project applicant must electronically file all permit registration documents with the SWRCB prior to the start of construction. Permit registration documents must include:

- Notice of Intent, including Risk Level determination;
- Site Drawings and Maps;
- SWPPP;
- Applicable plans, calculations, and other supporting documentation for compliance with existing permitted Phase I or Phase II municipal separate storm sewer system post-construction requirements or the post-construction standards of the Construction General Permit;
- Annual fee per the current 23 California Code of Regulations Chapter 9 fee schedule for NPDES stormwater permits; and
- All applicable additional Permit Registration Document information.

Typical BMPs included in in SWPPPs are designed to minimize erosion during construction, stabilize construction areas, control sediment, and control pollutants from construction materials.

Industrial General Permit

The Industrial General Permit is a regulatory framework issued by SWRCB under the NPDES program. The Industrial General Permit applies to various types of industrial facilities in California identified within the SWRCB's *List of Potentially Regulated Standard Industrial Classification Codes*. These facilities include manufacturing plants, commercial printing, air courier services, refuse systems, and others, which have the potential to discharge stormwater runoff into water bodies. To comply with the Industrial General Permit, the operators of these regulated industrial facilities must implement a SWPPP that outlines measures and BMPs the operator of an industrial facility must implement to prevent stormwater pollution. Operators of facilities regulated by the Industrial General Permit are also required to conduct stormwater monitoring of pollutants including, but not limited to, sediment, metals, oils, and total suspended solids. In addition, the Industrial General Permit requires industrial discharge to comply with TMDL implementation requirements for impaired water bodies.

c. Local Regulations

Water Quality Control Plan

The Central Coast RWQCB has adopted the *Water Quality Control Plan for the Central Coast Basin* (the Basin Plan), which delineates water resource area boundaries based on hydrological features. For the purposes of achieving and maintaining water quality protection, specific beneficial uses have been identified for each of the surface waters and groundwater management zones described in the Basin Plan. Once beneficial uses are designated, appropriate water quality objectives are established, and programs that maintain or enhance water quality are implemented to ensure the protection of beneficial uses.

The Basin Plan also established implementation programs to achieve water quality objectives to protect beneficial uses and require monitoring to evaluate the effectiveness of the programs. These objectives must comply with the State antidegradation policy (SWRCB Resolution No. 68-16), which is designed to maintain high-quality waters while allowing some flexibility if beneficial uses are not unreasonably affected.

Groundwater Sustainability Plan

SGMA requires that GSAs prepare Groundwater Sustainability Plans (GSPs) for high and medium priority basins. A GSP provides a roadmap for how groundwater basins will reach long-term sustainability. GSPs are required to include management actions and projects to achieve sustainable use of groundwater, with growth projections considered. DWR has designated the Santa Ynez River Valley Basin as a medium priority basin, meaning the basin is subject to the requirements of SGMA. To comply with SGMA, the EMA GSP developed the *Santa Ynez Valley Groundwater Basin – Eastern Management Area Groundwater Sustainability Plan* (ESA 2022). The EMA GSP adopted the GSP on January 6, 2022. GSPs are required to be approved by DWR; the GSP is currently being reviewed by DWR.

Post-Construction Stormwater Management Requirements

The Central Coast RWQCB adopted the *Post-Construction Stormwater Management Requirements for Development Projects in the Central Coast Region* (Resolution R3-2013-0032) in July 2013, which outlines runoff reduction and treatment requirements. Specifically, Resolution R3-2013-0032 outlines post-construction requirements for development projects in the Central Coast Region. The post-construction requirements mandate that development projects use Low Impact Development (LID) to detain, retain, and treat runoff. LID incorporates and conserves on-site natural features, together with constructed hydrologic controls to more closely mimic pre-development hydrology and watershed processes.

To assist project applicants in meeting the requirements of Resolution R3-2013-0032, the City uses the County of Santa Barbara's *Stormwater Technical Guide for Low Impact Development* which is designed to ensure compliance with postconstruction requirements, facilitate review of applications, and promote integrated LID design. The guide interprets, clarifies, and adds to the post-construction requirements (County of Santa Barbara 2017).

Low Threat Discharge Permit

The Central Coast RWQCB has a general permit for discharges that pose a low threat to water quality (*Waste Discharge Requirements National Pollutant Discharge Elimination System (NPDES)*)

General Permit for Discharges with Limited Threat to Water Quality; Order No. R3-2022-0035, NPDES No. CAG99304). The permit's provisions cover discharges that contain minimal amounts of pollutants and pose little or no threat to water quality and the environment, including discharges of highly treated groundwater generated during aquifer pumping tests, dual-phase extraction or other remedial pilot tests, excavation dewatering, and pumping to contain groundwater plumes.

Solvang Municipal Code

Title 14, Chapter 3 of the City's Municipal Code states development in Solvang must regulate stormwater flows during construction of a new development or redevelopment project or at an industrial or commercial facility. These requirements may include a combination of structural and non-structural BMPs that are consistent with the California Stormwater Quality Association (CASQA) Best Management Practice Handbooks or equivalent and shall include requirements to ensure the proper long-term operation and maintenance of these BMPs. Title 14, Chapter 3 of the City's Municipal Code also adopts and implements a Construction Industry's Guide to BMPs that provides a list of typical BMPs that are used in the construction industry that owners or developers are required to include within a project's Erosion and Sediment Control Plan and/or SWPPP. The BMP guide also outlines the City's stormwater requirements which are based on project size (total square feet of soil disturbance) and/or creation or replacement of impervious surfaces.

Chapter 13 of the Municipal Code is designed to minimize flood hazards. Chapter 13 includes requirements for development in a flood hazard zone, such as development permits, construction standards, and development in floodways.

4.9.3 Impact Analysis

a. Methodology and Significance Thresholds

Methodology

The impact analysis is based on an assessment of baseline conditions for Solvang, including watersheds and surface waters, groundwater, and inundation areas as described in Section 4.9.1, *Setting*. This analysis identifies potential impacts related to hydrology and water quality resulting from construction, operation, and maintenance activities of future development that could occur under the proposed project. Potential impacts to hydrology and water quality are evaluated based on the adherence to local, State, and federal standards and implementation of BMPs for control of surface runoff and reduction of pollutants in stormwater runoff.

Significance Thresholds

CEQA Guidelines Appendix G provides the following significance thresholds to determine if a project would have a potentially significant impact on hydrology and water quality. For the purposes of this EIR, implementation of the proposed project may have a significant adverse impact if it would:

1. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality;
2. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin;

3. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:
 - i. Result in a substantial erosion or siltation on- or off-site;
 - ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;
 - iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or
 - iv. impede or redirect flood flows;
4. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation; or
5. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

b. Project Impacts and Mitigation Measures

Threshold 1: Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Impact HYD-1 DEVELOPMENT FACILITATED BY THE 2045 GENERAL PLAN WOULD BE REQUIRED TO ADHERE TO EXISTING PERMITTING AND MUNICIPAL CODE REQUIREMENTS WHICH WOULD MINIMIZE THE POTENTIAL FOR DEVELOPMENT TO DEGRADE WATER QUALITY. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

Construction

Future development facilitated by the 2045 General Plan would result in construction activities which may contribute to soil erosion and degraded water quality. Construction activities that would disturb one or more acres of land are subject to the NPDES Construction General Permit, which requires the development of a SWPPP developed by a certified Qualified SWPPP Developer. The SWPPP would include project-specific BMPs to control erosion, sediment release, and otherwise reduce the potential for discharge of pollutants from construction into stormwater. Typical BMPs include, but are not limited to, installation of silt fences, erosion control blankets, anti-tracking pads at site exits to prevent off-site transport of soil materials, and good-housekeeping BMPs to prevent leaks and spills. As required by the City's Municipal Code, if a project would disturb less than one acre of land, the applicant would be required to prepare and obtain City approval of a project-specific Erosion and Sediment Control Plan which is required to include BMPs that would be implemented during project construction. Compliance with the NPDES Construction General Permit and the City's Municipal Code would ensure BMPs are implemented during construction to minimize potential impacts to water quality. Therefore, this impact would be less than significant.

Operation

Operation of future development facilitated by the 2045 General Plan would be required to comply with the provisions of California's Phase II MS4 Permit. Section 14-3 of the City's Municipal Code requires any owner or person developing real property to integrate post-construction requirements that would control the volume, rate, and potential pollutant load of runoff. In addition, projects that create or replace greater than or equal to 2,500 square feet of impervious surface must implement

post-construction BMPs and submit a Stormwater Control Plan listing applicable BMPs to the City for review and approval. Pursuant to the Municipal Code, post construction requirements must comply with the RWQCB Central Coast Region Resolution No. R3-2013-0032. In addition, the Municipal Code requires industrial and commercial facilities and other new development, as applicable, to minimize the discharge of pollutants through the implementation of BMPs that are consistent with the CASQA BMP Handbooks or equivalent, such as the County's Stormwater Technical Guide for Low Impact Development.

The City enforces project-specific operational BMP requirements by incorporating these as conditions of approval into land use entitlements and building permits specific to a project, and requires applicants to ensure the proper long-term operation and maintenance of selected BMPs. Any future development facilitated by the 2045 General Plan that would be categorized under Standard Industrial Classification codes would be subject to the Industrial General Permit, which requires development of a site-specific operational SWPPP. Implementation of the operational SWPPP would reduce the risk of water degradation on-site and off-site from soil erosion and other pollutants related to project operation, because an operational SWPPP requires the design, installation, and maintenance of post-construction stormwater controls. The operational SWPPP identifies the site-specific sources of pollutants and describes the BMPs implemented at the facility to prevent dry weather runoff and to reduce pollutants in storm water discharges. Adherence to permit and Municipal Code requirements would minimize impacts related to water quality and ensure development facilitated by the 2045 General Plan would not violate water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality. Therefore, this impact would be less than significant.

Mitigation Measures

No mitigation measures are required because this impact would be less than significant.

<p>Threshold 2: Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?</p>

Impact HYD-2 DEVELOPMENT FACILITATED BY THE 2045 GENERAL PLAN WOULD INCREASE THE AMOUNT OF IMPERVIOUS SURFACE AREA AND INCREASE GROUNDWATER DEMAND IN SOLVANG. COMPLIANCE WITH THE CENTRAL COAST RWQCB, MUNICIPAL CODE, AND 2045 GENERAL PLAN POLICIES WOULD ENSURE THE 2045 GENERAL PLAN WOULD NOT SUBSTANTIALLY DECREASE GROUNDWATER SUPPLIES OR INTERFERE SUBSTANTIALLY WITH GROUNDWATER RECHARGE. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

Development facilitated by the 2045 General Plan would incrementally increase the amount of impervious surface area overlying the Santa Ynez River Valley Basin within Solvang which could reduce the potential for groundwater recharge from infiltration. As discussed in Impact HYD-1 , compliance with the City's Municipal Code, as well as the Central Coast RWQCB post-construction requirements for stormwater management would maximize the on-site infiltration capacity for new development and redevelopment projects within Solvang. This would reduce the quantity of stormwater runoff that enters the storm drainage system and discharges to surface waters and the Santa Ynez River.

For the existing conditions of the City's groundwater supply, and the expected effects of increased water demand from development facilitated by the proposed project, refer to Section 4.16, *Utilities and Service Systems*. Although development within Solvang would increase demand for water by

approximately 29 percent, groundwater that would be provided to Solvang is under the management of the EMA GSA which would ensure Solvang’s increased demand would not substantially decrease groundwater supplies. Furthermore, as discussed in Section 4.16, *Utilities and Service Systems*, local groundwater supply is only used as a backup source of water in Solvang. The 2045 General Plan Environment and Sustainability Element and Public Facilities, Services, and Infrastructure Element includes the following polices for groundwater management:

- **Policy PFS-1.3: Water Supply and Infrastructure.** The City shall ensure there is adequate water supply and infrastructure in place or that will be available in place and prior to approving any new development. The City will consider existing and future water supply and demand prior to project approval.
- **Policy ENV-7.1: Adequate Water Supply.** The City shall continue to work with water providers to ensure adequate water supply is available to the community. Further, the City shall impose limitations or moratoriums on new development or redevelopment when the water supply of existing customers will be adversely impacted.
- **Policy ENV-7.2: Diverse Water Supply.** The City shall pursue a water supply program consisting of the development of multiple sources of water, water conservation, and groundwater management to accommodate projected water demand and provide as best possible for water supply security.

Because groundwater provided to Solvang would be managed by the EMA GSA, and 2045 General Plan policies prohibit development unless an adequate water supply is available, implementation of the 2045 General Plan would not substantially decrease groundwater supplies. This impact would be less than significant.

Mitigation Measures

No mitigation measures are required because this impact would be less than significant.

Threshold 3: Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

- i) Result in a substantial erosion or siltation on- or off-site;
- ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;
- iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or
- iv) impede or redirect flood flows.

Impact HYD-3 DEVELOPMENT FACILITATED BY THE 2045 GENERAL PLAN WOULD BE REQUIRED TO ADHERE TO EXISTING PERMITTING AND MUNICIPAL CODE REQUIREMENTS WHICH WOULD ENSURE DEVELOPMENT WOULD NOT SUBSTANTIALLY ALTER EXISTING DRAINAGE PATTERNS. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

Construction facilitated by the 2045 General Plan would alter the existing drainage patterns of individual project sites which has the potential to cause erosion and flooding, exceed stormwater

drainage capacity, provide additional sources of polluted runoff, or alter flood flows. As described in Impact HYD-1, projects subject to the NPDES Construction General Permit would be required to prepare a SWPPP which includes project-specific BMPs to control erosion, sediment release, and otherwise reduce the potential for discharge of pollutants from construction into stormwater. Projects not subject to the NPDES Construction General Permit would be required to implement a project-specific Erosion and Sediment Control Plan which must include BMPs to minimize adverse impacts associated with the alteration of drainage patterns. As described in Impact HYD-4 below, Chapter 13 of the City's Municipal Code requires flood control measures to be implemented during construction for projects in flood hazard areas, including development to be elevated above the base flood elevation.

Runoff during operation of development facilitated by the 2045 General Plan would be regulated under the Phase II MS4 Permit. Projects that create or replace greater than or equal to 2,500 square feet of impervious surface must implement post-construction BMPs and submit a Stormwater Control Plan listing applicable BMPs to the City for review and approval. Pursuant to the Municipal Code, post construction requirements must comply with the RWQCB Central Coast Region Resolution No. R3-2013-0032. Compliance with existing regulations would ensure development facilitated by the 2045 General Plan would not substantially alter the existing drainage pattern of a site or area such that substantial erosion or siltation on- or off-site, flooding on- or off-site, exceedance of the capacity of existing or planned stormwater drainage systems or provision of additional sources of polluted runoff, or impediment or redirection of flood flows would occur. Therefore, this impact would be less than significant.

Mitigation Measures

No mitigation measures are required because this impact would be less than significant.

Threshold 4: In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?
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Impact HYD-4 DEVELOPMENT FACILITATED BY THE 2045 GENERAL PLAN MAY OCCUR IN FLOOD HAZARD AREAS. COMPLIANCE WITH APPLICABLE MUNICIPAL CODE REQUIREMENTS AND PROPOSED SAFETY ELEMENT POLICIES WOULD ENSURE DEVELOPMENT WITHIN AREAS SUBJECT TO INUNDATION WOULD BE SITED, DESIGNED, AND CONSTRUCTED AS TO NOT EXACERBATE RISKS FROM RELEASE OF POLLUTANTS FROM INUNDATION. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

Solvang is approximately 6.1 miles north of the Pacific Ocean and approximately 8.9 miles west of Cachuma Lake. Due to the distance between Solvang and these features, Solvang is not subject to inundation from tsunami or seiche. Portions of Solvang are within the dam inundation zones of the Bradbury Dam and Alisal Creek Dam, as shown in Figure 4.9-2. The potential for dam failure is low as these dams have been constructed to the State and federal specifications. DWR inspects dams on an annual basis to identify any issues and ensure the continued safety of a dam's operation (DWR 2023b). The 2045 General Plan would not introduce development that would compromise the safety of the Bradbury Dam and Alisal Creek Dam and therefore would not risk pollutant release due to dam inundation.

Portions of Solvang are within a 100-year or 500-year floodplain. Future development facilitated by the 2045 General Plan in a flood hazard zone would risk pollutant release due to inundation. The California Building Code provides guidelines for development within flood hazard areas, including requirements that new development be elevated above the base flood elevations. Section 13-1-8 of

the Municipal Code requires project applicants to obtain a development permit prior to construction in a flood hazard area. Section 13-1-9 of the Municipal Code sets forth requirements for construction in areas of flood hazards. These include, but are not limited to, standards for anchoring, required use of specific construction materials, required elevation and floodproofing, and utility installments designed to minimize discharge into flood waters. Section 13-1-10 of the Municipal Code prohibits encroachments in a floodway unless a registered professional engineer or architect demonstrates the encroachment shall not result in any increase in the base flood elevation.

In addition to existing Municipal Code requirements, the 2045 General Plan Safety Element would implement the following policies to minimize potential adverse impacts due to inundation:

- **Policy SAF-4.1: Development in Floodplains.** The City shall not approve new development in areas subject to a 100-year flood event, based on Federal Emergency Management Agency (FEMA) mapping or on other updated mapping acceptable to the City, unless and until the flood hazard has been mitigated.
- **Policy SAF-4.2: Mitigate Flooding.** The City shall require new development and redevelopment to incorporate flood reduction measures into the project design in areas known to be prone to flooding.
- **Policy SAF-4.3: Dam Inundation.** The City shall update and maintain the Emergency Management Plan to minimize the risk to life and property due to dam failure.
- **Policy SAF-4.4: Reducing Flood Impacts.** The City shall require mitigation to less than significant levels for new development with the potential to increase flooding impacts.
- **Policy SAF-4.5: 100-Year Flood Plains.** The City shall require development on land subject to a 100- year flood event, based on Federal Emergency Management Agency (FEMA) mapping or on other updated mapping acceptable to the City, to conform to National Flood Insurance Program (NFIP) standards.
- **Policy SAF-4.6: New Parcels.** The City shall prohibit the creation of parcels upon which the presence of easements, floodplain, marsh or riparian habitat, or other features would leave insufficient land to build and operate structures. This action item shall not apply to open space lots specifically created for dedication to the City or another appropriate party for habitat protection, flood control, drainage, or wetland maintenance.

Development facilitated by the 2045 General Plan within flood hazard zones would be required to adhere to the requirements of the City's Municipal Code and policies included in the 2045 General Plan Safety Element. With adherence to these regulations and policies, the 2045 General Plan would not risk the release of pollutants due to inundation. Therefore, this impact would be less than significant.

Mitigation Measures

No mitigation measures are required because this impact would be less than significant.

Threshold 5: Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Impact HYD-5 DEVELOPMENT FACILITATED BY THE 2045 GENERAL PLAN WOULD USE GROUNDWATER IN COMPLIANCE WITH THE MANAGEMENT STRATEGIES SET FORTH BY THE EASTERN MANAGEMENT AREA GROUNDWATER SUSTAINABILITY AGENCY. FUTURE DEVELOPMENT WOULD BE REQUIRED TO ADHERE TO FEDERAL, STATE, AND LOCAL REGULATIONS TO MINIMIZE WATER QUALITY IMPACTS IN COMPLIANCE WITH THE BASIN PLAN. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

DWR has designated the Santa Ynez River Valley Basin as a medium priority basin, meaning the basin is subject to the management requirements established by SGMA (DWR 2023a). The portion of the Santa Ynez River Valley Basin underlying Solvang is under the jurisdiction of the EMA GSA, which has prepared a GSP for its respective jurisdiction over the Santa Ynez River Valley Basin. The primary regulatory tool available to GSAs under SGMA is the ability to set and enforce area-specific mandatory groundwater pumping limitations through regular updates to GSPs for medium- and high-priority groundwater basins. Between 2012-2022, the City pumped an average of 536 AFY groundwater from the Santa Ynez River Valley Basin (van der Linden 2023). DWR-approved GSPs are required to provide mechanisms that allow the sustainable use of groundwater, with growth projections considered. As discussed in Impact HYD-2, groundwater provided to development facilitated by the 2045 General Plan would be under the management of the EMA GSA which describes sustainable yields and programs to limit groundwater extractions based on groundwater conditions within its jurisdiction (EMA GSA 2022). Furthermore, Policy PFS-1.3 and Policy ENV-7.1 require the City to ensure adequate water supply is available for new development and impose development limitations or moratoriums when inadequate water supply exists. Accordingly, the 2045 General Plan would utilize groundwater consistent with the groundwater management strategies of the GSP and would not exceed groundwater use such that sustainable yields identified by the EMA GSA are exceeded. Therefore, the 2045 General Plan would not conflict with or obstruct implementation of a sustainable groundwater management plan.

Solvang is in the jurisdiction of the RWQCB Central Coast Region. The RWQCB Central Coast Region's Basin Plan functions as the master water quality control planning document for the region. The Basin Plan includes implementation programs to achieve water quality objectives (RWQCB 2019). As a result, future development facilitated by the proposed project would be required to implement State and local regulatory requirements, including the provisions of the Construction General Permit, the Industrial General Permit, and the City's Municipal Code. Operations of future development facilitated by the 2045 General Plan would comply with the MS4 Permit and City Municipal Code requirements for post-construction stormwater control. These regulatory requirements support the goal of the Basin Plan to minimize adverse impacts to water quality. Therefore, the proposed project would not conflict with or obstruct the implementation of a water quality control plan. This impact would be less than significant.

Mitigation Measures

No mitigation measures are required because this impact would be less than significant.

4.9.4 Cumulative Impacts

The analysis in this section examines impacts of the 2045 General Plan on hydrology and water quality throughout the Santa Ynez River Watershed and Santa Ynez River Valley Basin. Cumulative development throughout the cumulative impact analysis area, in combination with the proposed

2045 General Plan, would gradually increase development and population growth and would therefore gradually increase the potential for impacts to hydrology and water quality, including increased stormwater runoff, erosion, pollutant discharge to waterbodies, increased risk of release of pollutants from inundation, and decreased groundwater infiltration capacity.

Some types of impacts to hydrology and water quality that may be additive in nature, and thus cumulative, include violation of water quality standards, interference with groundwater recharge, increased erosion, increased non-point source pollution, and increased runoff. Cumulative development would increase erosion and sedimentation resulting from grading and construction, as well as changes in drainage patterns which could degrade surface and ground water quality. Cumulative development overlying the Santa Ynez River Valley Basin would increase the amount of impervious surfaces and could combine with the effects of the development within Solvang to potentially reducing groundwater recharge to the basin. Cumulative development relying on groundwater as a source of water supply could also combine with increased development within Solvang to decrease available water supplies in the Santa Ynez River Valley Basin. In addition, new development would increase the generation of urban pollutants that may adversely affect water quality in the long term.

Development of individual projects in the cumulative impact analysis area would be required to comply with applicable water quality regulations, as discussed in Impact HYD-1. Compliance with these existing requirements would require implementation of BMPs to reduce impacts associated with stormwater and pollutant discharge during construction and operation of projects and reduce adverse changes to hydrology water quality throughout the cumulative impact area. Therefore, cumulative impacts related to water quality and drainage patterns would be less than significant.

Development of individual projects through cumulative impact area would increase impervious surfaces and reduce groundwater recharge, but, as described in Impact HYD-2, compliance with applicable policies related to impervious surfaces, such as the Central Coast RWQCB post-construction requirements for stormwater management, would reduce impacts throughout the cumulative impact area. Therefore, cumulative impacts related to groundwater recharge would be less than significant. Although cumulative development would increase demand for groundwater, the agencies managing groundwater in the Santa Ynez River Valley Basin are responsible for ensuring the basin is sustainably managed. Groundwater management takes into consideration increased demand from anticipated development to ensure groundwater is not over drafted. Therefore, cumulative impacts related to groundwater supplies would be less than significant.

As discussed in Impact HYD-4, compliance with applicable laws and regulations such as the California Building Code would regulate development in flood prone areas and minimize the potential for release of pollutants from inundation. Therefore, cumulative impacts related to risk of release of pollutants would be less than significant.

For the reasons stated above, potential impacts associated with hydrology and water quality would not be cumulatively considerable, and cumulative impacts related to hydrology and water quality would be less than significant.

4.10 Land Use and Planning

This section summarizes Solvang's land use characteristics and analyzes the 2045 General Plan's consistency with applicable local, regional, and State land use policies to determine the potential environmental effects of the 2045 General Plan related to land use and planning. Consistency with the Santa Barbara County Air Pollution Control District (SBAPCD) Clean Air Plan for the Santa Barbara County region is discussed in Section 4.2, *Air Quality*. Land use compatibility conflicts associated with growth facilitated by the 2045 General Plan are discussed in other sections of this EIR, including Sections 4.1, *Aesthetics*, 4.2, *Air Quality*, 4.8, *Hazards and Hazardous Materials*, 4.11, *Noise*, and 4.17, *Wildfire*.

4.10.1 Setting

a. Existing Land Use Patterns

Solvang's existing land use form is shaped by its topography, natural resources, and circulation patterns. Solvang is served by State Route (SR) 246, which runs east to west through Solvang and connects to SR 154 to the east and United States Route 101 (U.S. 101) to the west. Commercial uses are primarily concentrated adjacent to SR 246 and are interspersed with office and public/quasi-public land uses. Residential uses are the dominant land use throughout the city and are interspersed with open space and recreational uses including the Alisal Ranch Golf Course in the southern portion of Solvang. Industrial land uses are concentrated in the western portion of Solvang south of SR 246.

The City's adopted Sphere of Influence (SOI) includes approximately 404 acres outside of the City limits and the land uses are governed by the County of Santa Barbara. The SOI primarily includes land east of the City limits adjacent to SR 246 extending east from Hill Haven Road to Deer Tail Lane. This area is designated residential and is mostly built out. There is a portion of land west of the City limits bounded to the north by SR 246 and to the south by the Santa Ynez River and is currently designated light industrial in the county. The SOI defines the area to which the City intends to provide municipal services.

The Planning Area is the area encompassing both the City limits and the SOI. The current General Plan Land Use Element guides the future development of Solvang by establishing the allowable distribution, location, and extent of development across Solvang for residential, commercial, open space, public and quasi-public facilities, and other uses. In 2020, the city of Solvang adopted an ordinance limiting future annexations (referred to as the Urban Growth Boundary Ordinance and inserted into the Solvang General Plan Land Use Element as Policy 6.2). Figure 2-3 in Chapter 2, Project Description, shows the Solvang City limits, SOI, and existing land uses in Solvang.

4.10.2 Regulatory Setting

a. Federal

No existing federal regulations pertain to land use in the City.

b. State

General Plan Law (California Government Code Section 65300)

California Government Code Section 65300 regulates the substantive and topical requirements of general plans. State law requires that each city and county adopt a general plan “for the physical development of the county or city, and any land outside its boundaries which bears relation to its planning.” The California Supreme Court has called the general plan the “constitution for future development.” The general plan expresses the community’s development goals and embodies public policy relative to the distribution of future land uses, both public and private.

California Government Code Section 65301

Section 65301 of the California Government Code requires a general plan to address the geographic territory of the local jurisdiction and any other territory outside its boundaries that bears relation to the planning of the jurisdiction. The jurisdiction may exercise their own judgment in determining what areas outside of its boundaries to include in the planning area. The State of California General Plan Guidelines denotes that the planning area for a city should include (at minimum) all land within the city’s limits and all land within the city’s SOI.

California Government Code Section 65860

In charter cities with a population of more than two million, counties, and general law cities, zoning provisions must be consistent with the general plan. Charter cities with a population of under two million are exempt from the zoning consistency requirement unless their charters provide otherwise. The City of Solvang is a charter city and has a population of less than 2 million. Therefore, the City is not required to have zoning consistency with its general plan. However, the General Plan Update analyzed in this environmental document will include the concurrent rezoning of sites, such that they are consistent with the updated General Plan.

Cortese Knox Hertzberg Local Government Reorganization Act of 2000

The Cortese Knox Hertzberg Local Government Reorganization Act (CKH Act) established procedures for local agency changes of organization, including city incorporation, annexation to a city or special district, and consolidation of cities or special districts (Section 56000, et seq.). Local Agency Formation Commissions (LAFCOs) have numerous powers under the CKH Act, but the most important is the power to act on local agency boundary changes and to adopt SOIs for local agencies. The law states that to update a SOI, LAFCOs must first review the municipal services provided by the local agency. The CKH Act requires LAFCOs to update SOIs for every city and special district every five years. The original deadline was January 2006, five years after the CKH Act became State law. That deadline was extended by two years to January 2008. Every SOI update must be accompanied by an update of the municipal services review. Santa Barbara County LAFCO completed a municipal services review for fire protection, law enforcement, emergency medical services, water, wastewater, recycled water, and stormwater services for Santa Barbara County (including Solvang) in 2021 and 2022 (Santa Barbara County LAFCO 2021; 2023).

c. Regional and Local

Santa Barbara County Association of Governments Regional Transportation Plan/Sustainable Communities Strategy

The Santa Barbara County Association of Governments (SBCAG) is required by State and federal law to prepare, update, and adopt a Regional Transportation Plan (RTP) every four years. Senate Bill (SB) 375, California’s Sustainable Communities and Climate Protection Act, was enacted in 2008, requiring all RTPs to include a Sustainable Communities Strategy (SCS) that reduces greenhouse gas emissions from passenger vehicles and light-duty trucks. The most recent RTP/SCS, titled *Connected 2050*, was completed by SBCAG in 2021. *Connected 2050* builds on prior plans adopted in 2013 and 2017 and serves as the blueprint for the region’s transportation system through 2050. *Connected 2050* identifies active transportation projects in Solvang.

Connected 2050 includes the following goals:

- **Environment:** Foster patterns of growth, development and transportation that protect natural resources and lead to a healthy environment.
- **Mobility & System Reliability:** Optimize the transportation system to improve accessibility jobs, schools, and services, allow the unimpeded movement of people and goods, and ensure the reliability of travel by all modes.
- **Equity:** Ensure that the transportation and housing needs of all socio-economic groups are adequately served.
- **Health & Safety:** Improve public health and ensure the safety of the regional transportation system.
- **A Prosperous Economy:** Achieve economically efficient transportation patterns and promote regional prosperity and economic growth.

Solvang General Plan

California Government Code Section 65300 describes the scope and authority of local jurisdictions to prepare, adopt, and amend general plans. Communities prepare general plans to guide the long-term physical development of the jurisdiction, and any land within the jurisdiction’s Sphere of Influence. At a minimum, the California Government Code requires general plans to address land use, circulation, housing, noise, conservation, open space, and safety issues. The City’s current General Plan includes the Community Design Element (adopted in 1988), Land Use Element and Circulation Element (adopted in 2008), Parks and Recreation Element (adopted in 2009), Noise Element (adopted in 2013), Housing Element (adopted in 2023), and the Safety Element and Conservation and Open Space Element (adopted in 2016). The General Plan is currently undergoing a comprehensive update, which is evaluated throughout this EIR. Please refer to Section 2, *Project Description*, Subsection 2.6, *2045 General Plan Components*, for more information related to the 2045 General Plan update.

Solvang Municipal Code

The City’s Zoning Regulations (Title 11 of the Municipal Code) is the primary tool used by the City to carry out the goals, policies, and actions of the Solvang General Plan by classifying and regulating the uses of land and structures within the City, consistent with the General Plan. Zoning is the instrument that implements the land use designations of a general plan. In addition to establishing

permitted uses, zoning may also establish development standards relating to issues such as intensity, setbacks, height, and parking. Projects submitted to the City for review and approval are evaluated for consistency with the zoning designations. The City’s zoning regulations are intended to achieve the following:

- A. Provide a guide for orderly growth and development of the city.
- B. Encourage the most appropriate uses of land.
- C. Maintain and protect the value of property.
- D. Conserve and protect the natural resources of the city.
- E. Prevent overcrowding of land and avoid undue concentration of population.
- F. Protect the character and stability (social and economic) of agricultural, residential, commercial, and industrial areas.
- G. Create a comprehensive and stable pattern of land uses upon which to plan transportation, water supply, sewerage and other facilities and public utilities.

The City’s Subdivision Regulations (Title 12 of the Municipal Code) provides standards for the processing of subdivision requests, including new tract maps, parcel maps, and lot line adjustments.

4.10.3 Impact Analysis

a. Methodology and Significance Thresholds

Methodology

The analysis in this section focuses on the 2045 General Plan’s impact regarding the division of established communities, as well as consistency with any applicable land use plans, policies, or regulations.

Significance Thresholds

Appendix G of the CEQA Guidelines provides the following thresholds of significance to determine if a project would have a significant impact on land use and planning. For the purposes of this EIR, implementation of the 2045 General Plan may have a significant adverse impact if it would:

- 1. Physically divide an established community; and/or
- 2. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

b. Project Impacts and Mitigation Measures

Threshold 1: Would the project physically divide an established community?

Impact LU-1 IMPLEMENTATION OF THE 2045 GENERAL PLAN WOULD PROVIDE FOR ORDERLY DEVELOPMENT IN THE PLANNING AREA AND WOULD NOT PHYSICALLY DIVIDE AN ESTABLISHED COMMUNITY. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

The 2045 General Plan does not include substantial land use or circulation changes that would physically divide an established community, residential, or otherwise. The 2045 General Plan would provide the framework for developing up to 497 net new residential units, resulting in 2,145 single-

family residences and 918 multi-family residential units in Solvang. The 2045 General Plan would provide the framework for adding about 211 employees to Solvang, spread across the tourist commercial, professional/office, retail commercial, general commercial, and public/institutional sectors. The 2045 General Plan would encourage growth at infill and redevelopment sites throughout the city (See Section 2, *Project Description*, Subsection 2.6.1, *Land Use Allowance*). No major roads or other facilities would be constructed that would physically divide an established community. Several goals and policies from the proposed 2045 General Plan Mobility Element would encourage the enhancement of the City's multimodal circulation and incorporate complete streets practices that would enhance connectivity of City's circulation network, including the following:

- **Policy MOB-2.4: Pedestrian Facilities.** The City shall provide a system of sidewalks or pathways that provides a safe environment for pedestrians.
- **Policy MOB-2.7: New Facilities in Existing Neighborhoods.** The City shall encourage the installation of sidewalks, pedestrian paths, bikeways, and wheelchair ramps in existing neighborhoods, where appropriate and support Safe Routes to Schools funding.
- **Policy MOB-4.1: Complete Streets.** The City shall create guidelines to facilitate the installation of non-automobile serving infrastructure along its streets, including sidewalks and bike trails.

Policies MOB-2.4 and MOB-2.7 would require the City to provide a pedestrian circulation system throughout the City. Policy MOB-4.1 would require the City to provide guidelines for the incorporation of Complete Streets practices in the planning, design, and operation of the City's circulation network. Implementation of these policies would increase connectivity in the City in a manner that would promote access to all communities within Solvang.

As stated in Section 2, *Project Description*, Subsection 2.5, *2045 General Plan Objectives*, project objectives include supporting strategic land uses, improving mobility, conserving open space, and creating infill development. To achieve these objectives, 2045 General Plan goals and policies would create more efficient and cost-effective infrastructure, maximize the use of underutilized parcels within the City, and minimize the loss of open space and agricultural lands. The 2045 General Plan would promote infill strategies for new development and encourage clustering of development to achieve environmental goals and attain densities within the range of land use designations. Under the 2045 General Plan, future development would occur where existing roads, water, and sewer are in place and minimizes the impact of development on existing infrastructure and services.

The 2045 General Plan includes many growth management strategies that are intended to do the following: 1) direct new growth within the City's established SOI; 2) encourage new development at infill sites to minimize the need for expansion of the SOI; and 3) support intergovernmental cooperation to achieve the City's growth management goals and policies. The proposed 2045 General Plan Land Use Element and Community Design Element include policies that encourage these growth strategies through the promotion of compact growth, infill development, and the provision of a connected transportation network, including the following:

- **Policy LU-1.1: Compact Urban Form.** The City shall maintain a compact urban form.
- **Policy LU-1.2: Infill Development.** The City shall support and promote infill development that is compact, mixed-use, and pedestrian friendly.
- **Policy LU-2.3: Neighborhood Infill.** The City shall allow infill development as required by State Law including ADU's, JADU and density bonus.

- **Policy LU-8.3: Compact Development Pattern.** The City shall maintain a compact development pattern by promoting infill development that minimizes urban sprawl and is compact, mixed-use, and pedestrian friendly.
- **Policy CD-1.12: Multi-Modal Streetscapes.** The City shall require new development to create and/or upgrade streetscapes to be multimodal, thus creating streetscapes that are walkable, pedestrian-oriented, tree-shaded, and bike-friendly.
- **Policy CD-1.25: Linkages through Open Space.** The City shall promote citywide linkages using open spaces areas, parks, trails, and paths to connect activity centers, residential neighborhoods, commercial centers, and the Village Area.
- **Policy CD-1.36: Clustering of Development.** The City shall encourage cluster style development to maximize open space preservation and density for diversity of housing types.

Policies LU-1.1, LU-1.2, LU-1.3, LU-8.3, and CD-1.36 would encourage infill development in Solvang, allowing it to maintain its compact form. Policies CD-1.12 and CD-1.25 would require the City to expand the existing transportation network to facilitate multiple modes of transportation. Implementation of these policies would provide for orderly development in the City and would not physically divide any established communities in Solvang.

Overall, the 2045 General Plan would promote orderly development in the Planning Area by encouraging growth at infill sites and by incorporating Complete Streets practices in planning, design, and operation of the City's circulation network. Therefore, implementation of the 2045 General Plan would not physically divide the City of Solvang. Impacts would be less than significant.

Mitigation Measures

No mitigation is required because this impact would be less than significant.

Threshold 2: Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Impact LU-2 IMPLEMENTATION OF THE 2045 GENERAL PLAN WOULD BE CONSISTENT WITH APPLICABLE REGIONAL LAND USE PLANS, POLICIES, OR REGULATIONS SUCH AS SBCAG'S CONNECTED 2050. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

Several regionally and locally adopted land use plans, policies, and regulations apply to the 2045 General Plan. These include *Connected 2050* (SBCAG 2021) and SBAPCD's *2022 Ozone Plan*. The most recent *2022 Ozone Plan* was adopted by SBAPCD in December 2022 and was the seventh update to the *2001 Clean Air Plan*. Consistency of the 2045 General Plan with the *2022 Ozone Plan* is discussed in Section 4.2, *Air Quality*.

Connected 2050 is a long-range land use and transportation plan for Santa Barbara County. The plan contains five goals with policies to meet these goals that seek to promote healthy and safe communities by reducing impacts from air pollution, protecting open space and agriculture, and increasing active transportation.

Table 4.10-1 includes the five *Connected 2050* goals and their related policies as well as whether the 2045 General Plan would be consistent with the goal.

Table 4.10-1 Project Consistency with Connected 2050 Goals

Connected 2050 Goals	2045 General Plan Consistency
Goal 1: Environment	
<p>Policy 1.1 Land Use. The planning, construction, and operation of transportation facilities shall be coordinated with local land use planning and should encourage local agencies to:</p> <ol style="list-style-type: none"> 1. Make land use decisions that adequately address regional transportation issues and are consistent with the RTP-SCS. 2. Promote better balance of jobs and housing to reduce long-distance commuting by means of traditional land use zoning, infill development, and other, unconventional land use tools, such as employer-sponsored housing programs, economic development programs, commercial growth management ordinances, average unit size ordinances and parking pricing policies. 3. Plan for transit-oriented development consistent with the RTP-SCS by: <ol style="list-style-type: none"> a. Concentrating residences and commercial centers in urban areas near rail stations, transit centers and along transit development corridors. b. Designing and building “complete streets” serving all transportation modes that connect high-usage origins and destinations. 4. Preserve open space, agricultural land, and sensitive biological areas. 5. Identify, minimize, and mitigate adverse environmental impacts and, in particular, require mitigation of traffic impacts of new land development through onsite and related off-site improvements for all modes of transportation, including incentives to encourage the use of alternative transportation modes. 6. Dissuade siting of new development in high-fire risk areas by means such as ensuring insurability and redundancy of ingress and egress. 	<p>Consistent. Multiple goals and policies from the 2045 General Plan would encourage the City to make land use decisions to address regional transportation issues, promote a better balance of jobs and housing, plan for transit-oriented development, preserve open space, agricultural land, and biological areas, minimize adverse environmental impacts, and dissuade siting new development in high fire-risk areas.</p> <p>Policy MOB-6.2 would require the City to work with SBCAG and other nearby cities and jurisdictions to ensure that the regional transit network offers access for those with limited mobility options.</p> <p>Policy LU-10.1 would require the City to conduct a review of the General Plan every eight years to assure compliance with State law and responsiveness to current City needs, including a jobs/housing balance.</p> <p>Policy LU-1.5 would require the City to encourage a mix of land uses in close proximity to each other in the Village Area, including transit services.</p> <p>Policy LU-2.4 would require the City to encourage new high-density residential development located in areas close to services and transit.</p> <p>Policy ENV-10.5 would require the City to support new development that is compact, mixed-use, and transit oriented.</p> <p>Policy ENV-1.3 would require the City to support Santa Barbara County to retain the Agriculture designation in viable farming units on lands surrounding the City.</p> <p>Policy ENV-3.1 would require the City to protect sensitive natural resources, wildlife communities and habitats within open spaces.</p> <p>Policy SAF-1.7 would require the City to expand critical facilities outside of flood, seismic, and high fire hazard zones whenever feasible.</p> <p>Policy SAF-5.1 would require new development in the City to be designed to protect life and property from the effects of wildfires and structural fires relative to the identified level of risk.</p> <p>For the full text of the above policies, please refer to Section 2, <i>Project Description</i>, Subsection 2.6, <i>2045 General Plan Components</i>. The City’s proposed 2045 General Plan would be consistent with this <i>Connected 2050</i> policy.</p>

Connected 2050 Goals

Policy 1.2 Air Quality. Transportation planning and projects shall be designed to:

1. Lead to reductions in greenhouse gas and criteria pollutant emissions, consistent with the air quality goals of the region, including targets for greenhouse gas emissions from passenger vehicles in 2020 and 2035 as required by Senate Bill 375 (SB 375).
2. Be in conformity with the Air Pollution Control District Ozone Plan and the State Implementation Plan (SIP) and meet the National Ambient Air Quality Standards as required by the federal Clean Air Act.

Policy 1.3 Alternative Fuels and Energy. Transportation planning and projects shall:

1. Encourage the use of alternative fuels, and the application of advanced transportation and energy technologies to reduce vehicular emission production and energy consumption.
2. Promote renewable energy and energy conservation, consistent with applicable federal, State, and local energy programs, goals, and objectives.

2045 General Plan Consistency

Consistent. Multiple goals and policies from the 2045 General Plan would encourage City transportation to reduce greenhouse gases and criteria pollutant emissions.

Goal ENV-10 aims to reduce greenhouse gas emissions in Solvang.

Policy MOB-1.12 would require the City to reduce the air quality impacts of motor vehicle use by reducing traffic congestion and promoting efforts to reduce fossil fuel-based motor vehicle use, including support for a citywide network of all electric charging station types.

Policy ENV-10.4 would require the City to establish and maintain GHG thresholds to evaluate non-exempt discretionary projects consistent with CEQA.

Policy ENV-10.5 would require the City to support new development that is compact, mixed-use, and transit oriented, to reduce greenhouse gas emissions.

For the full text of the above goals and policies, please refer to Section 2, *Project Description*, Subsection 2.6, *2045 General Plan Components*. Additionally, as discussed in Section 4.2, *Air Quality*, and Section 4.7, *Greenhouse Gas Emissions*, the 2045 General Plan would reduce criteria air pollutant and greenhouse gas emissions throughout Solvang. The City's proposed 2045 General Plan would be consistent with this *Connected 2050* policy.

Consistent. Multiple goals and policies from the 2045 General Plan would encourage transportation planning that considers the use of alternative fuels and promotes renewable energy.

Policy ENV-9.4 would require the City to encourage the installation of solar photovoltaic systems and electric vehicle charging facilities in commercial, residential, and industrial development.

Policy ENV-9.5 would require the City to encourage adoption of alternative fuel vehicles including electric, hybrid, hydrogen fuel cell, or other fuel-efficient vehicles, for personal transportation.

Policy ENV-9.6 would require the City to work toward converting 100 percent of non-emergency City vehicles to electric, hybrid, flex-fuel, or alternative fuels; replace gas-powered mowers and other equipment with electric or hybrid models; and use alternative carbon-free models where possible.

For the full text of the above policies, please refer to Section 2, *Project Description*, Subsection 2.6, *2045 General Plan Components*. The City's proposed 2045 General Plan would be consistent with this *Connected 2050* policy.

Connected 2050 Goals

2045 General Plan Consistency

Policy 1.4 Aesthetics and Community Character. Transportation planning and projects shall:

1. Consider aesthetics and preserve and enhance historic and local community character.
2. Preserve and maintain the historic character of existing highway structures and mature plant material unless demonstrated to be infeasible.

Consistent. Multiple goals and policies from the 2045 General Plan would encourage planning, including for transportation projects, that considers aesthetics and preserves existing highway structures and mature plant material.

Policy ENV 2.3 would require the City to support efforts by Santa Barbara County to protect the scenic qualities of transportation corridors serving the City and region.

Policy ENV 2.4 would require the City to work with the County of Santa Barbara, the City of Buellton, and other jurisdictions and agencies, to preserve the scenic character of the greenbelts and buffers surrounding Solvang, and enhance the gateways to the City.

Goal ENV-3 aims to protect natural open space areas, sensitive native vegetation, and wildlife communities and habitat.

Policy ENV-3.3 would require the City to ensure new development does not significantly deplete, damage, or alter existing critical wildlife habitat or populations.

For the full text of the above goals and policies, please refer to Section 2, *Project Description*, Subsection 2.6, *2045 General Plan Components*. The City's proposed 2045 General Plan would be consistent with this *Connected 2050* policy.

Policy 1.5 Regional Greenprint. SBCAG shall pursue development of a coordinated regional approach to mitigate impacts from transportation projects on sensitive biological areas, in collaboration with local governments and federal and State agencies. This approach may include designation of priority conservation areas within the region where mitigation should be targeted.

Consistent. Multiple goals and policies from the 2045 General Plan would encourage planning, including for transportation projects, that would mitigate impacts on sensitive biological areas.

Goal ENV-3 aims to protect natural open space areas, sensitive native vegetation, and wildlife communities and habitat.

Policy ENV-3.1 would require the City to protect sensitive natural resources, wildlife communities and habitats within open spaces.

Policy ENV-3.3 would require the City to ensure new development does not significantly deplete, damage, or alter existing critical wildlife habitat or populations.

For the full text of the above goals and policies, please refer to Section 2, *Project Description*, Subsection 2.6, *2045 General Plan Components*. The City's proposed 2045 General Plan would be consistent with this *Connected 2050* policy.

Connected 2050 Goals

2045 General Plan Consistency

Goal 2: Mobility and System Reliability

Policy 2.1 Access, Circulation and Congestion. The planning, construction, and operation of transportation facilities shall strive to:

1. Enhance access, circulation, and mobility throughout the Santa Barbara region and between neighboring regions.
2. Reduce congestion, especially on highways and arterials and in neighborhoods surrounding schools in cooperation with schools and school districts.
3. Reduce travel times for all transportation modes, with equal or better travel times for transit and rail in key corridors.

Consistent. Multiple goals and policies from the 2045 General Plan would enhance access, circulation, and mobility, reduce congestion, and reduce transportation travel times.

Policy CD-2.15 would require that vehicular parking is accessed from an alley, easement, or secondary street, and not the primary street, to limit interference with the pedestrian experience.

Policy ED-3.3 would require the City to support efforts to improve local and regional transit options to increase worker accessibility to job opportunities in Solvang and the broader region.

Policy MOB-1.5 would require new development to be served by roads of adequate capacity and design standards to provide reasonable access.

Policy MOB-2.5 would require new development to provide adequate pedestrian access.

Policy MOB-2.6 would require the installation of wheelchair ramps on all new sidewalks.

Goal MOB-5 aims to reduce traffic congestion and vehicle trips through more efficient infrastructure and support for trip reduction programs.

Policy MOB-5.1 would require the City to work with SBCAG and the Santa Barbara County Air Pollution District to identify trip and VMT reduction opportunities.

Policy MOB-5.2 would require the City to encourage employers to promote carpooling, public transportation, and allow telecommuting.

Policy MOB-1.12 would require the City to reduce the air quality impacts of motor vehicle use by reducing traffic congestion and promoting efforts to reduce fossil fuel-based motor vehicle use, including support for a citywide network of all electric charging station types.

Policy ENV-9.1 would require the City to support expansion of workforce housing opportunities in Solvang to reduce the volume and distance of home-to-work commute trips by motor vehicle.

Policy ENV-9.2 would require the City to support regional transportation programs that reduce single-rider commuter related vehicle trips.

For the full text of the above goals and policies, please refer to Section 2, *Project Description*, Subsection 2.6, *2045 General Plan Components*. The City's proposed 2045 General Plan would be consistent with this *Connected 2050* policy.

Connected 2050 Goals

Policy 2.2 System Maintenance, Expansion and Efficiency. Transportation planning and projects shall:

1. Promote the maintenance and enhancement of the existing highway and roadway system as a high priority.
2. Strive to increase the operational efficiency of vehicle usage through appropriate operational improvements (e.g., signal timing, left turn lane channelization, and ramp metering).
3. Preserve existing investments in the system by emphasizing life cycle cost principles in investment decisions (i.e., account for capital and annual maintenance costs) in order to reduce overall costs of transportation facilities.
4. Promote transportation demand management (TDM), e.g., through appropriate commute incentive programs, to reduce demand and improve efficiency.
5. Increase the capacity of the existing highway and roadway system through the provision of additional traffic lanes only when (1) an existing facility is projected in the near term to no longer provide an acceptable level of service as determined by the standards established in the Congestion Management Plan (CMP), and (2) alternative means of capacity enhancement and measures to increase efficiency of usage have been explored.

Policy 2.3 Alternative Transportation Modes. Transportation planning and projects shall:

1. Encourage alternatives to single-occupancy vehicle trips and the use alternative transportation modes to reduce vehicle miles traveled and increase bike, walk and transit mode share.
2. Provide for a variety of transportation modes and ensure connectivity within and between transportation modes both within and outside the Santa Barbara region. Alternative mode planning and projects shall be compatible with neighboring regions' transportation systems.
3. Plan and provide for ancillary support facilities for alternative transportation, such as bicycle parking.
4. Promote inter-regional commuter transit and rail service.
5. Promote local and inter-city transit.

2045 General Plan Consistency

Consistent. Multiple goals and policies from the 2045 General Plan would promote transportation system maintenance and enhancement, increase operational efficiency of vehicle usage through appropriate operational improvements, preserve existing transportation investments, promote transportation demand management, and increase the existing transportation system capacity when appropriate.

Policy MOB-1.2 would require the City to use its discretionary authority over land use development to ensure that development levels do not exceed the capacity of the City's transportation systems.

Goal MOB-5 aims to reduce traffic congestion and vehicle trips through more efficient infrastructure and support for trip reduction programs. All of the policies under Goal MOB-5 would reduce traffic congestion and vehicle trips.

Policy MOB-6.1 would require the City to support the use of the public transportation system as well as the expansion of transit operations when demand levels are sufficient to warrant increased service.

For the full text of the above goals and policies, please refer to Section 2, *Project Description*, Subsection 2.6, *2045 General Plan Components*. The City's proposed 2045 General Plan would be consistent with this *Connected 2050* policy.

Consistent. Multiple goals and policies from the 2045 General Plan would promote alternative transportation modes (including pedestrian trails), ensure connectivity within and between transportation modes, provide support facilities for alternative transportation, promote inter-regional transit and rail service, and promote local and inter-city transit.

Goal MOB-2 would require the City to promote safe alternatives to motorized transportation that meet the needs of all city residents. All of the policies under Goal MOB-2 aim to promote safe alternatives to motorized transport, including bicycle and pedestrian facilities.

Goal MOB-4 would require the City to provide a safe network of streets that reduce automobile dependence without sacrificing mobility and that are safe for all users. All of the policies under Goal MOB-4 would reduce automobile dependence and promote connectivity.

For the full text of the above goals and policies, please refer to Section 2, *Project*

Connected 2050 Goals

6. Work to complete the California Coastal Trail through provision and implementation of trail segments and connections in coordination with the California State Coastal Conservancy, California Department of Parks and Recreation, California Coastal Commission, Caltrans, and other agencies.

Policy 2.4 Freight and Goods Movement. Transportation planning and projects shall facilitate secure and efficient movement of goods and freight in a manner consistent with the general mobility needs of the region by:

1. Making efficient use of existing transportation systems.
2. Identifying and constructing projects to improve freight movement, including rail and highway projects and projects to improve ground access to airports and rail terminals in the region.
3. Regularly collecting and updating information on freight and goods movement and facility needs.
4. Addressing freight and goods movement facility improvement needs as a high priority, including needs identified in the Central Coast Coalition Commercial Flows Study, with special focus on the critical US 101 corridor.
5. Considering freight and goods movement in the design and planning of all projects.
6. Planning for intermodal connectivity (airport, rail, and highway) in freight and goods movement.

Policy 2.5 Transportation System Management Technologies. Transportation planning and projects shall:

1. In concert with the California Department of Transportation (Caltrans), the California Highway Patrol, and local public transit and public works agencies, encourage the deployment and use of the best available transportation system management (TSM) and Intelligent Transportation System (ITS) technologies to make travel reliable and convenient, increase transportation system efficiency, and reduce travel demand through the implementation of system and demand management strategies.
2. Promote a jointly maintained and enhanced regional ITS architecture consistent with the Central Coast ITS Strategic Deployment Plan.

2045 General Plan Consistency

Description, Subsection 2.6, 2045 General Plan Components. The City's proposed 2045 General Plan would be consistent with this *Connected 2050* policy.

Consistent. The 2045 General Plan would facilitate the secure and efficient movement of goods and freight by making use of the existing transportation system, identifying projects to improve regional access, regularly collecting information on movement and facility needs, considering freight and goods movement in project planning and design, and planning for intermodal connectivity. A main objective of the 2045 General Plan is to improve the mobility of people and goods within and through Solvang.

Goal MOB-1 would require the City to provide a street network to move people and goods safely and efficiently.

Policy ED-4.2 would require the City to support regional efforts to establish future-oriented infrastructure systems and human capital resources that can benefit Solvang, such as expanded transportation options.

For a more detailed analysis regarding the 2045 General Plan's impact to secure and efficient movement of goods and freight, please refer to Section 4.14, *Transportation*. For the full text of the above goals and policies, please refer to Section 2, *Project Description, Subsection 2.6, 2045 General Plan Components*. The City's proposed 2045 General Plan would be consistent with this *Connected 2050* policy.

Consistent. Multiple goals and policies from the 2045 General Plan would encourage the deployment and use of the best available transportation system management and ITS technologies, as well as promote a jointly maintained and enhanced regional ITS architecture.

Goal MOB-5 aims to reduce traffic congestion and vehicle trips through more efficient infrastructure and support for trip reduction programs. All of the policies under Goal MOB-5 would reduce traffic congestion and vehicle trips.

For the full text of the above goals and policies, please refer to Section 2, *Project Description, Subsection 2.6, 2045 General Plan Components*. The City's proposed 2045 General Plan would be consistent with this *Connected 2050* policy.

Connected 2050 Goals

Policy 2.6 Consistency with Other Plans. The planning, construction, and operation of transportation facilities shall be consistent with relevant plans, including, but not limited to: (1) the California Transportation Plan, (2) SBCAG's Transportation Connections: The Public Transit Human Services Transportation Plan for Santa Barbara County, (3) adopted local General Plans, (4) short-range transit plans, and (5) other regional policies.

2045 General Plan Consistency

Consistent. Multiple goals and policies from the 2045 General Plan would ensure transportation planning is consistent with relevant State and regional plans.

Policy MOB-1.11 would require the City to coordinate with SBCAG, the City of Buellton, the Chumash Tribe, Santa Barbara County, the California Department of Transportation, and other jurisdictions in the planning and funding of regional transportation alternatives.

Policy MOB-6.2 would require the City to work with SBCAG and other nearby cities and jurisdictions to ensure that the regional transit network offers access for those with limited mobility options.

Policy ENV-9.2 would require the City to support regional transportation programs that reduce single-rider commuter related vehicle trips.

For the full text of the above policies, please refer to Section 2, *Project Description*, Subsection 2.6, *2045 General Plan Components*. The City's proposed 2045 General Plan would be consistent with this *Connected 2050* policy.

Goal 3: Equity

Policy 3.1 Access. The planning, construction, and operation of transportation facilities and of the system as a whole shall:

1. Encourage safe and convenient travel for all transportation system users, including the disabled, pedestrians, bicyclists, transit riders, and other vehicles.
2. Ensure that the transportation needs of all groups, in particular disadvantaged, low-income, and minority groups, are adequately served and that all groups have equal access to transportation facilities and services.
3. Give special attention to the needs of elderly and disabled individuals for improved transportation accessibility and removal of physical barriers, including provisions required under the 1990 Americans with Disabilities Act (ADA).

Consistent. Multiple goals and policies from the 2045 General Plan would ensure safe and convenient travel for all transportation system users, ensure that transportation needs of all groups are adequately served, and give special attention to the needs of elderly or disabled individuals.

Goal MOB-2 would require the City to promote safe alternatives to motorized transportation that meet the needs of all city residents.

Policy MOB-2.7 would require the City to encourage the installation of sidewalks, pedestrian paths, bikeways, and wheelchair ramps in existing neighborhoods, where appropriate.

Policy MOB-6.2 would require the City to work with SBCAG and other nearby cities and jurisdictions to ensure that the regional transit network offers access for those with limited mobility options.

Policy MOB-6.3 would require the City to support the public transportation system to accommodate the mobility needs of residents, especially of transit dependent persons such as the elderly and disabled.

For the full text of the above goals and policies, please refer to Section 2, *Project Description*, Subsection 2.6, *2045 General Plan Components*. The City's proposed 2045 General Plan would be consistent with this *Connected 2050* policy.

Connected 2050 Goals

Policy 3.2 Affordable Housing. SBCAG shall encourage local agencies to:

1. Address and plan for forecast regional housing needs for all economic segments of the population.
2. Plan for adequate affordable and workforce housing within existing urbanized areas near jobs and public transit.
3. Consider transit availability and accessibility as an integral element of land use planning and project permitting, with special emphasis on serving the disabled, elderly, and other transit-dependent communities.
4. Recognize that housing provided by colleges and universities is an important component in addressing the region's overall housing needs, which should be taken into account in local agencies' own housing planning.

2045 General Plan Consistency

Consistent. Multiple goals and policies from the 2045 General Plan would address and plan for affordable housing, plan housing within existing urbanized areas, and consider transit availability as an integral element of land use planning. There are no colleges or universities in Solvang, therefore, criterion (4) of this *Connected 2050* policy would not apply to the 2045 General Plan.

Policy H-1.4 would require the City to maintain the city's existing stock of affordable housing, including mobile homes, through a review of City regulations including zoning and other forms of assistance.

Goal H-2 would require the City to facilitate the development of a range of housing types, densities, and affordability levels to meet the diverse needs of the community.

Policy H-2.3 would require the City to continue to facilitate the provision of affordable housing for the city's growing senior population, including senior housing with supportive services, assisted living facilities, and second units.

Goal H-4 would require the City to mitigate or remove potential governmental constraints to housing production, homeless facilities, and affordability.

Policy H-4.1 would require the City to follow state law and provide density bonuses with flexibility in site development standards to encourage new construction of housing to accommodate the City's share of regional housing needs.

Policy H-4.3 would require the City to maintain adequate public services and infrastructure to facilitate the City's share of regional housing needs.

Policy LU-10.3 would require the City to update and implement a Housing Element every eight years that provides policy and programs to encourage the provision of safe, well-designed, accessible, sanitary, and affordable residential areas where people of all ages can live, work, and play.

Policy ED-3.2 would require the City to encourage housing designed and priced to be affordable to workers employed in Solvang, particularly in new mixed-use developments.

For the full text of the above goals and policies, please refer to Section 2, *Project Description*, Subsection 2.6, *2045 General Plan Components*. The City's proposed 2045 General Plan would be consistent with this *Connected 2050* policy.

Connected 2050 Goals

Policy 3.3 Environmental Justice. The planning process shall be consistent with Title VI of the Civil Rights Act of 1964, SBCAG’s 2015 Public Participation Plan, and SBCAG’s SB 375 Public Participation Plan (2015).

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Consistent. Multiple goals and policies from the 2045 General Plan would ensure planning in Solvang is consistent with Title VI of the Civil Rights Act of 1964, SBCAG’s 2015 Public Participation Plan, and SBCAG’s SB 375 Public Participation Plan.

Policy LU-10.3 would require the City to update and implement a Housing Element every eight years that provides policy and programs to encourage the provision of safe, well-designed, accessible, sanitary, and affordable residential areas where people of all ages can live, work, and play.

Policy PFS-6.3 would require the City to address health inequities in Solvang by striving to remove barriers to healthy living, avoiding disproportionate exposure to unhealthy living environments, and providing a high quality of life for all residents, regardless of income, age, or ethnicity.

Policy H-5.3 would require the City to ensure public investments are equitably distributed throughout the community.

For the full text of the above policies, please refer to Section 2, *Project Description*, Subsection 2.6, *2045 General Plan Components*. The City’s proposed 2045 General Plan would be consistent with this *Connected 2050* policy.

Goal 4: Health and Safety

Policy 4.1 Safe Roads and Highways. The planning, construction, and operation of transportation facilities and of the system as a whole shall:

1. Enhance safety of all facilities.
2. Ensure design of highways and roads safe and convenient for travel by all users including the disabled, pedestrians, bicyclists, transit buses, and vehicles.
3. Incorporate night sky-friendly lighting, where appropriate, to enhance safety of transportation facilities.
4. Encourage the completion of emergency preparedness plans, which include agency coordination, system security, and safe and efficient mobility—particularly for the elderly and disabled—in times of natural or man-made disasters.
5. Maintain consistency with the State Strategic Highway Safety Plan (SHSP).
6. Address the resiliency of new projects to possible future impacts resulting from climate change (e.g., sea level rise and inundation of low-lying areas).

Consistent. Multiple goals and policies from the 2045 General Plan would require the City to plan, construct, and operate transportation facilities such that safety is enhanced and roadways are safe and convenient; lighting is night-sky friendly; emergency preparedness plans are complete; new facilities are consistent with the SHSP; and new development is resilient to climate change.

Policy MOB-1.9 would require the City to enforce speed limits and consider lower posted speeds as warranted.

Policy MOB-2.3 would require the City to allocate resources to maintain a safe bikeway system by ensuring pavement is of good quality, mode separation is implemented where feasible, and signs and markings are maintained.

Policy MOB-4.3 would require the City to pursue and enact traffic calming measures as appropriate to meet the policy objectives, as conditions warrant.

Policy CD-2.6 would require street and structure lighting that uses Dark Skies standards to minimize visual and ecological impacts by preventing glare, limiting the amount of light that falls on neighboring properties, and avoiding light pollution of the night sky.

Goal ENV-11 would require the City to encourage community action to mitigate and

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adapt to climate change.

Policy ENV-12.2 would require the City to support the use of green building practices in the planning, design, construction, management, renovation, operations, and demolition of all public and private buildings and projects.

Goal SAF-1 would require the City to ensure that City emergency response procedures are appropriate and coordinated with the County in the event of natural or human-made disasters.

Policy SAF-13.6 would require the City to continue to evaluate and plan for climate change impacts and coordinate planning efforts with Santa Barbara County and other jurisdictions and agencies.

For the full text of the above goals and policies, please refer to Section 2, *Project Description*, Subsection 2.6, *2045 General Plan Components*. The City's proposed 2045 General Plan would be consistent with this *Connected 2050* policy.

Policy 4.2 Public Health. The RTP-SCS shall promote integrated transportation and land use planning that encourages:

1. Active transportation to promote alternative modes of transportation and physical activity (transit, biking and walking).
2. Development of "complete streets" which safely and conveniently accommodate all transportation modes, including active transportation.

Consistent. Multiple goals and policies from the 2045 General Plan would promote active transportation and development of Complete Streets.

Goal MOB-2 would require the City to promote safe alternatives to motorized transportation that meet the needs of all city residents. All of the policies under Goal MOB-2 aim to promote safe alternatives to motorized transport, including active transportation, such as bicycle and pedestrian facilities.

Goal MOB-4 would require the City to provide a safe network of streets that reduce automobile dependence without sacrificing mobility and that are safe for all users. All of the policies under Goal MOB-4 would reduce automobile dependence and promote Complete Streets.

For the full text of the above goals and policies, please refer to Section 2, *Project Description*, Subsection 2.6, *2045 General Plan Components*. The City's proposed 2045 General Plan would be consistent with this *Connected 2050* policy.

Goal 5: Prosperous Economy

Policy 5.1 Commuter Savings. The RTP-SCS shall strive to reduce average commute time and cost by encouraging measures that bring worker housing closer to job sites.

Consistent. Multiple goals and policies from the 2045 General Plan would encourage the City to develop in a manner that reduced average commute time and cost.

Policy MOB-5.1 would require the City to work with SBCAG and the Santa Barbara County Air Pollution District to identify trip and VMT reduction opportunities.

Policy MOB-5.2 would require the City to encourage employers to promote carpooling, public transportation, and allow telecommuting.

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Policy ENV-9.1 would require the City to support expansion of workforce housing opportunities in Solvang to reduce the volume and distance of home-to-work commute trips by motor vehicle.

Policy ENV-9.2 would require the City to support regional transportation programs that reduce single-rider commuter related vehicle trips.

For the full text of the above policies, please refer to Section 2, *Project Description*, Subsection 2.6, *2045 General Plan Components*. The City's proposed 2045 General Plan would be consistent with this *Connected 2050* policy.

Policy 5.2 Support Business and Local Investment. The RTP-SCS shall:

1. Promote a mix of land uses responsive to the needs of businesses, including agriculture and tourism.
2. Support investment by businesses in local communities.
3. Encourage the creation of high-paying jobs, especially in areas with an imbalance of housing relative to jobs.

Consistent. Multiple goals and policies from the 2045 General Plan would encourage the City to promote a mix of land uses responsive to economic needs (including agriculture and tourism), to support investment, and to encourage the creation of high-paying jobs.

Goal ED-2 would require the City to encourage a vibrant mix of businesses that supports the tourism economy while also providing essential services for residents and living wage job opportunities. All of the policies under Goal ED-2 would support businesses, including the tourism industry.

Policy ED-4.1 would require the City to coordinate with the Chamber of Commerce, event planners, vintner organizations and REACH to encourage businesses to expand in Solvang and not in the surrounding communities.

Policy ED-4.2 would require the City to support regional efforts to establish future-oriented infrastructure systems and human capital resources that can benefit Solvang, such as sustainable energy, improved broadband, expanded transportation options, workforce housing and workforce training.

Policy ED-5.1 would require the City to continue to support local and regional tourism promotional funding efforts.

Policy LU-6.1 would require the City to encourage and support new development of industrial uses that provide jobs for city residents, increase the tax base, and are designed and operated in a way that is compatible with surrounding uses.

For the full text of the above goals and policies, please refer to Section 2, *Project Description*, Subsection 2.6, *2045 General Plan Components*. The City's proposed 2045 General Plan would be consistent with this *Connected 2050* policy.

Connected 2050 Goals

Policy 5.3 Public-Private Partnerships. Promote inter-jurisdictional and public/private partnerships that:

1. Encourage the provision of transportation services and transportation infrastructure where common goals are served.
2. Help public transit agencies to secure private funding for transportation improvements in exchange for advertising on transit vehicles, bus shelters, benches, and other transportation-related public use items.

Policy 5.4 Transportation Funding. SBCAG and its member agencies should:

1. Aggressively seek funding necessary to implement the Plan.
2. Support protection of State and federal transportation funding and efforts to increase these revenues for the region.
3. Require that new development contribute its fair share of the costs of new transportation infrastructure and system improvements for all modes necessary for such new development, as allowed for by law.
4. Make efficient use of funding by maintaining, preserving, or enhancing existing infrastructure for all modes, using low-cost operational improvements, and using performance-based outcomes as the basis for prioritizing and funding projects, where feasible.

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Consistent. Multiple goals and policies from the 2045 General Plan would require the City to engage in partnerships that encourage provision of transportation services and help public transit agencies secure private funding for transportation improvements.

Policy MOB-1.11 would require the City to coordinate with SBCAG, the City of Buellton, the Chumash Tribe, Santa Barbara County, the California Department of Transportation, and other jurisdictions in the planning and funding of regional transportation alternatives.

Policy MOB-1.13 would require the City to work with Caltrans and other relevant stakeholders to ensure that City streets are designed and striped to safely accommodate connected and autonomous vehicles.

Policy MOB-3.3 would require the City to consider all parking alternatives such as valet parking, the construction of a parking structure, remote parking lots, or engaging in a public private partnership as alternative parking measures to address demand.

Policy MOB-5.1 would require the City to work with SBCAG and the Santa Barbara County Air Pollution District to identify trip and VMT reduction opportunities.

Policy PFS-9.5 would require the City to explore funding arrangements and partnerships with other regional agencies.

For the full text of the above policies, please refer to Section 2, *Project Description*, Subsection 2.6, *2045 General Plan Components*. The City's proposed 2045 General Plan would be consistent with this *Connected 2050* policy.

Consistent. Multiple goals and policies from the 2045 General Plan would encourage the City to seek funding to implement *Connected 2050*, support protection of State and federal transportation funding, require that new development contribute its fair share of the costs of new transportation infrastructure, and make efficient use of funding by maintaining, preserving, or enhancing existing infrastructure for all modes.

Policy MOB-1.1 would require the City to identify roadway needs and identify and evaluate potential revenue sources for financing roadway system development and improvement projects and pursue viable revenue sources to meet the roadway system funding needs. This includes coordinating with SBCAG to pursue competitive Federal/State grant funding opportunities.

Policy MOB-1.2 would require the City to use its discretionary authority over land use development to ensure that development levels do not exceed the capacity of the City's transportation systems.

Policy PFS-9.5 would require the City to explore funding arrangements and

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partnerships with other regional agencies.

For the full text of the above policies, please refer to Section 2, *Project Description*, Subsection 2.6, *2045 General Plan Components*. The City's proposed 2045 General Plan would be consistent with this *Connected 2050* policy.

Source: SBCAG 2021

As shown in Table 4.10-1, the 2045 General Plan would be consistent with the goals and policies contained in SBCAG's *Connected 2050*.

Adoption of the 2045 General Plan will include concurrent adaptation of the new Zoning Map to ensure consistency with the 2045 General Plan. The proposed Land Use Element and Zoning Map will remove the Agriculture land use designation included in the current General Plan, and thus would have one less land use designation. The description and standards for various land use designations will be updated in the City Zoning Ordinance to reflect the vision of the 2045 General Plan.

For the reasons stated above, implementation of the 2045 General Plan will be consistent with applicable adopted plans, regulations, or policies, and impacts would be less than significant.

Mitigation Measures

No mitigation is required because this impact would be less than significant.

4.10.4 Cumulative Impacts

Regional cumulative impacts consider the City-wide impacts together with similar impacts of reasonably anticipated regional projects and programs. The general approach to cumulative impact analysis used in this EIR is discussed in Section 3, *Environmental Setting*, Subsection 3.3, *Baseline and Cumulative Project Setting*. The cumulative impact setting includes the cumulative impact area.

Planned growth in the cumulative impact area, in combination with development proposed under the 2045 General Plan, may have significant cumulative land use impacts related to either physical division of communities or conflicts with land use goals, policies, and plans adopted for the purpose of avoiding or mitigating environment effects. To achieve the growth management policies established in the 2045 General Plan, the City would coordinate closely with other agencies, particularly Santa Barbara County and the City of Buellton. Therefore, the 2045 General Plan would not have a cumulatively considerable contribution to this potentially significant impact involving the physical division of any established communities.

Cities and communities surrounding the City are subject to respective City or County zoning standards. Additionally, the goals and policies in SBCAG's *Connected 2050* apply to surrounding communities in the same manner as they apply to Solvang, thereby avoiding potential for cumulative considerable conflict between land use and planning for the City and these communities. Therefore, cumulative impacts related to conflict with plans, policies and regulations would be less than significant and would not be cumulatively considerable.

4.11 Noise

This section analyzes noise impacts from buildout of the 2045 General Plan. Impacts related to construction, traffic, on-site equipment, aircraft, and vibration are addressed.

4.11.1 Setting

a. Overview of Noise and Vibration

Noise

Sound is a vibratory disturbance created by a moving or vibrating source, which is capable of being detected by hearing organs (e.g., the human ear). Noise is defined as sound, which is loud, unpleasant, unexpected, or undesired and may therefore be classified as a more specific group of sounds. The effects of noise on people can include general annoyance, interference with speech communication, sleep disturbance, and, in the extreme, hearing impairment (Caltrans 2013).

Noise levels are commonly measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound pressure levels to be consistent with the human hearing response, which is most sensitive to frequencies around 4,000 Hertz (Hz) and less sensitive to frequencies around and below 100 Hz (Kinsler et al. 1999). Decibels are measured on a logarithmic scale, which quantifies sound intensity in a manner similar to the Richter scale used to measure earthquake magnitudes. A doubling of the energy of a noise source, such as a doubling of traffic volume, would increase the noise level by 3 dBA; similarly, dividing the energy in half would result in a decrease of 3 dBA (Crocker 2007).

Human perception of noise has no simple correlation with sound energy; the perception of sound is not linear in terms of dBA or in terms of sound energy. Two sources do not “sound twice as loud” as one source. It is widely accepted the average healthy ear can barely perceive an increase (or decrease) of up to 3 dBA in noise levels (i.e., twice [or half] the sound energy); a change of 5 dBA is readily perceptible; and an increase (or decrease) of 10 dBA sounds twice (or half) as loud (Crocker 2007).

Sound changes in both level and frequency spectrum as it travels from the source to the receiver. The most obvious change is the decrease in sound level as the distance from the source increases. The manner by which noise reduces with distance depends on factors such as the type of noise source (e.g., point or line), the path the sound will travel, site conditions, and obstructions. Noise levels from a point source (e.g., construction, industrial machinery, ventilation units) typically attenuate, or drop off, at a rate of 6 dBA per doubling of distance. Noise from a line source (e.g., roadway, pipeline, railroad) typically attenuates at about 3 dBA per doubling of distance (Caltrans 2013). Noise levels may also be reduced by intervening structures; the amount of attenuation provided by this “shielding” depends on the size of the object and the frequencies of the noise levels. Natural terrain features, such as hills and dense woods, and man-made features, such as buildings and walls, can substantially alter noise levels. Generally, any large structure blocking line of sight will provide at least a 5-dBA reduction in source noise levels at the receiver (Federal Highway Administration [FHWA] 2011). Structures can substantially reduce occupants’ exposure to noise as well. The FHWA’s guidelines indicate modern building construction generally provides an exterior-to-interior noise level reduction of 20 to 35 dBA with closed windows.

The time of day when noise occurs and the duration of the noise are also important. Most noise lasting for more than a few seconds is variable in its intensity. Consequently, a variety of noise descriptors have been developed. One of the most frequently used noise metrics is the equivalent noise level (L_{eq}), which considers both duration and sound power level. L_{eq} is defined as the single steady A-weighted level equivalent to the same amount of energy contained in the actual fluctuating levels over a period of time (essentially, the average noise level). Typically, L_{eq} is summed over a one-hour period (1H). L_{max} is the highest root mean squared (RMS) sound pressure level within the sampling period, and L_{min} is the lowest RMS sound pressure level within the measuring period (Crocker 2007). Normal conversational levels are in the 60 to 65 dBA L_{eq} range; ambient noise levels greater than 65 dBA L_{eq} can interrupt conversations (Federal Transit Administration [FTA] 2018).

Noise occurring at night tends to be more disturbing than noise occurring during the day. Community noise is usually measured using Day-Night Average Level (L_{dn}), which is the 24-hour average noise level with a +10 dBA penalty for noise occurring during nighttime hours (10:00 p.m. to 7:00 a.m.). Community noise can also be measured using Community Noise Equivalent Level (CNEL), which is the 24-hour average noise level with a +5 dBA penalty for noise occurring from 7:00 p.m. to 10:00 p.m. and a +10 dBA penalty for noise occurring from 10:00 p.m. to 7:00 a.m. (Caltrans 2013). Noise levels described by L_{dn} and CNEL usually differ by about 1 dBA. Quiet suburban areas typically have CNEL noise levels in the range of 40 to 50 CNEL, while areas near arterial streets are in the 50 to 60+ CNEL range.

Vibration

Groundborne vibration of concern in environmental analysis consists of the oscillatory waves that move from a source through the ground to adjacent structures. The number of cycles per second of oscillation makes up the vibration frequency, described in terms of Hz. The frequency of a vibrating object describes how rapidly it oscillates. The normal frequency range of most groundborne vibration that can be felt by the human body starts from a low frequency of less than 1 Hz and goes to a high of about 200 Hz (Crocker 2007).

While people have varying sensitivities to vibrations at different frequencies, in general they are most sensitive to low-frequency vibration. Vibration in buildings, such as from nearby construction activities, may cause windows, items on shelves, and pictures on walls to rattle. Vibration of building components can also take the form of an audible low-frequency rumbling noise, referred to as groundborne noise. Groundborne noise is usually only a problem when the originating vibration spectrum is dominated by frequencies in the upper end of the range (60 to 200 Hz), or when foundations or utilities, such as sewer and water pipes, physically connect the structure and the vibration source (FTA 2018). Although groundborne vibration is sometimes noticeable in outdoor environments, it is almost never annoying to people who are outdoors. The primary concern of vibration is that it can be intrusive and annoying to building occupants and vibration-sensitive land uses.

Vibration energy spreads out as it travels through the ground, causing the vibration level to diminish with distance away from the source. High-frequency vibrations diminish much more rapidly than low frequencies, so low frequencies tend to dominate the spectrum at large distances from the source. Discontinuities in the soil strata can also cause diffractions or channeling effects that affect the propagation of vibration over long distances (Caltrans 2020). When a building is impacted by vibration, a ground-to-foundation coupling loss will usually reduce the overall vibration level.

However, under rare circumstances, the ground-to-foundation coupling may actually amplify the vibration level due to structural resonances of the floors and walls.

Vibration amplitudes are usually expressed in peak particle velocity (PPV) or RMS vibration velocity. The PPV and RMS velocity are normally described in inches per second. PPV is defined as the maximum instantaneous positive or negative peak of a vibration signal (Caltrans 2020). Table 4.11-1 summarizes the vibration damage criteria recommended by the FTA for evaluating the potential for architectural damage to buildings.

Table 4.11-1 Criteria for Vibration Damage Potential

Building Category	PPV (in/sec)
I. Reinforced concrete, steel, or timber (no plaster)	0.5
II. Engineered concrete and masonry (no plaster)	0.3
III. Non-engineered timber and masonry buildings	0.2
IV. Buildings extremely susceptible to vibration damage	0.12

in/sec = inches per second; PPV = peak particle velocity

Source: Federal Transit Administration (FTA). 2018.

b. Noise-Sensitive Land Uses/Sensitive Receivers

Noise-sensitive land uses are generally defined as locations where people reside or where the presence of unwanted sound could adversely affect the use of the land. Places where people live, sleep, recreate, worship, and study generally are considered to be sensitive to noise because intrusive noise can be disruptive to these activities. When community noise interferes with human activities or contributes to stress, public annoyance with the noise sources increases, and the acceptability of the environment for people decreases. The City defines noise-sensitive land uses as including the following:

- Residential uses
- Visitor lodging – hotels, motels, inns
- Schools
- Libraries
- Places of religious worship
- Hospitals
- Assisted living facilities
- Public parks

Noise-sensitive land uses are located throughout Solvang and its Sphere of Influence (defined as the Planning Area), as it is a predominantly residential city. The Planning Area also includes noise-sensitive land uses such as hotels and motels; group homes; churches; schools and other learning institutions; and libraries.

Vibration-sensitive receivers, which are similar to noise-sensitive receivers, include residences and institutional uses, such as schools, churches, and hospitals. However, vibration-sensitive receivers also include fragile/historic-era buildings and buildings where vibrations may interfere with sensitive equipment that is affected by vibration levels that may be well below those associated with human annoyance (e.g., recording studios or medical facilities with sensitive equipment).

c. Existing Noise Conditions and Major Noise Sources in the Community

Transportation Noise Sources

Roadways

The City's primary source of noise is traffic-related from on-road vehicles and trucks. Vehicular noise has three main component sources: engine/ transmission noise, exhaust noise, and tire noise. State Highway 246, Alisal Road, Atterdag Road, and Alamo Pintado Road are the main roadways of concern related to noise because they carry high traffic volumes. Since State Highway 246 roughly bisects Solvang in the central portions of the City, it produces traffic noise that affects much of the area within the City. Table 4.11-2 provides existing (2015) roadway vehicle noise along roadways in the Planning Area. Additionally, Figure 4.11-1 shows the locations of major roadway noise sources in the City.

Aviation

The Santa Ynez Airport is a general aviation airport located approximately 5 miles east of the city; there are no commercial air services using the airport. The airport is primarily used to allow private aircraft owners to store and refuel their planes, for gliding, and serves as a staging ground for the Santa Barbara County Air Support Unit. The Santa Barbara County Airport Land Use Commission (ALUC) adopted an Airport Land Use Plan (ALUP) in 1993 and updated the Plan in 2022 establishing safety zones around the airport to protect the public from potential noise and safety impacts associated with aircraft operations. The ALUP also designates allowable and conditionally allowable land uses for the different safety zones. The currently adopted safety zones overlap a portion of the city's sphere of influence northwest of the city but do not overlap with city limits.

Industrial-Commercial Noise Sources

Industrial Sites

Industrial operations often involve the use of mechanical equipment, generators, and vehicles that contribute to noise levels at industrial sites, particularly if operations occur outdoors. Solvang has one area designated for industrial uses; the area is situated south of State Highway 246, generally located west of Adobe Canyon Creek. Currently this area consists of several light industrial operations, such as sale of building materials, home improvement services, landscaping, and aggregate mining.

Commercial Sites

Most of the commercial businesses in Solvang are aligned along State Highway 246, Alisal Road, and the southern portions of Atterdag Road and Alamo Pintado Road. Commercial uses typically generate noise from heating, ventilation, and air conditioning (HVAC) equipment, on-site truck deliveries, trash hauling, and parking lot activity.

Table 4.11-2 Existing (2015) Traffic Noise Levels Along Roadway Segments

Roadway	Segment	2015 Existing ADT	Existing Traffic Noise Level at 50 feet (dBA CNEL)
SR 246	5th Street to Nykobing	15,621	68.8
SR 246	4th Street to 5th Street	12,467	67.8
SR 246	Alisal Road to 1st Street	12,667	68.0
SR 246	Old Mill Road to Alisal Road	12,393	67.9
SR 246	Alamo Pintado Road to Old Mill Road	14,292	68.5
Alisal Road	Viborg Road to Eucalyptus Drive	1,231	56.2
Alisal Road	Laurel Avenue to Maple Avenue	1,483	56.9
Alisal Road	Maple Avenue to SR 246	1,515	57.0
Alisal Road	SR 246 to Copenhagen Drive	1,240	53.4
Alisal Road	Molle Way to Oak Street	606	50.2
Alisal Road	Oak Street to Elverhoy Way	634	50.5
Alisal Road	Fjord Drive to Rancho Alisal Drive	27	36.3
Squire Lane	Viborg Road to Chalk Hill Road	2,033	58.3
Atterdag Road	Chalk Hill Road to Laurel Avenue	2,004	55.4
Atterdag Road	Laurel Avenue to Elm Avenue	336	47.4
Atterdag Road	Elm Avenue to SR 246	681	50.6
Atterdag Road	SR 246 to Copenhagen Drive	2,162	58.4
Atterdag Road	Copenhagen Drive to Copenhagen Drive	807	53.5
Atterdag Road	Copenhagen Drive Molle Way	838	53.7
5th Street	Elm Avenue to SR 246	3,090	60.3
5th Street	SR 246 to Copenhagen Drive	3,120	60.5
5th Street	Copenhagen Drive to Oak Street	3,152	60.6
Copenhagen Drive	Atterdag Road to 1st Street	1,465	57.0
Viborg Road	Alisal Road to Squire Lane	687	53.5
Molle Way	2nd Street to 1st Street	724	53.0
Molle Way	1st Street to Alisal Road	36	41.3
Oak Street	2nd Street to 1st Street	2,784	59.8
Oak Street	1st Street to Alisal Road	572	52.7
Oak Street	2nd Street to 5th Street	2,669	59.7
Elverhoy Way	1st Street to Alisal Road	29	39.7

ADT = average daily traffic; dBA = decibel using A-weighted sound pressure level; CNEL = Community Noise Equivalent Level
Source: Data provided by DKS Associates, 2023.

Figure 4.11-1 Existing Roadway Vehicle Noise Contours – Section 1

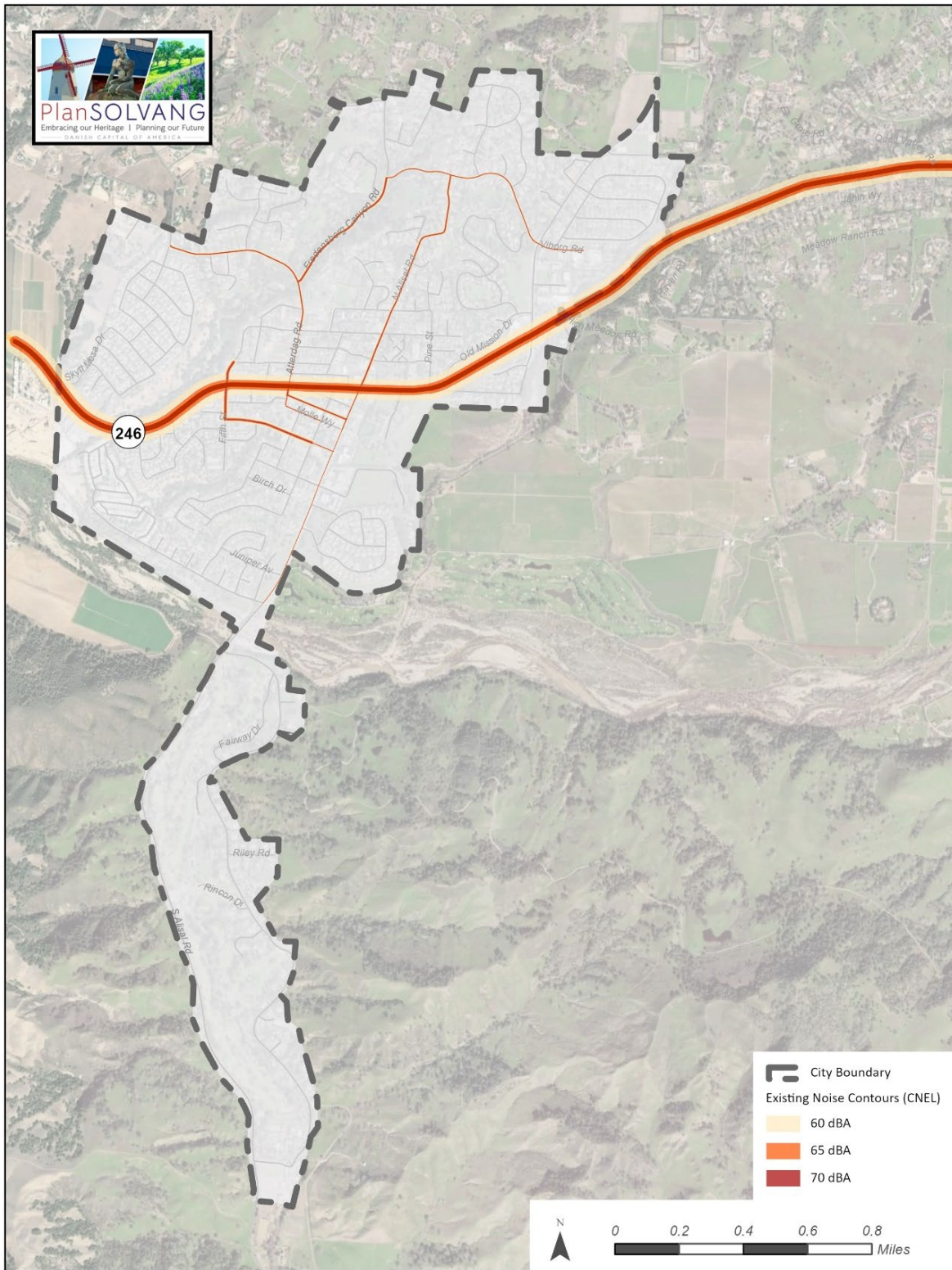


Figure 4.11-2 Existing Roadway Vehicle Noise Contours – Section 2



Source: City of Solvang, 2023; Imagery Esri 2023.
Date: December 6, 2023

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Figure 4.11-3 Existing Roadway Vehicle Noise Contours – Section 3

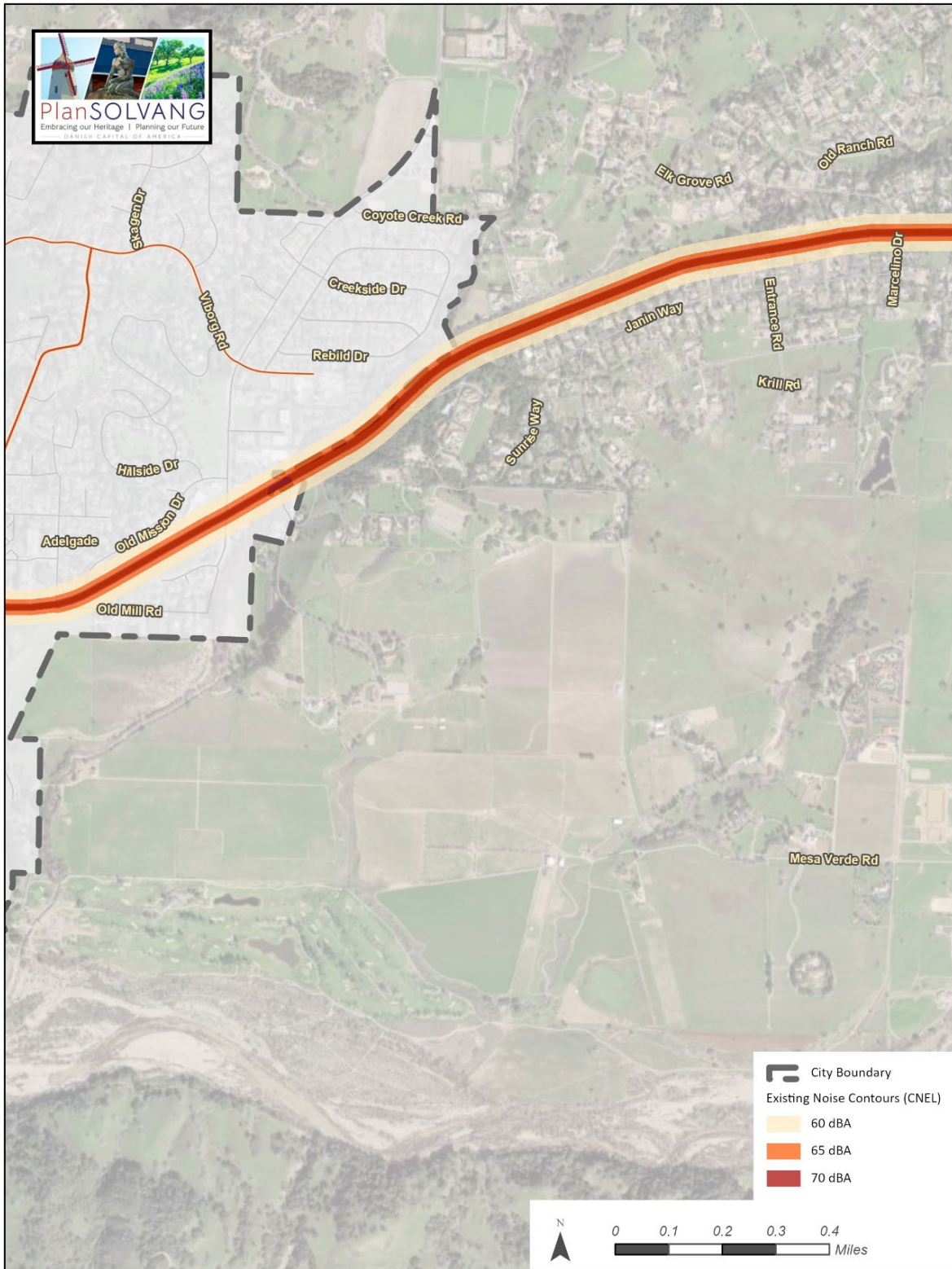
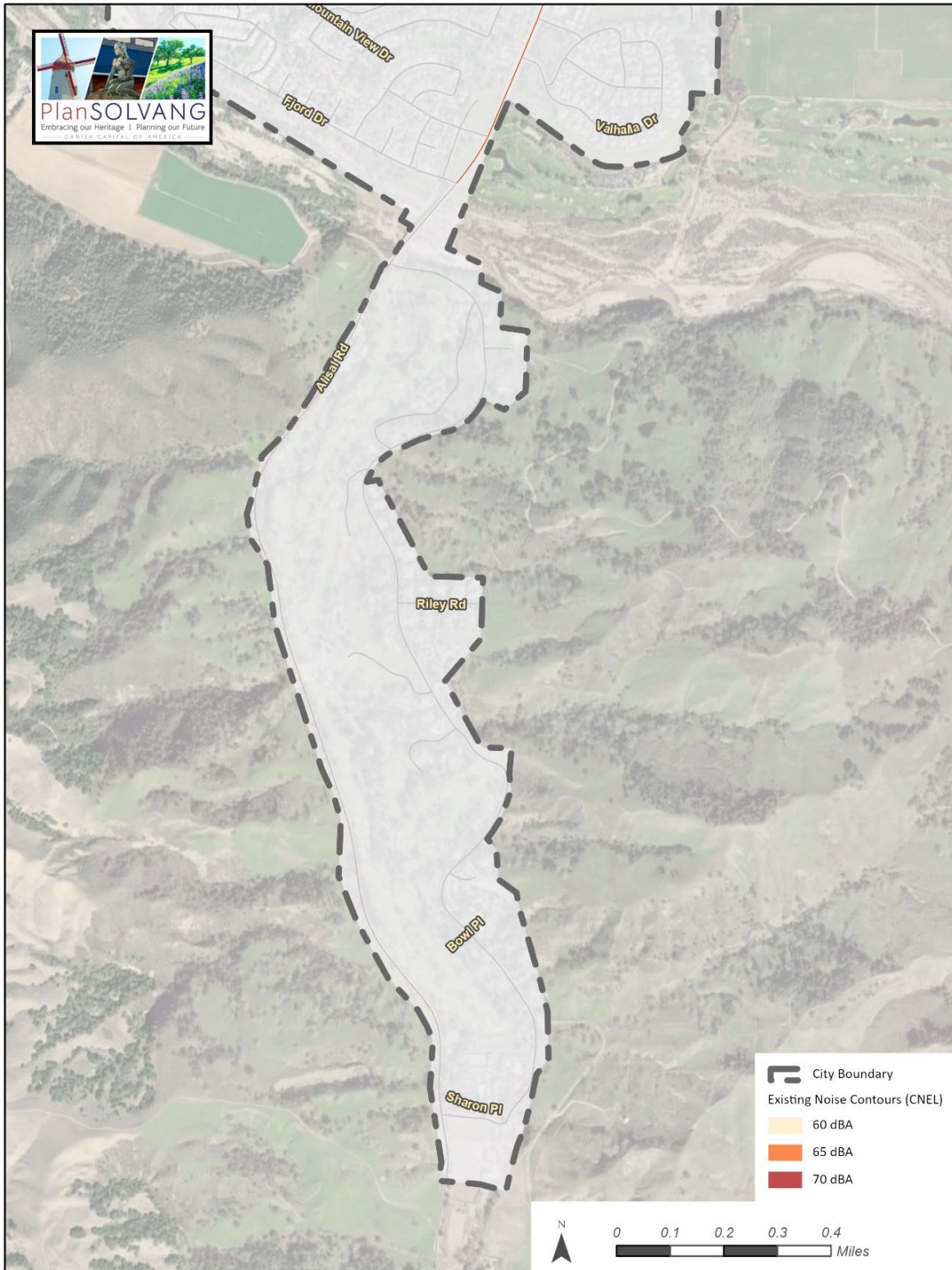


Figure 4.11-4 Existing Roadway Vehicle Noise Contours – Section 4



Source: City of Solvang, 2023; Imagery Esri 2023.
Date: December 6, 2023

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4.11.2 Regulatory Setting

a. Federal Regulations

There are no federal noise requirements or regulations that apply directly to the implementation of the GP Update. However, there are federal regulations that influence the audible landscape, especially for projects where federal funding is involved. For example, Federal Highway Administration (FHWA) requires abatement of highway traffic noise for highway projects through rules in the Code of Federal Regulations (23 CFR Part 772), the Federal Transit Administration (FTA), and Federal Railroad Administration (FRA). Each agency recommends thorough noise and vibration assessments through comprehensive guidelines for any highway, mass transit, or high-speed railroad projects that would pass by residential areas.

Department of Housing and Urban Development

The Federal Department of Housing and Urban Development (HUD) sets environmental criteria and standards in Title 24 of CFR, Part 51. New construction proposed in areas that exceed 65 dBA L_{dn} must incorporate noise attenuation features to maintain interior noise levels at 45 dBA L_{dn} . Development in areas exceeding 65 dBA L_{dn} requires further attenuation features. In general, the HUD regulations match the California state regulations discussed below.

Federal Transit Administration

The FTA provides reasonable criteria for assessing construction noise impacts based on the potential for adverse community reaction in their *Transit and Noise Vibration Impact Assessment Manual* (FTA 2018). For residential uses, the daytime noise threshold is 80 dBA L_{eq} for an 8-hour period.

Occupational Health and Safety Administration

The federal government regulates occupational noise exposure common in the workplace through the Occupational Health and Safety Administration (OSHA) under the EPA. Noise limitations would apply to the operation of construction equipment and could also apply to any proposed industrial land uses. Noise exposure of this type is dependent on work conditions and is addressed through a facility's Health and Safety Plan, as required under OSHA, and is not addressed further in this analysis.

b. State Regulations

California General Plan Guidelines

State law requires general plans to include a Noise Element under Government Code Section 65302(f). The California General Plan Guidelines, published by the Governor's Office of Planning and Research, indicate acceptable, specific land use types in areas with specific noise exposure. The guidelines also offer adjustment factors that may be used to arrive at noise acceptability standards that reflect the noise control goals of the community, the community's sensitivity to noise, and the community's assessment of the relative importance of noise pollution. These Guidelines are advisory, and local jurisdictions have the authority to set specific noise standards based on local conditions.

California Building Code

CCR Title 24, Building Standards Administrative Code, Part 2, Chapter 12, and the California Building Code codify the State noise insulation standards. These noise standards apply to new construction in California to control interior noise levels as they are affected by exterior noise sources and interior noise sources from separate areas. The regulations specify that interior noise levels shall not exceed 45 dB CNEL/ L_{dn} in any habitable room, as well as specifying sound transmission class requirements for walls, floors, and ceilings around sleeping units.

California Green Building Code

CALGreen (2022) Section 5.507.4, Acoustical Control, regulates construction of non-residential uses within the 65 dBA CNEL/ L_{dn} contour of an airport, freeway, expressway, railroad, industrial noise source, or other fixed source. According to Section 5.507.4.1.1 “buildings exposed to a noise level of 65 dB L_{eq} (1-hr) during any hour of operation shall employ sound-resistant assemblies as determined by a prescriptive method (CALGreen Section 5.507.4.1) or performance method (CALGreen Section 5.507.4.2).

Projects may demonstrate compliance through the prescriptive method if wall and roof-ceiling assemblies exposed to the noise source meet a composite sound transmission class (STC) rating of at least 50 or a composite outdoor/indoor transmission class (OITC) rating of no less than 40, with exterior windows of a minimum STC of 40 or OITC of 30. Projects may demonstrate compliance through the performance method if wall and roof-ceiling assemblies exposed to the noise source are constructed to provide an interior noise environment that does not exceed 50 dB L_{eq} -1-hr in occupied areas during hours of operations.

c. Local Regulations

City of Solvang General Plan Noise Element

The current City of Solvang General Plan Noise Element (2012) is intended to reduce the exposure of people to excessive noise through proactive long-range planning. It sets standards for the compatibility of land uses with ambient noise from transportation sources (identified as “community noise”). Under Policy 1.a of the current Noise Element, the City requires that all new development meet the noise compatibility guidelines shown in Table 4.11-3. These guidelines describe the ranges of community noise exposure that are acceptable, conditionally acceptable, or unacceptable for various noise-sensitive land uses in the City. For areas where the noise environment is conditionally acceptable for a particular land use, the City only allows development after noise mitigation has been incorporated into the project’s design to reduce noise to acceptable levels.

The current Solvang General Plan contains land use compatibility noise standards and policies related to noise, but the current policies would be replaced by the 2045 General Plan. However, there are no proposed changes to the noise compatibility standards, shown in Table 4.11-3.

Table 4.11-3 Land Use Compatibility for Community Noise Environments

Land Use Category	Community Noise Exposure (L _{dn} or DNL, dBA)			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Residential – Low Density Single Family, Duplex, Mobile Homes	50-60	55-70	70-75	>75
Residential – Multi-Family	50-65	60-70	70-75	>75
Transient Lodging – Motels, Hotels	50-65	60-70	70-80	>80
Schools, Libraries, Churches, Hospitals, Nursing Homes	50-70	60-70	70-80	>80
Auditoriums, Concerts, Halls, Amphitheaters	-	50-70	-	>65
Sports Area, Outdoor Spectator Sports	-	50-75	-	>70
Playgrounds, Neighborhood Parks	50-70	-	67.5-75	>72.5
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50-75	-	67.5-77.5	>80
Office Buildings, Businesses Commercial and Professional	50-70	67.5-77.5	>75	-
Industrial, Manufacturing Utilities, Agriculture	50-75	70-80	>75	-

Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

Normally Unacceptable: New construction or development should generally be discouraged. If new construction or development does proceed a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

Clearly Unacceptable: New construction or development should not be undertaken.

dBA = A-weighted sound pressure level; DNL = Day-Night Average Level

Source: City of Solvang 2045 General Plan, April 2023.

Solvang Municipal Code

Chapter 11 of the Solvang Municipal Code contains additional noise level standards. Relevant sections in the noise ordinance include the following:

- **Chapter 11-8-3: Performance Standards – Institutional District**
 - The Municipal Code Section 11-9-3 requires the volume of sound, measured during calm air conditions, generated by or resulting from any use, other than motor vehicles, operated in any lot shall not exceed sixty-five (65) decibels at any point along the boundary of or outside of the lot upon which such use is located.
 - The ground vibration inherently and recurrently generated by or resulting from any use, other than motor vehicles, operated on any lot shall not be perceptible without instruments at any point along the boundary of or outside of the lot upon which such use is located.
- **Chapter 11-9-3: Performance Standards – M Light Industrial District**
 - The Municipal Code Section 11-9-3 requires that volume of sound measured outside during calm air conditions, generated by any use on a property shall not exceed 75 dB(A) at or beyond any point along the property boundary upon which such use is located. However, in

no case shall the volume of sound exceed 65 CNEL at the location of any nearby noise sensitive uses, as defined in the noise element of the City's general plan.

- The ground vibration inherently and recurrently generated by or resulting from any use, other than motor vehicles, operated on any lot shall not be perceptible without instruments at any point along the boundary of or outside of the lot upon which such use is located.

▪ **Chapter 11-12-21.: Hours of Construction:**

- Hours of construction shall be limited to seven-thirty (7:30) a.m. to five-thirty (5:30) p.m. weekdays. No construction shall be allowed on Saturday, Sunday, state or national holidays except as approved in writing by the public works director, or designee, or in the case of an emergency for the immediate preservation of life, health, or property. Notwithstanding the foregoing, an individual property owner or tenant solely (not including any volunteer or paid construction crew) in addition to the above permissible hours of construction may also construct, repair, or remodel his or her real property or any structure on such property, pursuant to obtaining the required permits, during the hours of five-thirty (5:30) p.m. to eight (8:00) p.m. on weekdays and eight (8:00) a.m. to eight (8:00) p.m. on Saturday, Sunday and national legal holidays. All noise or sounds associated with the construction, gardening and/or maintenance activities of said property shall not create any inconvenience or annoyance to the general public beyond the boundary lines of the property.

4.11.3 Impact Analysis

a. Methodology and Significance Thresholds

Methodology

Short-Term Construction Noise

Short-term construction noise levels that could occur with implementation of the proposed project are based on reference noise levels published by the FTA.

Stationary On-Site Operational Noise

Stationary noise sources (i.e., on-site operational noise) were analyzed in context of typical mechanical equipment on commercial, industrial, residential, and mixed-use development such as heating, ventilation, and air conditioning (HVAC) units.

Mobile Off-site Operational Noise

Roadway vehicle noise levels for the 2045 General Plan were estimated using the FHWA roadway vehicle noise prediction model methodology. Roadway vehicle noise impacts are analyzed based on average daily trip (ADT) roadway volume for existing conditions and the amount of growth expected under the 2045 General Plan, as well as data regarding speeds and number of lanes. The FHWA model predicts noise levels through a series of adjustments to a reference sound level. These adjustments account for distances from the roadway, roadway vehicle volumes, vehicle speeds, car/truck mix, number of lanes, and road width.

Groundborne Vibration

Development facilitated by the 2045 General Plan would not include substantial vibration sources associated with operation. Construction activities have the greatest potential to generate groundborne vibration affecting nearby noise-sensitive receptors. Construction vibration levels that could occur due to development facilitated by the 2045 General Plan are based on reference vibration levels published by the FTA.

Significance Thresholds

CEQA Guidelines Appendix G provides the following significance thresholds to determine if a project would have a potentially significant impact on noise and vibration. For the purposes of this EIR, implementation of the 2045 General Plan may have a significant adverse impact if it would:

1. Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?
2. Generate excessive groundborne vibration or groundborne noise levels?
3. If located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, expose people residing or working in the project area to excessive noise levels?

Specific Thresholds of Significance

For the purposes of this analysis, the following thresholds of significance are used to evaluate the significance of noise and vibration resulting from implementation of the 2045 General Plan.

Short-term Construction Noise

Development facilitated by the 2045 General Plan could have a significant impact if temporary construction noise during permitted daytime hours exposed noise-sensitive receivers to significantly adverse noise levels, or if construction noise occurred outside the hours detailed in Municipal Code Section 11-12-21. As the City does not define a quantitative construction noise threshold, for purposes of analyzing impacts from short-term construction projects facilitated by the 2045 General Plan, the City has determined that the FTA construction criteria are applicable to the 2045 General Plan. The FTA provides reasonable criteria for assessing construction noise impacts based on the potential for adverse community reaction in their *Transit and Noise Vibration Impact Assessment Manual* (FTA 2018). For residential uses, the daytime noise threshold is 80 dBA $L_{eq(8hr)}$ for an 8-hour period. Short-term construction noise would be significant if it exceeds this threshold.

Stationary On-site Operational Noise

Stationary on-site operational noise impacts were analyzed using Chapter 11 of the City's Municipal Code above.

Mobile Off-site Operational Noise

A project normally has a significant effect on the environment related to noise if it substantially increases the ambient noise levels for adjoining areas. Changes of less than 1 dBA are usually indiscernible. Changes of 1 to 3 dBA are detectable under quiet, controlled conditions. Most people can detect changes in sound levels of approximately 3 dBA under normal, quiet conditions. A change of 5 dBA is readily discernible to most people in an exterior environment. Typically, a CNEL of 60

dBA and below is considered an acceptable noise level for noise sensitive uses and an area with a CNEL above 65 dBA is considered a degraded noise environment for noise sensitive uses. Therefore, less of an increase from roadway noise is allowed. Based on similar criteria from the Federal Aviation Administration (FAA), the following thresholds of significance are used to assess roadway vehicle noise impacts at sensitive receiver locations:

- Greater than 1.5 dBA CNEL increase for ambient noise environments of 65 dBA CNEL and higher;
- Greater than 3 dBA CNEL increase for ambient noise environments of 60-64 dBA CNEL;
- Greater than 5 dBA CNEL increase for ambient noise environments of less than 60 dBA CNEL and where the resulting future noise level would exceed 60 dBA CNEL.

Exposure to Aircraft Noise

For a plan or project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, if the plan or project exposes people residing or working in the project area to excessive noise levels such as noise levels exceeding normally acceptable noise levels in the General Plan.

Vibration

The City has not adopted a significance threshold to assess vibration impacts during construction and operation. Therefore, criteria from the FTA are used to evaluate potential construction vibration impacts related to potential building damage from construction (FTA 2018). Construction vibration impacts from development would be significant if vibration levels exceed the FTA criteria shown in Table 4.11-1 above.

Impact of the Environment on the Project

As a result of the Supreme Court decision regarding the assessment of the environment's impacts on projects (*California Building Industry Association (CBIA) v. Bay Area Air Quality Management District* (BAAQMD), 62 Cal. 4th 369 (No. S 213478) issued December 17, 2015), it is generally no longer the purview of the CEQA process to evaluate the impact of existing environmental conditions on a 2045 General Plan. Therefore, this environmental analysis does not consider the potential impacts of the environment (i.e., existing noise) on the project.

b. Project Impacts and Mitigation Measures

Threshold: Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Impact NOI-1 CONSTRUCTION OF INDIVIDUAL PROJECTS FACILITATED BY THE 2045 GENERAL PLAN WOULD TEMPORARILY INCREASE NOISE LEVELS, POTENTIALLY AFFECTING NEARBY NOISE-SENSITIVE LAND USES. DEVELOPMENT FACILITATED BY THE 2045 GENERAL PLAN WOULD ALSO INTRODUCE NEW NOISE SOURCES AND CONTRIBUTE TO INCREASES IN OPERATIONAL NOISE. IMPLEMENTATION OF MITIGATION MEASURE NOI-1 AND THE CONTINUED REGULATION OF NOISE, CONSISTENT WITH THE CITY CODE AND IMPLEMENTATION OF POLICIES FROM THE 2045 GENERAL PLAN WOULD MINIMIZE DISTURBANCE TO ADJACENT LAND USES. STATIONARY OPERATIONAL AND MOBILE NOISE WOULD NOT EXCEED STANDARDS. HOWEVER, SHORT-TERM CONSTRUCTION NOISE IMPACTS WOULD BE SIGNIFICANT AND UNAVOIDABLE EVEN WITH MITIGATION.

Short-term Construction

Noise from individual short-term construction projects facilitated by the 2045 General Plan would temporarily increase noise levels at nearby noise-sensitive receptors. Since project-level details are not currently available for future projects that would be facilitated by the 2045 General Plan, it is not possible to determine exact noise levels, locations, or time periods for construction of such projects, or construction noise at adjacent properties. However, noise estimates for typical short-term construction activities have been provided below.

Short-term construction activities would generate noise from phases such as demolition, site preparation, grading, building construction, and paving activities. Each phase of construction has a specific equipment mix and associated noise characteristics, depending on the equipment used during that phase. Short-term construction noise would typically be higher during the more equipment-intensive phases of initial construction (i.e., demolition, site preparation, and grading work) and would be lower during the later construction phases (i.e., building construction and paving). Table 4.11-4 illustrates typical noise levels associated with construction equipment at a distance of 50 feet and 100 feet from the noise source.

Neither the Solvang Municipal Code nor the 2045 General Plan contain quantitative limits for short-term construction noise. In lieu of City-specific standards, the FTA criteria for assessing short-term construction noise impacts are used. For residential uses, the FTA daytime noise threshold is 80 dBA L_{eq} for an 8-hour period. Although, due to the dynamic nature of construction, noise levels would typically be lower during times of construction activity.

Noise would typically drop off at a rate of about 6 dBA per doubling of distance. Therefore, noise levels would be about 6 dBA lower than shown in Table 4.11-4 at 200 feet from the noise source and 12 dBA lower at a distance of 400 feet from the noise source. The construction noise levels shown in Table 4.11-4 may exceed the FTA's daytime noise threshold of 80 dBA L_{eq} for an 8-hour period, depending on the equipment used and the distance in which the equipment is operating compared to noise-sensitive receptors.

The following goals, policy, and action item from the 2045 General Plan would minimize potential adverse noise-related impacts from construction sources.

- **Goal SAF-11:** To reduce, minimize and manage noise and vibration to the greatest extent feasible.
- **Goal 3:** Establish measures to control non-transportation noise impacts.
- **Policy 3.2:** The City shall evaluate noise generated by construction activities and subject them to the requirements of the Community Noise Ordinance.
- **Action Item A:** Require construction activity to comply with limits established in the Community Noise Ordinance.

Table 4.11-4 Typical Noise Levels for Construction Equipment

Equipment	Estimated Noise Levels at Nearest Sensitive Receptors (dBA L _{eq})	
	50 feet	100 feet
Air Compressor	80	74
Backhoe	80	74
Concrete Mixer	85	79
Dozer	85	79
Grader	85	79
Jack Hammer	88	82
Loader	80	74
Paver	85	79
Pile-drive (Impact)	101	95
Pile-driver (Sonic)	95	89
Roller	85	79
Saw	76	70
Scarified	83	77
Scraper	85	79
Truck	84	78

Source: Federal Transit Administration (FTA). 2018. *Transit Noise and Vibration Impact Assessment*. November.

As discussed above, project-level details are not currently available for future development that would be facilitated by the 2045 General Plan, it is not possible to determine exact noise levels, locations, or time periods for construction of such projects, or construction noise at adjacent properties. Therefore, short-term construction noise levels associated with future projects may exceed the FTA’s daytime construction noise limits, and impacts would be potentially significant.

Implementation of Mitigation Measure NOI-1 would reduce short-term construction noise impacts associated with future development facilitated by the 2045 General Plan. However, as exact details of future project-specific construction activities are unknown at this time, short-term construction noise could still exceed the daytime significance threshold or potentially need to occur during the more sensitive nighttime hours for concrete pours or pumps that need to run overnight for water resources projects. Consequently, implementation of Mitigation Measure NOI-1, while it would reduce short-term construction noise impacts, would not ensure that short-term construction noise impacts would be reduced to below the significance threshold of 80 dBA L_{eq} during the daytime at residential uses and other sensitive receptors in all cases. Therefore, the 2045 General Plan’s short-

term construction noise impacts would remain significant and unavoidable. It should be noted that the identification of this program-level impact does not preclude the finding of less-than-significant impacts for subsequent projects analyzed at the project level.

Operation

STATIONARY OPERATIONAL NOISE

Stationary operational sources of noise are expected to include air conditioning units, loading dock activities, outdoor restaurant dining and music activities, and parking lot vehicle movements. Special noise sources such as music (live or otherwise), sound amplification devices, and tenant-specific noise sources would require a site-specific noise analysis prior to building permit approval.

The following policies and actions from the 2045 General Plan would minimize potential adverse noise-related impacts from stationary sources.

- **Updated Goal SAF-11:** To reduce, minimize and manage noise and vibration to the greatest extent feasible.
- **Updated SAF-11.2: Noise Mitigation in Design.** The City shall require the use noise mitigation measures where appropriate in the design of new development and redevelopment, especially for residential or other noise-sensitive land uses adjacent to major roads or noise-generating commercial or industrial areas to ensure internal noise levels of the receiving noise-sensitive uses remain at acceptable levels.
- **New Policy SAF-11.3: Sensitive Areas.** The City shall ensure acceptable noise levels are maintained near schools, hospitals and other noise sensitive areas through proper land use decisions and site plan review.
- **Goal 1:** Incorporate noise considerations into land use planning decisions.
- **Policy 1.1:** In order to maintain acceptable limits of noise for various land uses throughout the community, the City will continue to utilize its current Noise/Land Use Compatibility Matrix contained in Table 4.11-3 of the Noise Element, which specify the maximum noise levels allowable for new developments impacted by transportation noise sources operating on public and quasi-public property. Sources on private property would be subject to the City's Noise Ordinance requirements, as described in Policy 3.1 of this Noise Element.
- **Action Item B:** Incorporate noise reduction features into new development during site planning to mitigate anticipated noise impacts on affected noise-sensitive land uses. The noise referral zones identified in this Noise Element, which show areas that are currently and in the future potentially exposed to noise levels greater than 55 dBA (CNEL) or greater, can be used to identify locations of potential conflict. New development will be permitted only if appropriate mitigation measures are included such that the standards contained in this Element and the City's Noise Ordinance are met.
- **Action Item C:** Enforce the State of California Uniform Building Code that specifies that the indoor noise levels for residential living spaces not exceed 45 dB L_{dn} /CNEL due to the combined effect of all noise sources. The State requires implementation of this standard when the outdoor noise levels exceed 60 dB L_{dn} /CNEL. The Noise Referral Zones (60 CNEL) can be used to determine when this standard needs to be addressed. The Uniform Building Code (specifically, the California Administrative Code, Title 24, Part 6, Division T25, Chapter 1, Subchapter 1, Article 4, Sections T25-28) requires that "Interior community noise levels (CNEL/ L_{dn}) with windows closed, attributable to exterior sources shall not exceed an annual CNEL or L_{dn} of 45 dB in any habitable room." The Code requires that this standard be applied to all new hotels, motels,

apartment houses and dwellings other than detached single-family dwellings. Additionally, the standard should be applied to single family homes.

- **Goal 3:** Establish measures to control non-transportation noise impacts.
- **Policy 3.1:** The City shall continue to enforce its Community Noise Ordinance to mitigate noise conflicts between adjacent land uses. The Noise Ordinance establishes noise limits that cannot be exceeded at the property line. The Noise Ordinance, because it is a City statute, can only control noise generated on private property. Therefore, the primary function of the Noise Ordinance is to control stationary noise sources and construction noise.
- **Action Item A:** Enforce the Community Noise Ordinance, which is the most effective method to control community noise impacts from non-transportation noise sources.

Implementation of these policies and actions would ensure that noise from new developments is analyzed and mitigated to acceptable levels prior to approval of these projects. Noise impacts from operational use of residential-scale HVAC units, industrial equipment, and other stationary noise sources would be reduced by policies and actions in the 2045 General Plan. Therefore, the 2045 General Plan's stationary operational noise impact would be less than significant.

MOBILE OPERATIONAL NOISE

Implementation of the 2045 General Plan would allow additional development to occur in the Planning Area, which would generate new vehicle trips that could incrementally increase the exposure of land uses along roadways to operational roadway vehicle noise. Figure 4.11-5 shows the 60, 65, and 70 dBA CNEL noise contours from roadways and highways for future (year 2045) roadway vehicle scenarios. The complete distances to the 60, 65, and 70 dBA CNEL noise contours for roadway segments are included in Appendix F. Using ADT data provided by DKS Associates (DKS Associates 2023), Table 4.11-5 shows the estimated increase in roadway vehicle noise on study roadway segments compared to existing.

The following policies and actions in the 2045 General Plan would reduce roadway vehicle noise:

- **Goal SAF-11:** To reduce, minimize and manage noise and vibration to the greatest extent feasible.
- **SAF11.1 – Roadway Project Noise Mitigation:** The City shall work with Caltrans to require the inclusion of noise mitigation measures along Highway 246 near residential units in the design of new roadway projects where necessary to maintain acceptable noise levels for adjacent uses.
- **Policy SAF-11.3: Sensitive Areas.** The City shall ensure acceptable noise levels are maintained near schools, hospitals and other noise sensitive areas through proper land use decisions and site plan review.
- **Goal 2:** Establish measures to reduce noise impacts from traffic noise sources.
- **Policy 2.1:** The City shall require the construction of barriers to mitigate sound emissions where necessary or where feasible.
- **Action Item A:** Encourage the use of walls and berms in the design of residential or other noise-sensitive land uses adjacent to major roads or commercial or industrial areas.
- **Policy 2.2:** The City shall require the inclusion of noise mitigation measures in the design of new roadway projects in Solvang. This may include, but not be limited to, the new or extended roadways included in Section 3.0 of the City's 2008 Circulation Element, including the extension of Maple Avenue east to Pine Street, the extension of Fjord Drive from Alisal Road west along the Santa Ynez River then north to Mission Drive, and the regional bypass road that would be

created by extending Santa Rosa Road from Highway 101 to State Route 154 along the south side of the Santa Ynez River.

In addition, the 2045 General Plan includes policies in the Mobility Element that support facilitating development to promote regional transportation goals included in Connected 2050 to improve access to transit, improve access to alternative transportation, and mitigate adverse environmental effects. These policies include:

- **Policy MOB-1.11: Regional Coordination for Roadway Management.** The City shall coordinate with SBCAG, the City of Buellton, the Chumash Tribe, Santa Barbara County, the California Department of Transportation, and other jurisdictions in the planning and funding of regional transportation alternatives. Mission Drive (SR 246) shall not be widened to four lanes through the Village Area instead, emphasis shall be placed on developing regional transportation alternatives.
- **Policy MOB-2.7: New Facilities in Existing Neighborhoods.** The City shall encourage the installation of sidewalks, pedestrian paths, bikeways, and wheelchair ramps in existing neighborhoods, where appropriate and support Safe Routes to Schools funding.
- **Policy MOB-4.1: Complete Streets.** The City shall create guidelines to facilitate the installation of non-automobile serving infrastructure along its streets, including sidewalks and bike trails.
- **Policy MOB-5.1: VMT Management.** The City shall work with SBCAG and the Santa Barbara County Air Pollution District to identify trip and VMT reduction opportunities.
- **Policy MOB-5.2: TDM.** The City shall encourage employers to promote carpooling, public transportation, and allow telecommuting.

With implementation of the policies included in the proposed Mobility Element, the 2045 General Plan would encourage alternative travel, equitable access, and a reduction in vehicle trips, consistent with the regional transportation goals of Connected 2050.

As shown in Table 4.11-5, a greater than 5 dBA CNEL traffic noise increase is estimated along the road extension on Alisal Road between Fjord Drive to Rancho Alisal Drive. However, the resulting traffic noise level along this roadway extension would be 53.9 dBA CNEL, which is considered by the City to be Normally Acceptable for all land use types (Table 4.11-3). Along all other roadway study segments, traffic noise increases would be less than significant.

Figure 4.11-5 Future 2045 Roadway Vehicle Noise Contours – Section 1

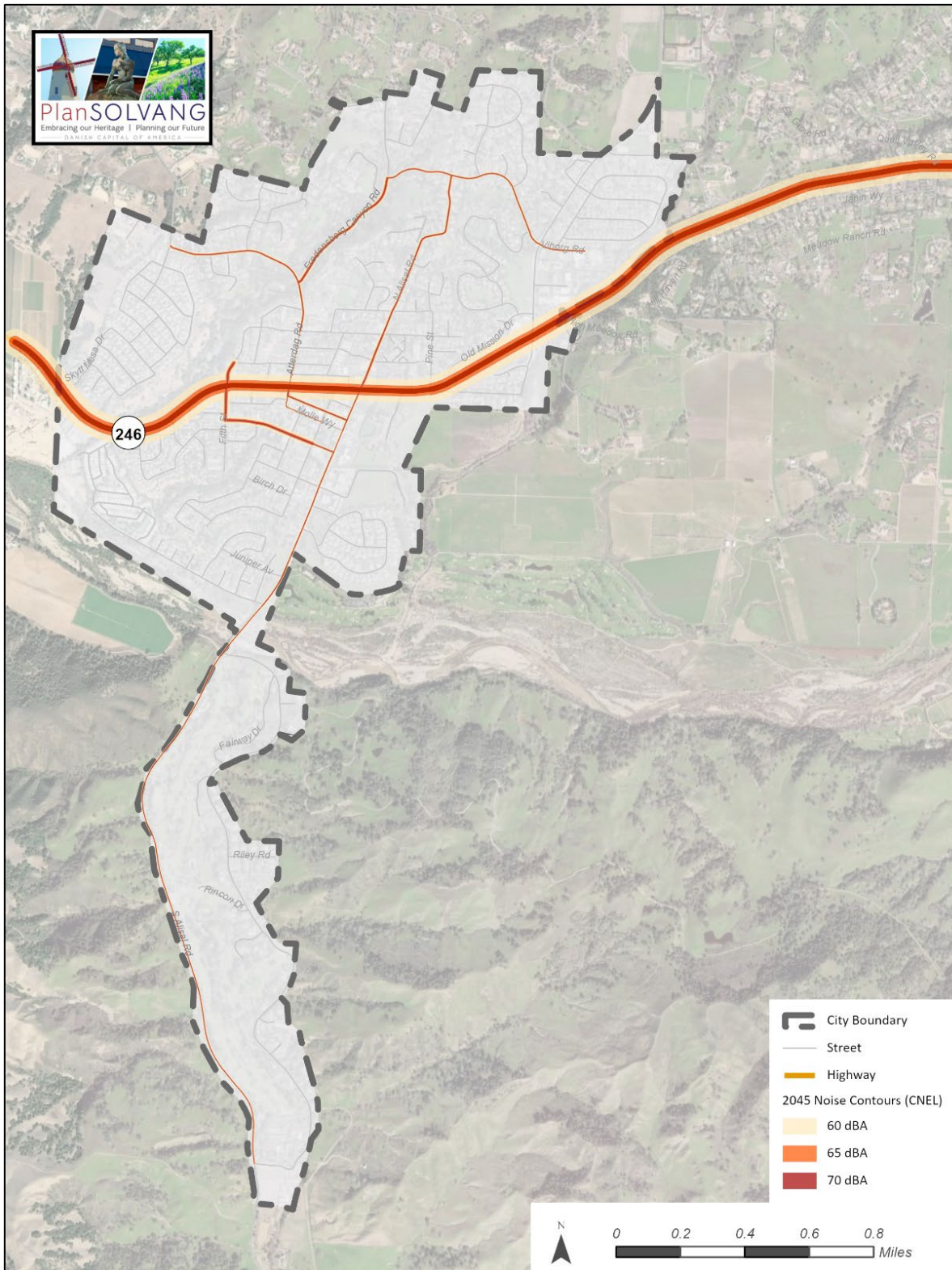
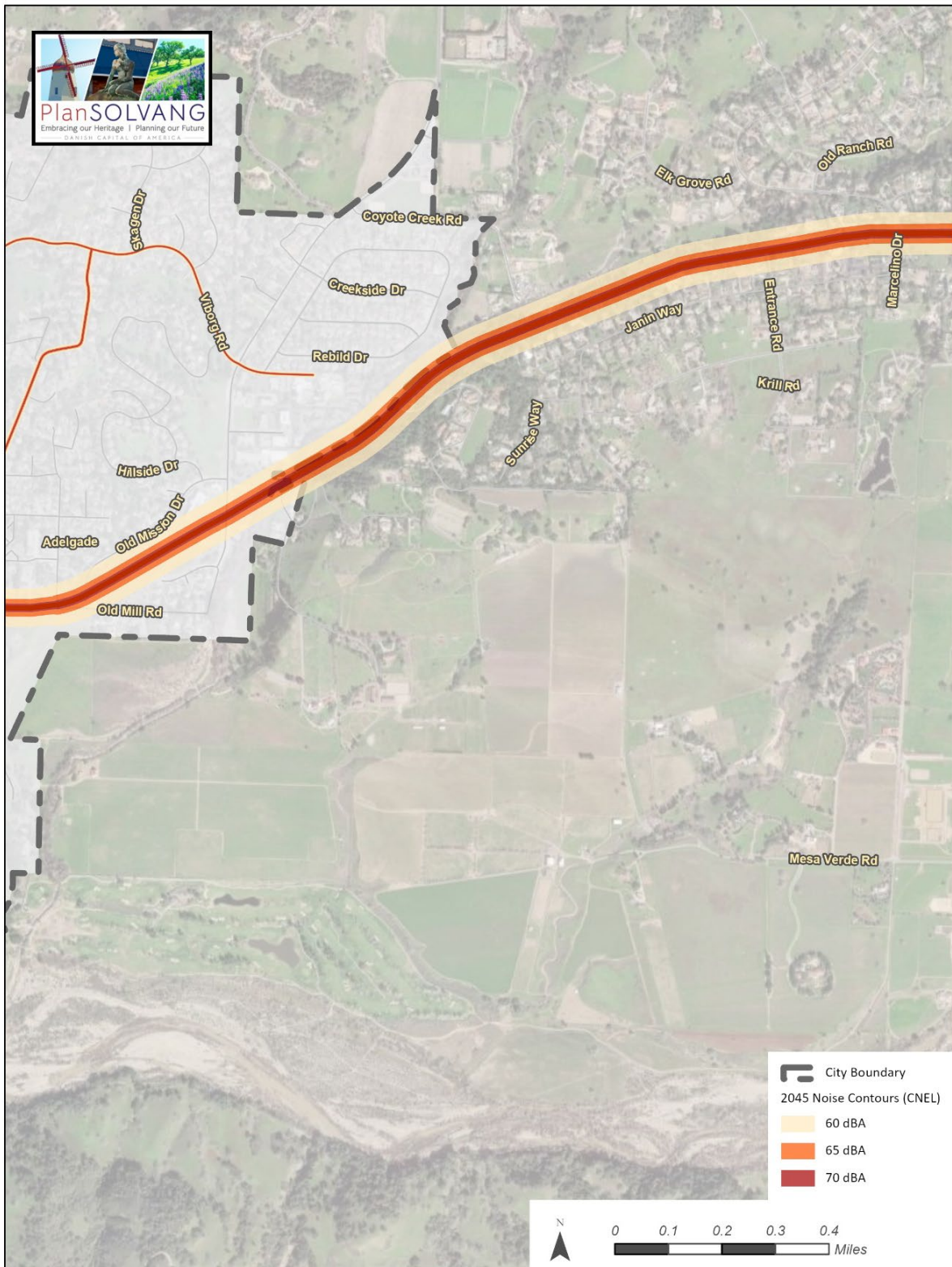


Figure 4.11-6 Future 2045 Roadway Vehicle Noise Contours – Section 2



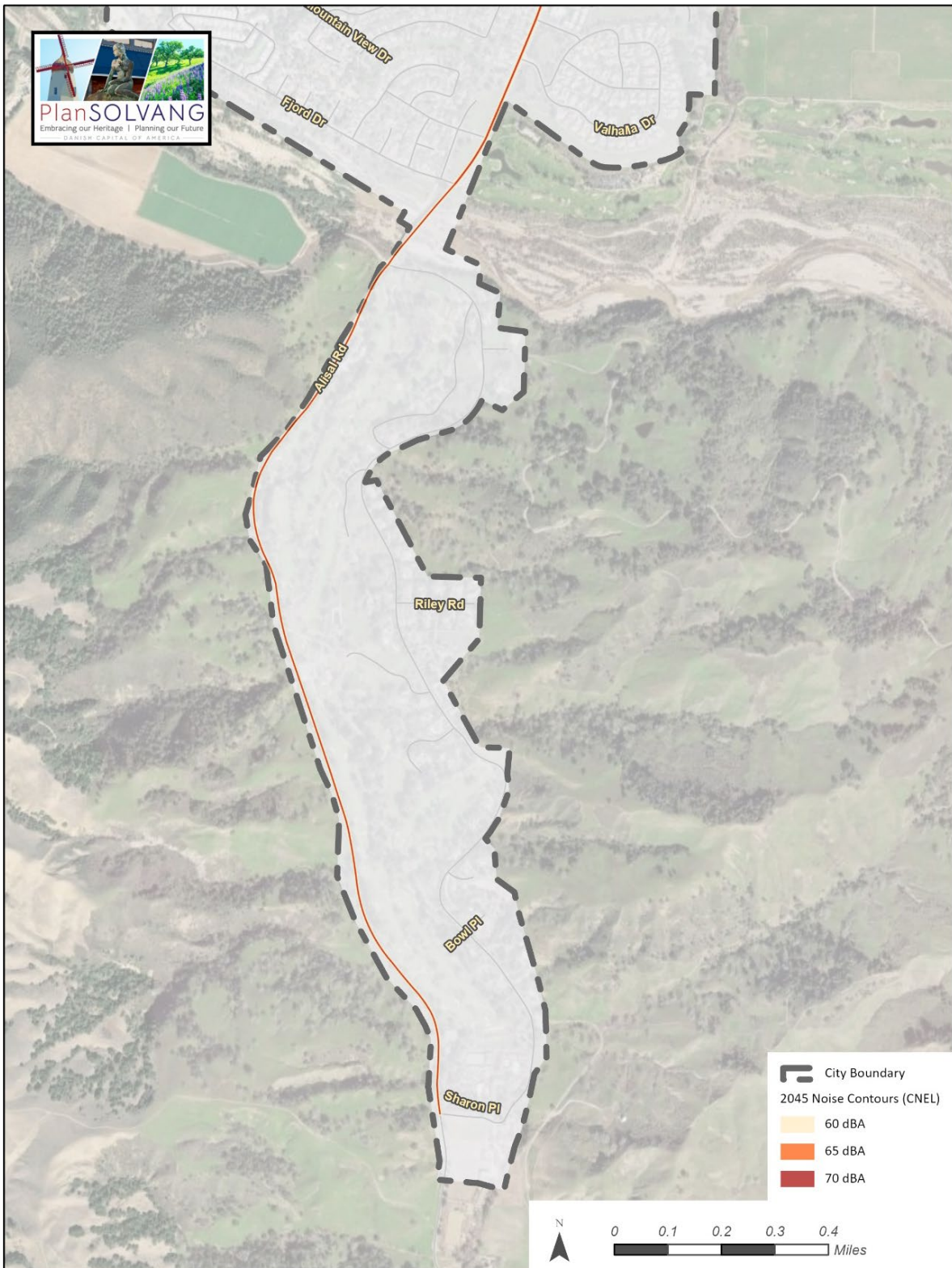
Source: City of Solvang, 2023; Imagery Esri 2023.
Date: December 6, 2023

Figure 4.11-7 Future 2045 Roadway Vehicle Noise Contours – Section 3



Source: City of Solvang, 2023; Imagery Esri 2023.
Date: December 6, 2023

Figure 4.11-8 Future 2045 Roadway Vehicle Noise Contours – Section 4



Source: City of Solvang, 2023; Imagery Esri 2023.
Date: December 6, 2023

Table 4.11-5 Existing and Future Traffic Volumes

Roadway Segment	2015 Existing ADT	2045 GP - With Project ADT	Existing Roadway Vehicle Noise Level at 50 feet (dBA CNEL)	2045 Roadway Vehicle Noise Level at 50 feet (dBA CNEL)	Roadway Vehicle Noise Increase (dBA CNEL)	Significance Threshold dBA	Significant? Y/N
SR246 - 5th Street to Nykobing	15,621	18,989	68.8	69.6	0.8	1.5	N
SR246 - 4th Street to 5th Street	12,467	15,338	67.8	68.6	0.8	1.5	N
SR246 - Alisal Road to 1st Street	12,667	15,532	68.0	68.7	0.7	1.5	N
SR246 - Old Mill Road to Alisal Road	12,393	15,387	67.9	68.6	0.7	1.5	N
SR246 - Alamo Pintado Road to Old Mill Road	14,292	18,014	68.5	69.3	0.8	1.5	N
Alisal Road - Viborg Road to Eucalyptus Drive	1,231	1,595	56.2	57.2	1.0	5.0	N
Alisal Road - Laurel Avenue to Maple Avenue	1,483	2,028	56.9	58.5	1.5	5.0	N
Alisal Road - Maple Avenue to SR 246	1,515	2,017	57.0	58.5	1.4	5.0	N
Alisal Road - SR 246 to Copenhagen Drive	1,240	1,872	53.4	55.1	1.6	5.0	N
Alisal Road - Molle Way to Oak Street	606	1,191	50.2	53.1	2.9	5.0	N
Alisal Road - Oak Street to Elverhoy Way	634	1,913	50.5	55.2	4.8	5.0	N
Alisal Road - Fjord Drive to Rancho Alisal Drive	27	1,425	36.3	53.9	17.5	5.0	N ¹
Squire Lane - Viborg Road to Chalk Hill Road	2,033	3,005	58.3	59.7	1.4	5.0	N
Atterdag Road - Chalk Hill Road to Laurel Avenue	2,004	2,666	55.4	56.5	1.0	5.0	N
Atterdag Road - Laurel Avenue to Elm Avenue	336	391	47.4	48.1	0.7	5.0	N
Atterdag Road - Elm Avenue to SR 246	681	856	50.6	51.6	1.0	5.0	N
Atterdag Road - SR 246 to Copenhagen Drive	2,162	2,084	58.4	58.3	-0.1	5.0	N
Atterdag Road - Copenhagen Drive to Copenhagen Drive	807	623	53.5	53.0	-0.6	5.0	N

City of Solvang
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Roadway Segment	2015 Existing ADT	2045 GP - With Project ADT	Existing Roadway Vehicle Noise Level at 50 feet (dBA CNEL)	2045 Roadway Vehicle Noise Level at 50 feet (dBA CNEL)	Roadway Vehicle Noise Increase (dBA CNEL)	Significance Threshold dBA	Significant? Y/N
Atterdag Road - Copenhagen Drive Molle Way	838	664	53.7	53.2	-0.5	5.0	N
5th Street - Elm Avenue to SR 246	3,090	4,360	60.3	61.6	1.3	3.0	N
5th Street - SR 246 to Copenhagen Drive	3,120	3,563	60.5	61.6	1.0	3.0	N
5th Street - Copenhagen Drive to Oak Street	3,152	3,608	60.6	61.6	1.0	3.0	N
Copenhagen Drive - Atterdag Road to 1st Street	1,465	1,596	57.0	57.3	0.2	5.0	N
Viborg Road - Alisal Road to Squire Lane	687	1,344	53.5	55.7	2.2	5.0	N
Molle Way - 2nd Street to 1st Street	724	499	53.0	52.1	-0.9	5.0	N
Molle Way - 1st Street to Alisal Road	36	40	41.3	41.7	0.4	5.0	N
Oak Street - 2nd Street to 1st Street	2,784	4,052	59.8	61.3	1.5	5.0	N
Oak Street - 1st Street to Alisal Road	572	1,324	52.7	56.5	3.7	5.0	N
Oak Street - 2nd Street to 5th Street	2,669	3,887	59.7	61.2	1.5	5.0	N
Elverhoy Way - 1st Street to Alisal Road	29	42	39.7	41.3	1.6	5.0	N

Notes:

ADT = average daily traffic.

¹ While a greater than 5 dBA CNEL traffic noise increase is estimated along the road extension on Alisal Road between Fjord Drive to Rancho Alisal Drive, the resulting traffic noise level along this roadway extension would be 53.9 dBA CNEL, which is considered by the City to be Normally Acceptable for all land use types.

Source: DKS Associates, 2023.

Mitigation Measures

NOI-1 Adopt and Implement Construction Noise Reduction Measures

To minimize noise during construction, the City shall adopt a policy to include the following:

- Construction contractors shall implement the following measures for construction activities conducted within the City. Construction plans submitted to the City shall identify the following minimum measures on demolition, grading, and construction plans submitted to the City. The City Building Department shall verify that grading, demolition, and/or construction plans submitted to the City include these notations prior to issuance of demolition, grading and/or building permits.
 - **Mufflers.** During excavation and grading construction phases, all construction equipment, fixed or mobile, shall be operated with closed engine doors and shall be equipped with properly operating and maintained mufflers consistent with manufacturers' standards.
 - **Stationary Equipment.** All stationary construction equipment shall be placed so that emitted noise is directed away from the nearest sensitive receivers.
 - **Equipment Staging Areas.** Equipment staging shall be located in areas that will create the greatest distance feasible between construction-related noise sources and noise-sensitive receivers.
 - **Smart Back-up Alarms.** Mobile construction equipment shall have smart back-up alarms that automatically adjust the sound level of the alarm in response to ambient noise levels. Alternatively, back-up alarms shall be disabled and replaced with human spotters to ensure safety when mobile construction equipment is moving in the reverse direction in compliance with applicable safety laws and regulations.
 - **Electrically-Powered Tools and Facilities.** Electrical power shall be used to run air compressors and similar power tools and to power any temporary structures, such as construction trailers or caretaker facilities, where feasible.
 - **Noise Disturbance Coordinator.** The project applicant shall designate a "noise disturbance coordinator" responsible for responding to any local complaints about construction noise. The disturbance coordinator shall determine the cause of any noise complaint and shall require that reasonable measures be implemented to correct the problem. A telephone number for the disturbance coordinator and the City shall be posted at the construction site.
 - **Temporary Noise Barriers.** Erect temporary noise barriers, where feasible, when construction noise is predicted to exceed the acceptable standards (e.g., 80 dBA Leq at residential receivers, schools or other sensitive receptors during the daytime) or when the anticipated construction duration is greater than is typical (e.g., two years or greater) and there are sensitive receptors within 500 feet of the construction site. Temporary noise barriers shall be constructed with solid materials (e.g., wood) with a density of at least 1.5 pounds per square foot with no gaps from the ground to the top of the barrier. If a sound blanket is used, barriers shall be constructed with solid material with a density of at least 1 pound per square foot with no gaps from the ground to the top of the barrier and be lined on the construction side with acoustical blanket, curtain or equivalent absorptive material rated sound transmission class (STC) 32 or higher.

Significance After Mitigation

Implementation of Mitigation Measure NOI-1 would reduce potential impacts from noise during short-term construction and operation to less than significant levels by reducing noise source impacts, however, impacts would remain significant and unavoidable.

Threshold: Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

Impact NOI-2 CONSTRUCTION OF DEVELOPMENT FACILITATED BY THE 2045 GENERAL PLAN WOULD TEMPORARILY GENERATE GROUNDBORNE VIBRATION, POTENTIALLY AFFECTING NEARBY LAND USES. OPERATION OF DEVELOPMENT FACILITATED BY THE 2045 GENERAL PLAN WOULD NOT RESULT IN SUBSTANTIAL GROUNDBORNE VIBRATION. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT WITH MITIGATION.

Construction of future development facilitated by the 2045 General Plan could intermittently generate groundborne vibration affecting nearby properties. Table 4.11-6 lists groundborne vibration levels from various types of construction equipment at various distances.

Table 4.11-6 Vibration Source Levels for Construction Equipment

Equipment	Approximate Vibration Level (in/sec PPV)			
	25 feet from Source	50 feet from Source	100 feet from Source	200 feet from Source
Caisson Drilling	0.089	0.031	0.011	0.004
Jackhammer	0.035	0.012	0.004	0.002
Large Bulldozer	0.089	0.031	0.011	0.004
Loaded Truck	0.076	0.027	0.010	0.003
Pile Driver (impact)	Upper range	1.519	0.537	0.190
	Typical	0.644	0.228	0.081
Pile Driver (sonic)	Upper range	0.734	0.260	0.092
	Typical	0.170	0.060	0.021
Small Bulldozer	0.003	0.001	<0.001	<0.001
Vibratory Roller	0.21	0.074	0.026	0.009

Source: Federal Transit Administration (FTA). 2018. *Transit Noise and Vibration Impact Assessment*. November.

As shown in Table 4.11-6, buildings and structures could experience the strongest vibration during the use of pile-drivers and vibratory rollers. Vibration levels from pile-drivers could approach 1.519 in/sec PPV at a distance of 25 feet from the source and 0.190 in/sec at 100 feet, and vibration levels from vibratory rollers could approach 0.21 in/sec PPV at a distance of 25 feet and 0.026 at 100 feet. The threshold for historic structures is 0.12 in/sec PPV; the threshold is higher for residential buildings at 0.2 in/sec PPV.

Vibration levels from typical equipment such as bulldozers and jackhammers would not exceed FTA thresholds for historic structures and residential buildings at a distance of 25 feet or greater. However, vibration levels from pile driving equipment and vibratory rollers may exceed FTA thresholds.

The following goal and policy in the 2045 General Plan would reduce construction vibration noise:

- **Goal SAF-11:** To reduce, minimize and manage noise and vibration to the greatest extent feasible.
- **Policy SAF-11.4: Vibration Impacts.** For projects involving the use of major vibration generating equipment (e.g. pile drivers, vibratory rollers) that could generate groundborne vibration levels in excess of 0.2 in/sec PPV, the City may require a project-specific vibration impact assessment to analyze potential groundborne vibrational impacts and may require measures to reduce ground vibration levels.

Because project-level details are not currently available for individual development projects that would be facilitated by the 2045 General Plan, it is not possible to determine which projects may use pile driving or vibratory rollers and their exact vibration levels, locations, or time periods for construction of such projects. Therefore, construction vibration levels may exceed FTA vibration levels for preventing architectural building damage, and impacts would be potentially significant. However, implementation of Mitigation Measure NOI-2 would reduce construction groundborne vibration impacts from future development facilitated by the 2045 General Plan to a level of less than significant.

Operation

New residential, commercial, industrial, and retail development facilitated by the 2045 General Plan would not involve substantial operational vibration sources such as railroads and subways. Therefore, the 2045 General Plan's operational groundborne vibration and noise impacts would be less than significant.

Mitigation Measures

NOI-2 Adopt and Implement Vibration Control Measures and Screening Distances

To reduce potential construction vibration impacts, the City shall adopt the following 2045 General Plan policy:

- Prior to issuance of a building permit for a project requiring pile driving during construction a) within 135 feet of fragile structures (historical resources, 100 feet of non-engineered timber and masonry buildings [e.g., most residential buildings], b) within 75 feet of engineered concrete and masonry (no plaster); c) a vibratory roller within 40 feet of fragile historical resources or 25 feet of any other structure; and/or d) a dozer or other large earthmoving equipment within 20 feet for a fragile historical structure or 15 feet of any other structure, the project applicant shall prepare a groundborne vibration analysis to assess and mitigate potential vibration impacts related to these construction activities. This vibration analysis shall be conducted by a qualified and experienced acoustical consultant or engineer. The vibration levels shall not exceed FTA architectural damage thresholds (e.g., 0.12 in/sec PPV for fragile or historical resources, 0.2 in/sec PPV for non-engineered timber and masonry buildings, and 0.3 in/sec PPV for engineered concrete and masonry). If vibration levels would exceed these thresholds, alternative uses such as drilling piles as opposed to pile driving, static rollers as opposed to vibratory rollers, and lower horsepower earthmoving equipment shall be used. If necessary, construction vibration monitoring shall be conducted to ensure FTA vibration thresholds are not exceeded.

Significance After Mitigation

Implementation of Mitigation Measure NOI-2 would reduce potential impacts from groundborne vibration to less than significant levels by providing screening distances, within which vibration analysis and vibration reductions measures may be required to reduce project vibration impacts to less than significant levels.

Threshold: For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

Impact NOI-3 THE 2045 GENERAL PLAN WOULD NOT EXPOSE PEOPLE RESIDING OR WORKING IN THE PLANNING AREA TO EXCESSIVE NOISE LEVELS FROM AIRPORT LAND USE. THERE WOULD BE NO IMPACT.

The closest airport to the Planning Area is the Santa Ynez Airport/Kunkle Field, which is approximately 2.3 miles east of the Planning Area. The Santa Ynez Airport Land Use Compatibility Plan (Santa Ynez ALUCP 2023) shows that the Planning Area is not in the Santa Ynez Airport/Kunkle Field's 65 CNEL noise contour. Because the Planning Area is not in a 65 CNEL or higher noise contour of any nearby airport, implementation of the 2045 General Plan would not expose people residing or working in the Planning Area to excessive noise levels. There would be no impact.

Mitigation Measures

No mitigation is required because there would be no impact.

4.11.4 Cumulative Impacts

Construction Noise

Short-term construction noise generated by projects facilitated by the 2045 General Plan, in combination with construction activities for other cumulative projects that may be constructed simultaneously could, without mitigation, substantially increase noise levels in the vicinity of future projects. Mitigation measures have been identified to reduce short-term construction noise from future projects facilitated by the 2045 General Plan. Therefore, unless construction of cumulative projects, including those facilitated by the 2045 General Plan, occur in close proximity to each other and simultaneously, noise from individual construction projects has a small chance of combining to create significant cumulative impacts. Although this scenario is unlikely, and mitigation measures would be implemented to the extent feasible, the potential remains for a cumulatively considerable increase in short-term construction noise from projects facilitated by the 2045 General Plan. The 2045 General Plan could make a substantial contribution to this cumulatively significant impact. Therefore, the cumulative impact related to short-term construction noise would be significant and unavoidable.

Operational Stationary Noise

Development facilitated by the 2045 General Plan would introduce new stationary noise sources to the ambient noise environment in and around the Planning Area, including new mechanical ventilation equipment. These sources may combine with noise from other nearby cumulative projects to result in higher noise levels. However, operational noise from these sources is localized

and rapidly attenuates within an urbanized setting due to the effects of intervening structures and topography that block the line of sight, and due to other noise sources closer to receptors that obscure project-related noise. Implementation of Solvang Municipal Code noise standards would ensure that noise from new stationary sources as part of cumulative development would be within acceptable levels. Therefore, the cumulative impact related to operational stationary noise would be less than significant.

Operational Mobile Noise

As discussed in Impact NOI-1, roadway vehicle noise increases from development facilitated by the 2045 General Plan would not contribute to noise level increases that exceed impact criteria and would not be cumulatively considerable. Therefore, in combination with mobile noise for other cumulative development, the cumulative impact related to operational mobile (roadway vehicle) noise would be less than significant.

Groundborne Vibration and Noise

Although there could be other cumulative projects simultaneously under construction near a development project facilitated by the 2045 General Plan, the potential for construction groundborne vibration and noise impacts exists within a limited area (e.g., within approximately 25 feet for a vibratory roller). Since no two construction cumulative projects would both be within 25 feet of a given sensitive structure, cumulative groundborne vibration and noise impacts would be less than significant.

Overall Level of Cumulative Significance

Cumulative noise impacts would be significant and unavoidable due to short-term construction noise.

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4.12 Population and Housing

This section evaluates the potential impacts from population growth and displacement of housing from implementation of the 2045 General Plan.

4.12.1 Setting

a. Population

As shown in Table 4.12-1, the City of Solvang had an estimated population of 5,644 in 2020 (United States Census Bureau [Census] 2020a). In addition, Table 4.12-1 shows population growth in Santa Barbara County and California. From 2010 to 2020, Solvang’s population grew 8.2 percent, which is higher than the 6.9 and 7.4 percent growth experienced in Santa Barbara County and California, respectively.

Table 4.12-1 Population Growth in the City, County, and State

Year ¹	Solvang	Santa Barbara County	California
2010	5,218	416,051	36,637,290
2020	5,644	444,895	39,346,023
Percent Change From 2010-2020	8.2%	6.9%	7.4%

¹ Population estimates presented for Solvang and Santa Barbara County are consistent with population estimates stated in the adopted 2023-2031 Housing Element. The adopted 2023-2031 Housing Element does not contain population estimates for California.

Source: Census 2020a; Census 2010a

b. Housing

A household is defined as a group of people who occupy a housing unit (Census 2021). A household differs from a dwelling unit because the number of dwelling units includes both occupied and vacant dwelling units. Typically, not all the population in a given area lives in households. A portion of the population lives in group quarters, such as board and care facilities, while others are homeless.

Housing Units

Table 4.12-2 shows the growth in number of housing units in Solvang, Santa Barbara County, and California between 2010 and 2020. As shown in Table 4.12-2, between 2010 and 2020 Solvang’s housing inventory increased by 315 housing units resulting in a 14.3 percent growth during this period. Most of the increase in housing resulted from the development of the Skytt Mesa project (169 units) and the affordable Solvang Senior Apartments (45 units).

Table 4.12-2 Housing Inventory

	Solvang		Santa Barbara County		California	
	2010	2020	2010	2020	2010	2020
Total Housing Units ¹	2,207	2,566 ²	152,381	159,317	13,552,624	14,210,945
Occupied ¹	2,136	2,392	141,793	148,309	12,392,852	13,103,114
Vacancy Rate ¹	2.5%	5.2%	5.2%	3.4%	7.2%	4.8%
Growth in Total Housing Units from 2010-2020	14.3%		4.6%		4.9%	

¹ Housing estimates presented for Solvang are consistent with housing estimates stated in the adopted 2023-2031 Housing Element. The adopted 2023-2031 Housing Element does not contain housing estimates for Santa Barbara County or California.

² 2,566 existing housing units reflect 2019 buildout data (Mintier Harnish 2023), which was used in the table to maintain consistency throughout the EIR analyses.

Sources: Census 2020b; Census 2010b

Household Size

Small households (one to two persons per household [pph]) traditionally occupy units with zero to two bedrooms; family households (three to four pph) normally occupy units with three to four bedrooms. Large households (five or more pph) typically occupy units with four or more bedrooms. The number of units in relation to the household size may reflect preference and economics. Many small households obtain larger units, and some large households live in small units, for economic reasons. Table 4.12-3 compares the size of households in Solvang, Santa Barbara County, and California. As shown in Table 4.12-3 the average household size in Solvang remained at 2.39 pph between 2010 and 2020. Over the same period, the average household size in Santa Barbara County decreased from 2.86 to 2.85 pph, and the average household size in California increased from 2.91 to 2.93 pph.

Table 4.12-3 Household Size in the City, County, and State

Year	Solvang		Santa Barbara County		California	
	2010	2020	2010	2020	2010	2020
Household Size (pph)	2.39	2.39	2.86	2.85	2.91	2.93
Growth in Household Size from 2010-2020	0.0%		-3.5%		0.7%	

Source: California Department of Finance (DOF) 2021

4.12.2 Regulatory Setting

a. Federal Regulations

There are no federal regulations regarding population and housing that are applicable to the proposed project.

b. State Regulations

State Housing Element Statute

State housing element statutes (Government Code Sections 65580-65589.9) mandate that local governments adequately plan to meet the existing and projected housing needs of all economic segments of the community. The law recognizes that in order for the private market to adequately address housing needs and demand, local governments must adopt land use plans and regulatory systems that provide opportunities for, and do not unduly constrain, housing development. As a result, State housing policy rests upon the effective implementation of local general plans and in particular, housing elements. Additionally, Government Code Section 65588 dictates that housing elements must be updated at least once every eight years.

Regional Housing Needs Assessment

California’s Housing Element law requires that each county and city develop local housing programs to meet their “fair share” of existing and future housing growth needs for all income groups, as determined by the Department of Finance (DOF). The Santa Barbara County Association of Governments (SBCAG) is tasked with distributing the projected housing need within the County Santa Barbara among SBCAG’s eight cities and the unincorporated communities using four income categories (extremely low and very low, low, moderate, and above moderate). This fair share allocation is referred to as the Regional Housing Needs Assessment (RHNA) process. RHNA allocation represents the minimum number of housing units by income level each community is required to plan for through a combination of: 1) zoning “adequate sites” at suitable densities that foster affordability and 2) housing programs to support retention, rehabilitation, and production of lower income units with a reasonable degree of entitlement certainty. In addition, Government Code 65863 requires all jurisdictions to provide an additional 20 percent buffer to ensure housing capacity is maintained in the event a potential housing site becomes unavailable. Solvang’s allocation for 2023 to 2031 from the SBCAG Regional Housing Needs Plan (RHNP) plus a 20 percent buffer is shown in Table 4.12-4 below.

Table 4.12-4 Regional Housing Needs Assessment 2023-2031

Income Group	RHNA Allocation with Required 20 Percent Buffer (units)	Percent of Total RHNA Allocation with Required 20 Percent Buffer
Very Low	66	30%
Low	47	22%
Moderate	27	13%
Above Moderate	75	35%
Total	215	100%

Source: SBCAG 2021a

c. Local Regulations

Santa Barbara Council of Governments

The City of Solvang is located within the SBCAG planning area. SBCAG functions as the Metropolitan Planning Organization for Santa Barbara County and the communities and cities therein, and is responsible for preparing and implementing the region's RHNA and the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The RTP/SCS is a long-term (20-year or more) blueprint of the region's transportation system and is updated every four years. The plan identifies transportation needs of the metropolitan region and creates a framework for project priorities. SBCAG adopted an updated RTP/SCS in August 2021 (SBCAG 2021b). SBCAG projections for Santa Barbara County consider regional, state, and national economic trends and planning policies.

City of Solvang Housing Element

The Housing Element is one of the seven State-mandated elements of the General Plan (Government Code Sections 65300 through 65303.4). The Housing Element serves as a tool to identify and provide for the housing needs of the community. It identifies recent demographic and employment trends that may affect existing and future housing demand and supply. California law requires the Housing Element to include policies and programs that will support the provision of an adequate housing supply for citizens of all income levels. The Housing Element is the only element that requires review by the State. The element addresses the City's ability to meet the regional housing needs as determined by the State.

The City's General Plan is currently undergoing a comprehensive update, which is evaluated throughout this Environmental Impact Report (EIR). As part of a separate project, the City updated its Housing Element for the 2023-2031 planning period (6th cycle) in compliance with updated RHNA allocations and new housing laws. The updated Housing Element, which was adopted in December 2023, includes a detailed analysis of housing needs, resources, and constraints; an analysis and identification of any areas that may perpetuate housing inequities in the community; and policies and programs with the goal of achieving more equitable housing practices.

4.12.3 Impact Analysis

a. Methodology and Significance Thresholds

Methodology

Population and housing trends in Solvang were evaluated by reviewing the most current data available from the Census Bureau, DOF, SBCAG's Regional Growth Forecast, and the City's adopted 2023-2031 Housing Element. Population and housing data are available on a city, county, regional, and state level. For this analysis, data provided at the city level is compared to County and State trends.

Significance Thresholds

CEQA Guidelines Appendix G provides the following significance thresholds to determine if a project would have a potentially significant impact on population and housing. For the purposes of this EIR, implementation of the proposed project may have a significant adverse impact if it would:

1. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure); or
2. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

b. Project Impacts and Mitigation Measures

Threshold 1: Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?
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Impact POP-1 IMPLEMENTATION OF THE 2045 GENERAL PLAN WOULD ACCOMMODATE GROWTH WHICH EXCEEDS THE SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS' REGIONAL GROWTH FORECAST. HOWEVER, GROWTH RESULTING FROM THE 2045 GENERAL PLAN IS ANTICIPATED AND WOULD NOT CONSTITUTE SUBSTANTIAL UNPLANNED POPULATION GROWTH. FURTHER, THE SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS WOULD UPDATE THEIR GROWTH PROJECTIONS TO BE CONSISTENT WITH THE 2045 GENERAL PLAN DURING THE NEXT PLANNING CYCLE. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

Implementation of the 2045 General Plan would result in housing growth in Solvang. As stated in Table 2-1 of Section 2, *Project Description*, 2045 General Plan buildout would enable development in the Planning Area through the year 2045 that could result in an increase of 497 residential units in Solvang, which would result in a total of 3,063 housing units in 2045. This would exceed SBCAG's 2045 housing unit projections of 2,700 housing units (a difference of 363 housing units or approximately 12.6 percent) (SBCAG 2019). However, the State requires that all local governments adequately plan to meet the housing needs of their communities (HCD 2023). Given that the State is currently in an ongoing housing crisis due to an insufficient housing supply, the additional units under the 2045 General Plan would further assist in addressing the existing crisis and meeting the housing needs of Solvang.

The adopted Housing Element was recently updated in December 2023 to meet projected population and housing growth. SBCAG's RHNA allocation for Solvang is 191 housing units, split among extremely low, very low, low, moderate, and above moderate-income categories, shown in Table 2-10 of Section 2, *Project Description*. The adopted Housing Element is designed to accommodate regional growth anticipated by SBCAG's RHNA allocation, which requires the City to plan for 191 new housing units by 2031. The increase in 497 housing units resulting from the 2045 General Plan would help the City meet their RHNA as required by the State. Therefore, the 2045 General Plan would not result in unplanned housing growth because it would be consistent with the City's RHNA and is being planned for and analyzed in this EIR.

Implementation of the 2045 General Plan would also result in population growth in Solvang. Based on Solvang's approximate average household size of 2.39 pph, it is anticipated that an increase in 497 residential units would result in an additional 1,187 residents in Solvang. As such, the total population in Solvang, with the additional 1,187 residents and 211 employees (for a total of 1,398 people) as shown in Table 2-1 of Section 2, *Project Description*, is anticipated to increase to a total population of 7,042 in 2045 which is greater than SBCAG's 2045 population forecast of 6,300 residents in Solvang (a difference of 747 people or approximately 11.1 percent) (SBCAG 2019). Although implementation of the 2045 General Plan would facilitate housing and population growth in the area, the purpose of the 2045 General Plan is to provide a framework to adequately

accommodate this increase. The 2045 General Plan provides the following policies that would ensure growth is managed and occurs in a manner consistent with that envisioned in the 2045 General Plan by promoting infill development, a diverse mix of land uses, and a variety of residential densities:

- **Policy LU-1.2: Infill Development.** The City shall support and promote infill development that is compact, mixed-use, and pedestrian-friendly.
- **Policy LU-1.3: Residential Land Use.** Although most of the city is built out, the City shall designate a full range of residential land uses that provide for a variety of housing types, locations, and densities, including accessory dwelling units.
- **Policy LU-1.4: Commercial Land Use.** The City shall designate a mix of commercial uses, including retail, general, and tourist commercial, to promote both the tourist economy and the needs of residents of Solvang and the Santa Ynez valley.
- **Policy LU-1.6: Mixed-use.** The City shall encourage mixed-use developments with a residential component to further enhance the range of housing opportunities provided to residents.
- **Policy LU-2.3: Neighborhood Infill.** The City shall allow infill development as required by State Law including ADU's, JADU and density bonus.
- **Policy LU-2.4: High-density Residential Development.** The City shall encourage new high-density residential development located in areas close to services and transit with appropriate site planning, and comply with objective design standards, and landscape criteria.
- **Policy LU-5.3: Pedestrian Orientation.** The City shall require new mixed-use development to include amenities that create a comfortable environment for walking, sitting, and socializing.
- **Policy H-1.2: Residential Rehabilitation.** The City shall encourage homeowners and landlords to maintain properties in sound condition through code enforcement efforts and by implementing a residential rehabilitation assistance program.
- **Policy H-2.1: Housing for All Residents.** The City shall encourage the production of housing that meets the needs of all economic segments, including homeless and extremely low, lower, moderate, and above moderate-income households, to achieve a balanced community.
- **Policy H-2.2: Expanding Workforce Housing.** The City shall encourage housing opportunities for the city's workforce, including seasonal and part-time workers in the tourism sector and public service employees. The City will encourage housing opportunities and assistance to address the needs of local workers.
- **Policy H-2.3: Affordable Senior Housing.** The City shall continue to facilitate the provision of affordable housing for the city's growing senior population, including senior housing with supportive services, assisted living facilities, and second units.
- **Policy H-2.4: Support Special Housing Needs.** The City shall support, as feasible, non-profit, and for-profit agencies who provide supportive services and alternative housing options for the homeless and other persons with special housing needs in Solvang.
- **Policy H-2.6: Home Ownership Assistance.** The City shall work with local organizations that identify and pursue State, Federal, and other funding sources to enable home ownership for low- and moderate-income households.
- **Policy H-2.7: Home Ownership Education.** The City shall work with local organizations to encourage first time homebuyers from low- and moderate- income households to participate in home ownership assistance programs available from public agencies and in the private market.

- **Policy H-2.8: Encouraging Accessory Dwelling Units (ADUs)/Junior Accessory Dwelling Units (JADUs).** The City shall allow ADUs and JADUs as a means of providing additional housing opportunities in existing neighborhoods as provided by state law.
- **Policy H-2.9: Rental Assistance.** The City shall continue to support local organizations that provide rental assistance to extremely low and lower-income households and encourage property-owners to list units with the Santa Barbara County Housing Authority.
- **Policy H-2.10: Special Needs Housing.** The City shall support the development and conservation of housing that meets the special needs of large families, families with children, seasonal workers, persons with disabilities, elderly persons, homeless, and agricultural workers.

Growth in Solvang would occur regardless of implementation of the 2045 General Plan. While the growth anticipated by the 2045 General Plan would be substantial, the growth would not be unplanned since it is contemplated by the 2045 General Plan. As described in the 2045 General Plan, the proposed project's vision for Solvang was developed with extensive community input and in recognition of the State's planning priorities. The 2045 General Plan identifies major strategies and physical improvements for Solvang through 2045, including, but not limited to, use of mixed-use areas, strengthening locally-owned business and community-supported tourism, enhancing existing neighborhoods, and maintaining adequate public facilities and services for anticipated growth. These strategies would support existing and future employees, businesses, and residents, the potential environmental impacts of which are analyzed throughout this EIR. Although projected housing and population growth in Solvang in 2045 exceeds SBCAG's 2045 forecasts, SBCAG would update their growth projections to be consistent with the 2045 General Plan during the next planning cycle. Therefore, because the 2045 General Plan is designed for planned and orderly growth, as mandated by the State, impacts would be less than significant.

Mitigation Measures

No mitigation measures are required because this impact would be less than significant.

Threshold 2: Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?
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Impact POP-2 IMPLEMENTATION OF THE 2045 GENERAL PLAN WOULD NOT DISPLACE SUBSTANTIAL NUMBERS OF EXISTING HOUSING OR PEOPLE, NECESSITATING THE CONSTRUCTION OF REPLACEMENT HOUSING ELSEWHERE. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

Implementation of the 2045 General Plan would not involve any land use changes or rezoning of properties from residential use to another non-residential land use type. However, displacement would occur in one instance as a result of implementation of the 2045 General Plan. One area of potential growth considered by the 2045 General Plan is the Old Lumberyard site, located at 1783 and 1793 Mission Drive and 533 Pine Street and comprised of Assessor's Parcel Numbers (APNs) 139-150-012, 139-150-017, and 139-150-027. There are two single-family residences on-site: one at 533 Pine Street and one at 1793 Mission Drive. The project would demolish most existing on-site uses, including the single-family residence located at 533 Pine Street. The existing single-family residence at 1793 Mission Drive would not be demolished but would be relocated. As shown in Table 4.12-3, above, the average household size in Solvang remained at 2.39 pph between 2010 and 2020. As such, although the number of persons currently living in the residence at 533 Pine Street is unknown, demolition of the residence would result in an estimated reduction of population by three

people (conservatively rounded up from 2.39 pph). These two units would be replaced with a proposed mixed-use project consisting of a proposed hotel and 51 micro apartment units.

As stated in Table 2-1 of Section 2, *Project Description*, 2045 General Plan buildout would enable development in the Planning Area through the year 2045 that could result in an increase of 497 residential units. The maximum possible number of residential units is determined by the maximum densities allowed for each land use designation and the amount of land area within that designation. However, the maximum number of units is unlikely to be reached because every residential parcel in Solvang would need to be developed to its maximum potential to reach the maximum number of units. Although implementation of the 2045 General Plan would result in the loss of one housing unit, it is anticipated there would be sufficient available replacement housing available for the residents at 533 Pine Street because 2045 General Plan buildout could result in an increase of 497 residential units. Additionally, as of August 2023, there are 32 housing units listed for sale and 10 housing units listed for rent in Solvang (Zillow 2023). As such, there is sufficient housing available in the existing condition to accommodate the loss of one housing unit. Therefore, implementation of the 2045 General Plan would not displace substantial numbers of existing people that would necessitate construction of housing elsewhere.

The 2045 General Plan includes policies which focus on providing housing options for residents at different stages of life and abilities. The 2045 General Plan would preserve and expand affordable housing and diversify housing types within the Planning Area. The 2045 General Plan includes the following policies intended to ensure housing is available in Solvang:

- **Policy LU-2.4: High-density Residential Development.** The City shall encourage new high-density residential development located in areas close to services and transit with appropriate site planning, and comply with objective design standards, and landscape criteria.
- **Policy H-1.2: Residential Rehabilitation.** The City shall encourage homeowners and landlords to maintain properties in sound condition through code enforcement efforts and by implementing a residential rehabilitation assistance program.
- **Policy H-2.1: Housing for All Residents.** The City shall encourage the production of housing that meets the needs of all economic segments, including homeless and extremely low, lower, moderate, and above moderate-income households, to achieve a balanced community.
- **Policy H-2.2: Expanding Workforce Housing.** The City shall encourage housing opportunities for the city's workforce, including seasonal and part-time workers in the tourism sector and public service employees. The City will encourage housing opportunities and assistance to address the needs of local workers.
- **Policy H-2.3: Affordable Senior Housing.** The City shall continue to facilitate the provision of affordable housing for the city's growing senior population, including senior housing with supportive services, assisted living facilities, and second units.
- **Policy H-2.4: Support Special Housing Needs.** The City shall support, as feasible, non-profit, and for-profit agencies who provide supportive services and alternative housing options for the homeless and other persons with special housing needs in Solvang.
- **H-2.6: Home Ownership Assistance.** The City shall work with local organizations that identify and pursue State, Federal, and other funding sources to enable home ownership for low- and moderate-income households.
- **Policy H-2.7: Home Ownership Education.** The City shall work with local organizations to encourage first time homebuyers from low- and moderate- income households to participate in home ownership assistance programs available from public agencies and in the private market.

- **Policy H-2.9: Rental Assistance.** The City shall continue to support local organizations that provide rental assistance to extremely low and lower-income households and encourage property-owners to list units with the Santa Barbara County Housing Authority.
- **Policy H-2.10: Special Needs Housing.** The City shall support the development and conservation of housing that meets the special needs of large families, families with children, seasonal workers, persons with disabilities, elderly persons, homeless, and agricultural workers.

With incorporation of these goals and policies, the 2045 General Plan would result in a net increase in housing availability in Solvang and would provide housing to accommodate future growth. The adopted Housing Element serves as a tool to identify and provide for the housing needs of the community. It identifies recent demographic and employment trends that may affect existing and future housing demand and supply. California law requires the Housing Element to establish policies and programs that support the provision of an adequate housing supply for citizens of all income levels. The adopted Housing Element addresses the City's ability to meet the regional housing needs as determined by the State of California. Any development facilitated by the 2045 General Plan would be required to be consistent with applicable policies in the adopted Housing Element.

It is not known when or where displacement or construction of housing from redevelopment in the City would occur. Therefore, it cannot be determined what project-specific environmental impacts would result from the construction and operation of replacement housing. As potential residential development or redevelopment projects are identified, additional project-specific environmental analysis, as needed, would be completed to evaluate project-specific impacts to displacement of existing residences. Because the 2045 General Plan include goals and policies to increase overall housing in the Planning Area, and there are no current plans for displacement of substantial numbers of housing, impacts related to displacement of existing residences from the 2045 General Plan would be less than significant.

Mitigation Measures

No mitigation measures are required because this impact would be less than significant.

4.12.4 Cumulative Impacts

Regional cumulative impacts consider the City-wide impacts together with similar impacts of reasonably anticipated regional projects/programs. The general approach to cumulative impact analysis used in this EIR, as well as the determination of the cumulative impact analysis area, is discussed in Section 3, *Environmental Setting*, Subsection 3.3, *Baseline and Cumulative Project Setting*.

Cumulative development surrounding Solvang in combination with development facilitated by the 2045 General Plan could result in an increase of population, jobs, and housing. Growth facilitated by the 2045 General Plan would occur within the bounds of the Planning Area. Although projected housing and population growth in Solvang in 2045 exceeds SBCAG's 2045 forecasts, SBCAG would update their growth projections to be consistent with the 2045 General Plan during the next planning cycle. In addition, the 2045 General Plan would result in an overall increase of housing. Therefore, the 2045 General Plan would not contribute to cumulative impacts related to displacement of substantial numbers of people or housing in the cumulative impact analysis area (Santa Barbara County) and would not result in significant cumulative population growth impacts beyond the Planning Area. The incremental population impacts of the proposed 2045 General Plan would not be cumulatively considerable.

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4.13 Public Services and Recreation

This section assesses potential impacts to public services including fire and police protection, public schools, libraries, and parks and recreation, from the 2045 General Plan. Impacts to water, wastewater, and solid waste services are discussed in Section 4.16, *Utilities and Service Systems*.

4.13.1 Setting

a. Fire Protection

Fire protection services in Solvang are provided under contract by the Santa Barbara County Fire Department (SBCFD). SBCFD provides a wide range of programs, which include fire suppression, emergency medical services, disaster preparedness training, fire prevention, search and rescue, inspections, development review, and hazardous materials response. The SBCFD has personnel of over 270 staff members. Station 30, located at 1644 Oak Street, serves Solvang and portions of unincorporated Santa Ynez Valley. Station 30 is staffed by one Captain, one Engineer, one Firefighter/Paramedic, and one Firefighter (SBCFD 2023). In Solvang, the average response time from the SBCFD is between three to five minutes (City of Solvang 2021).

Santa Barbara County is a “contract county” with the California Department of Forestry and Fire Protection (CAL FIRE). Under this agreement, contract counties are responsible for providing initial response to fires on State Responsibility Areas within their counties. CAL FIRE provides funding to the six counties for prevention and suppression of wildland fire in the State Responsibility Area. This funding provides fire protection services including salary and wages of suppression crews, maintenance of firefighting facilities, pre-fire management positions, special repairs, and administrative services.

b. Police Protection

The City contracts with the Santa Barbara County Sheriff’s Office (Sheriff’s Office) for law enforcement services. The Sheriff’s Office provides services including patrol operations, criminal investigations, judicial services, and special units such as behavioral sciences, hostage negotiation, and K-9 (Sheriff’s Office 2023). The Solvang Sheriff Substation is located at 1745 Mission Drive behind the Veterans Memorial Hall. The Sheriff’s Office’s field deputies, supported by administrative staff, are responsible for providing police protection services for approximately 400 square miles. Within Solvang, patrol operations include traffic enforcement and accident investigations (City of Solvang 2021). The Sheriff’s Office has one full-time deputy serving Solvang.

c. Schools

Solvang Elementary School is the only public school within Solvang and is the only school within the Solvang School District. Solvang Elementary School serves kindergarten through eighth grade students and maintains a staff comprised of 34 teachers, 15 special education specialists, 2 special programs managers, 21 classified employees, 1 principal, and 1 superintendent (Solvang School District 2023a). In the 2021-2022 school year, 595 students were enrolled in Solvang Elementary

School (Education Data Partnership 2023). The Solvang Elementary School has a current capacity of 700¹. Table 4.13-1 shows enrollment trends for Solvang Elementary School.

Table 4.13-1 Solvang Elementary School Enrollment Trends

	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023	Percent Change 2017-2018 to 2021-2022
Solvang Elementary School	600	605	635	607	595	593	-0.8%

Source: Education Data Partnership 2023a

As shown in Table 4.13-1, enrollment at Solvang Elementary School has decreased slightly between the 2017-2018 school year and the 2021-2022 school year.

Solvang does not contain a public high school. The nearest public high school to Solvang is Santa Ynez Valley Union High School. Santa Ynez Valley Union High School, while not within the City limits, is located approximately 1.2-mile east of Solvang. The school is part of the Santa Ynez Valley Union High School District and serves ninth through twelfth grade students. In the 2021-2022 school year, 895 students were enrolled, and the school maintained a staff of 44 full-time teachers (U.S. News and World Report 2023). The Santa Ynez Valley Union High School has a current capacity of 1,800 students. Table 4.13-2 shows enrollment trends for Santa Ynez Valley Union High School.

Table 4.13-2 Santa Ynez Valley Union High School Enrollment Trends

	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023	Percent Change 2017-2018 to 2021-2022
Santa Ynez Valley Union High School	953	938	909	887	876	847	-8%

Source: Education Data Partnership 2023b

As shown in Table 4.13-2, enrollment at Santa Ynez Valley Union High School has decreased between the 2017-2018 school year and the 2021-2022 school year.

d. Library Facilities

The Solvang Library is located at 1745 Mission Drive. On July 1, 2019, the City of Goleta began to manage libraries in the Santa Ynez Valley, including the Solvang Library. All libraries managed by Goleta are part of the Black Gold Cooperative Library System. At the end of July 2020, Solvang Library had 18,375 circulating items including books, audiobooks, digital video discs (DVDs), and magazines. During the 2019-2020 fiscal year, the library circulated these items 61,724 times (City of Solvang 2021). The Solvang Library currently hosts in-person events, such as weekly Storytimes at the library (Goleta and Santa Ynez Valley Libraries 2023).

¹ Solvang Elementary School capacity provided by Dawn Stewart, Chief Business Official, via email correspondence dated January 24, 2024 (Solvang School District 2024).

e. Open Space, Parks, and Recreation

The City of Solvang operates approximately 205 acres of parkland, recreational areas, and city facilities that function as community gathering places, in addition to two open space parcels.

Open Space

Solvang contains two open space parcels. The first is a 2.7-acre parcel located south of State Route 246 near its intersection with Nykobing, opposite the southern tip of Hans Christian Andersen Park. The second is a nine-acre parcel behind the homes along Aarhus Drive, east of Oster Sted Court. This area is owned by the Nyborg Estates Homeowners Association and contains a steep canyon with some walking trails. Other important open space areas for the city include the two local golf courses: the River Course at Alisal and the Alisal Golf Course. Although only a few parcels are designated as open space, some residential subdivisions within the Solvang incorporate open space areas, particularly between neighborhoods. Figure 4.13-1 shows open space areas within Solvang.

Parks

Solvang contains three active and two passive parks, as shown in Figure 4.13-2. An active park contains specialized infrastructure such as recreational sports fields or playground equipment and requires specialized maintenance while a passive park is an undeveloped space that requires minimal maintenance. Solvang's parks are described below (City of Solvang 2021):

- **Hans Christian Anderson Park (Active):** Hans Christian Anderson Park is a 51.3-acre park located at 633 Chalk Hill Road in the northeast portion of the city. The park stretches from Fredensburg Canyon Road north of Chalk Hill Road to State Route 246 near its intersection with Nykobing and includes hiking trails, equestrian trails, open spaces, a horseshoe pit, a skate park, tennis courts, picnic tables, barbecues, restrooms, four reservable picnic areas (one sheltered), and the Atterdag, a reservable outdoor amphitheater. Hans Christian Anderson Park offers a unique interaction with the natural landscape through distinct topography and riparian habitat of Adobe Creek consisting of oak woodland and coastal scrub communities. Approximately 48 percent of the city is within half a mile walking radius from Hans Christian Andersen Park.
- **Solvang Park (Active):** Solvang Park is a 0.6-acre park located at 1st Street and Park Way. Solvang Park features open lawn areas, picnic tables, restrooms, a gazebo that serves as a covered stage or dance floor, and various statues. Solvang Park hosts the local Farmer's Market and serves as a central gathering place for residents.
- **Sunny Fields Park (Active):** Sunny Fields Park is a 6.7-acre park located at 900 Alamo Pintado Road, between Coyote Creek Road and Lark Hill. Sunny Fields Park features two playgrounds, a softball field, four tennis courts, picnic tables, barbecues, restrooms, horseshoe pit, walking trails, and two reservable sheltered picnic areas.
- **Creekside Place Park (Passive):** Creekside Place Park is a 6.8-acre open space area located along Rebild Drive in an area south of Coyote Creek Road and backing onto State Route 246. Creekside Place Park includes a shaded creek area, informal trails, and a portion of a paved public trail that connects the commercial area near Old Mission Drive and Santa Ynez High School.
- **Alisal Commons Park (Passive):** Alisal Commons Park is a 1.0-acre open space area located at the north end of Glen Way near Alisal Road, just north of the Alisal Golf Course. Alisal Commons Park includes informal trails and is used for light recreation and as a pedestrian connection between neighboring areas.

Figure 4.13-1 Open Space in Solvang

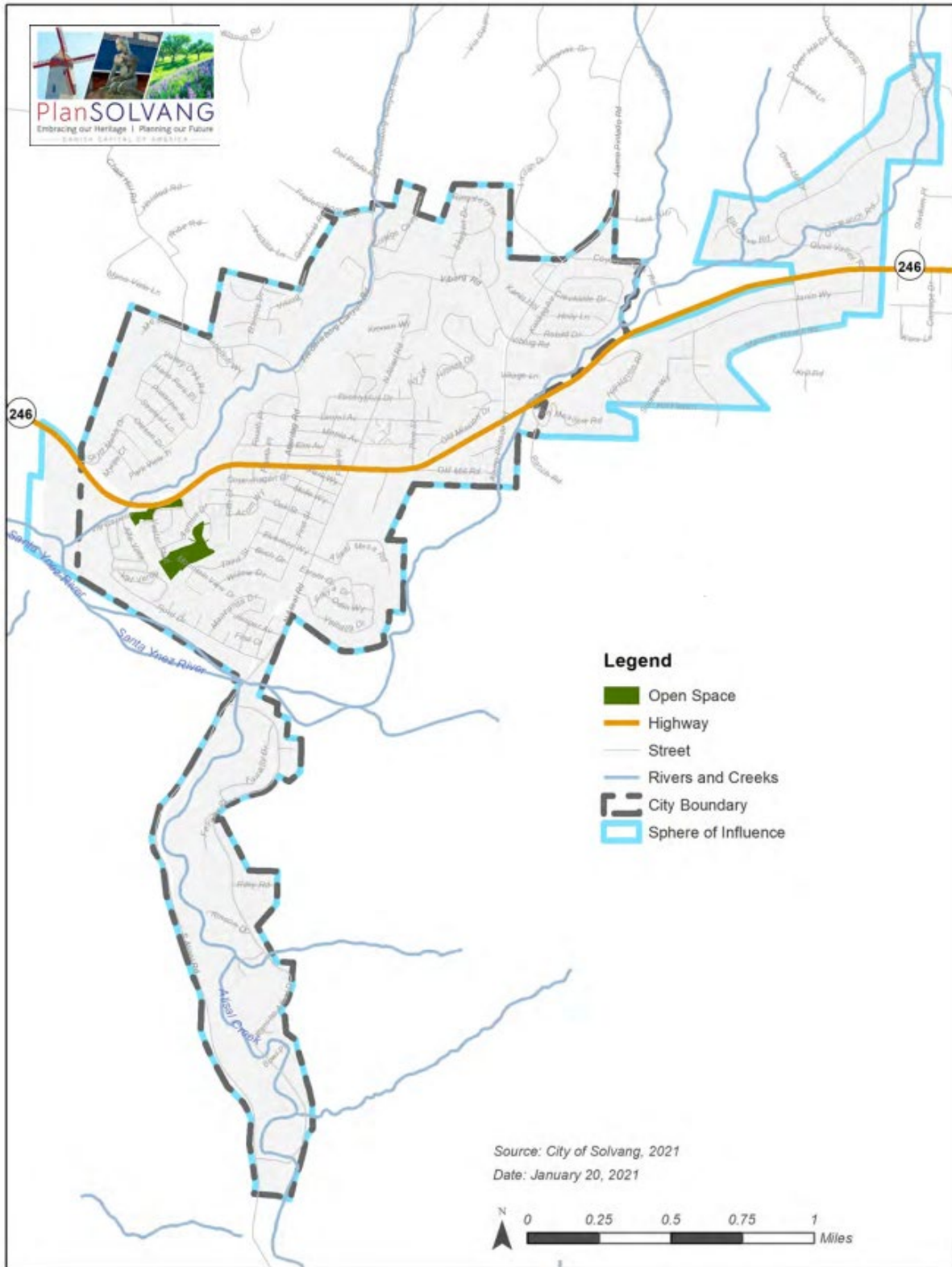
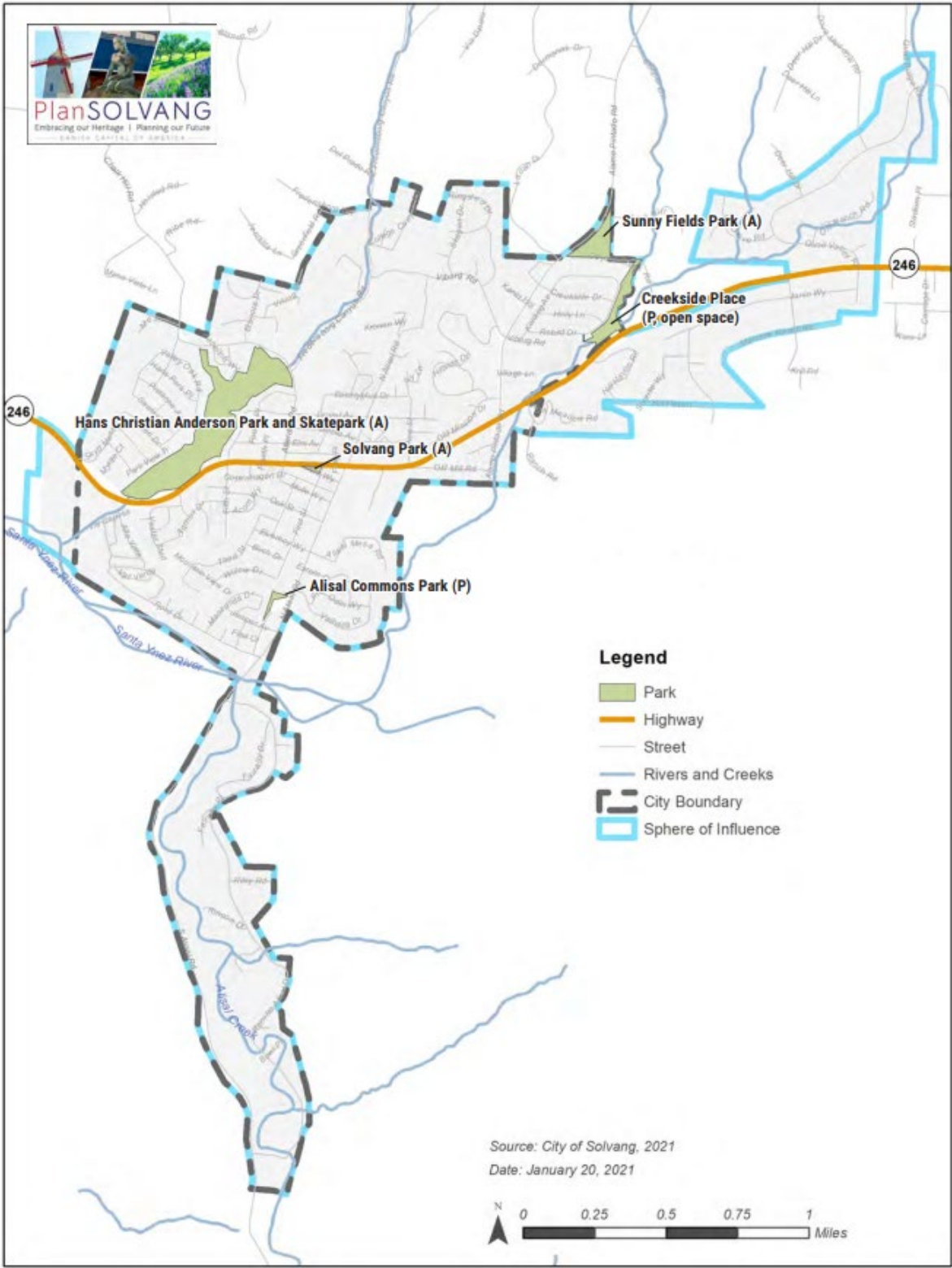


Figure 4.13-2 Parks²



² (A) denotes an active park while (P) denotes a passive park.

Recreational Facilities

Solvang contains two recreational facilities: the Solvang Veterans' Memorial Building and the Solvang Festival Theater. The Solvang Veterans' Memorial Building, a community facility owned by the City of Solvang, is located at 1745 Mission Drive in Solvang's Village Area. A local landmark, built in 1937, the Veterans Memorial Building is available to rent for weddings, ceremonies, meetings, fundraisers, and other community events. The Solvang Festival Theater, an outdoor 700-seat amphitheater, provides a venue for many community events supporting local organizations and businesses. Solvang Theaterfest, a 501 (c) (3) not-for-profit corporation, owns, maintains, and operates the Solvang Theater.

Mission Santa Inés, located at 1760 Mission Drive in Solvang, was founded in 1804 as part of the Spanish Missions of California. The Mission serves as a parish church of the Archdiocese of Los Angeles and incorporates a historical museum and burial ground. Although the Mission is not listed as a recreational facility within the City's General Plan, both the historical museum and burial ground are major tourist attractions and serve recreational purposes.

4.13.2 Regulatory Setting

a. Fire Protection

Disaster Mitigation Act (2000-Present)

Section 104 of the Disaster Mitigation Act of 2000 (Public Law 106-390) requires a state mitigation plan as a condition of disaster assistance. There are two distinct levels of state disaster plans: "Standard" and "Enhanced." States that develop an approved Enhanced State Plan can increase the amount of funding available through the Hazard Mitigation Grant Program. The Disaster Mitigation Act has also established new requirements for local mitigation plans, such as requiring a collaborative planning process, comprehensive risk assessment, strategies to mitigate risks, and implementation timeline.

National Fire Plan (2000)

The National Fire Plan was developed under Executive Order 11246 in August 2000, following a landmark wildland fire season. Its intent is to actively respond to severe wildland fires and their impacts on communities while ensuring sufficient firefighting capacity for the future. The National Fire Plan addresses firefighting, rehabilitation, hazardous fuels reduction, community assistance, and accountability.

California Fire Plan

The Strategic Fire Plan for California is the State's roadmap for reducing the risk of wildfire. The plan directs each CAL FIRE unit to prepare a locally specific Fire Management Plan. In compliance with the California Fire Plan, individual CAL FIRE units are required to develop Fire Management Plans for their areas of responsibility. These documents assess the fire situation within each of CAL FIRE's 21 units and 6 contract counties, including Santa Barbara County. The plans include stakeholder contributions and priorities and identify strategic areas for pre-fire planning and fuel treatment as defined by the people who live and work with the local fire problem. The plans are required to be updated annually.

State Hazard Mitigation Plan (2018)

The State Hazard Mitigation Plan (SHMP) represents the state’s primary hazard mitigation guidance document and is implemented in order to reduce or eliminate potential risks and impacts of natural and human-caused disasters to help communities with their mitigation and disaster resiliency efforts. The SHMP provides an updated statewide risk assessment, disaster history, and statistics; recent mitigation progress, success stories, and best practices; updated state hazard mitigation goals, objectives, and strategies; and updated climate mitigation progress and adaptation strategies. The California Office of Emergency Services prepares the SHMP. The Federal Emergency Management Agency approved the State’s 2018 SHMP on September 28, 2018.

California Fire Code, Title 24, Part 9

The California Fire Code, written by the California Building Standards Commission, is based on the International Fire Code. The International Fire Code is a model code that regulates minimum fire safety requirements for new and existing buildings, facilities, storage, and processes. The International Fire Code addresses fire prevention, fire protection, life safety, and safe storage and use of hazardous materials in new and existing buildings, facilities, and processes. Provisions of the California Fire Code would apply to new development and redevelopment under the 2045 General Plan, to minimize potential fire risks.

California Building Code

The California Building Code Title 24, Part 2, provides building codes and standards for the design and construction of structures in California. The purpose of the California Building Code is to establish minimum standards to safeguard public health, safety, and general welfare through structural strength, means of egress facilities, and general stability by controlling the design, construction, quality of materials, use and occupancy, location, and maintenance of building and structures. Provisions of the California Building Code would apply to new development and redevelopment under the 2045 General Plan, to minimize potential public safety risks.

California Government Code Section 65302.5

Government Code Section 65302.5 requires the State Board of Forestry and Fire Protection to provide recommendations to a local jurisdiction’s General Plan safety element, as it pertains to fire protection, at the time that the General Plan is amended. While not a direct and binding fire prevention requirement for individuals, General Plans that adopt the Board's recommendations will include goals and policies that provide for contemporary fire prevention standards for the jurisdiction.

County of Santa Barbara Multi-Jurisdictional Hazard Mitigation Plan

The County’s Multi-Jurisdictional Hazard Mitigation Plan identifies hazards present throughout Santa Barbara County and assesses risk posed by wildfire and develops a mitigation strategy for minimizing adverse impacts from hazards, including wildfire. The Hazard Mitigation Plan was comprehensively updated in 2023, and the City is a participating agency.

City of Solvang Emergency Management Plan

The City’s Emergency Management Plan addresses the planned response to extraordinary emergency situations associated with natural disasters, technological and intentional incidents, and

national security emergencies in or affecting the City. The Emergency Management Plan is intended to explain how emergency management is coordinated, identify procedures required to protect the health and safety of the residents and property within Solvang, and establishes emergency management organization required to respond to and mitigate emergencies or disasters within Solvang. The Emergency Management Plan integrates with Santa Barbara County's Operational Area response for area wide emergencies such as fire.

b. Police Protection

California Commission on Peace Officer Standards and Training

The California Commission on Peace Officer Standards and Training advocates for, exchanges information with, sets selection and training standards for, and works with law enforcement and other public and private entities. This commission was established by the Legislature in 1959 to identify common needs that are shared by representatives of law enforcement.

c. Schools

California Code of Regulations

The California Code of Regulations, Title 5 Education Code, governs all aspects of education within the State.

California State Assembly Bill 2926 (AB 2926), the School Facilities Act of 1986, was enacted by the State of California in 1986 and added to the California Code of Regulations (Section 65995). It authorizes school districts to collect development fees, based on demonstrated need, and generate revenue for school districts for capital acquisitions and improvements. It also established that the maximum fees which may be collected under this, and any other school fee authorization are \$1.50 per square foot (sf) for residential development and \$0.25 per sf for commercial and industrial development.

AB 2926 was expanded and revised in 1987 through the passage of AB 1600, which added Section 66000 of the California Code of Regulations. Under this statute, payment of statutory fees by developers serves as total mitigation under CEQA to satisfy the impact of development on school facilities. Subsequent legislative actions have alternatively expanded and contracted the limits placed on school fees by AB 2926.

California Senate Bill 50

The Leroy F. Greene School Facilities Act of 1998 (Senate Bill 50 [SB 50]), enacted in 1998, is a program for funding school facilities based on matching funds. For new school construction, grants provide funding on a 50/50 State and local match basis. For school modernization, grants provide funding on a 60/40 State and local match basis. Districts that are unable to provide some, or all, of the local match requirement and meet the financial hardship provisions may be eligible for additional State funding.

SB 50 permits the local district to levy a fee, charge, dedication, or other requirement against any development project within its boundaries, to fund the construction or reconstruction of school facilities. SB 50 also sets a maximum level of fees a developer may be required to pay. Pursuant to Government Code Section 65996, the payment of these fees by a developer serves to mitigate all

potential impacts on school facilities that may result from implementation of a project to a less-than-significant level³.

The Solvang School District has set developer fees of \$2.090 per sf of single-family residential, \$2.620 of multi-family residential, \$0.422 per sf of senior residential, \$0.422 per sf of commercial industrial, and \$0.029 per sf of commercial self-storage (Solvang School District 2023b). The Santa Ynez Valley Union High School District has set developer fees of \$1.47 per sf of residential, \$0.240 per sf of retail and services, office, research and development, hospital, and industrial/warehouse/manufacturing, \$0.125 per sf of hotel/motel, and \$0.007 per sf of self-storage (Santa Ynez Valley Union High School District 2023).

d. Parks and Recreation

Quimby Act

The Quimby Act was established by the California legislature in 1965 to provide parks for growing communities in California. The Quimby Act authorizes cities to adopt ordinances addressing park land and/or fees for residential subdivisions to provide and preserve open space and recreational facilities and improvements. The Quimby Act requires the provision of a minimum of three acres of park area per 1,000 persons residing within a subdivision. The Quimby Act also specifies acceptable uses and expenditures of such funds.

State Public Park Preservation Act

This primary instrument for protecting and preserving parkland is the State Public Park Preservation Act. Under the Public Resource code, cities and counties may not acquire any real property that is in use as a public park for any non-park use unless compensation or land, or both, is provided to replace the parkland acquired. This provides no net loss of parkland and facilities.

State Street and Highway Code

The State Street and Highway Code assists in providing equestrian and hiking trails within the right-of-way of county and city roads, streets, and highways.

4.13.3 Impact Analysis

a. Methodology and Significance Thresholds

CEQA Guidelines Appendix G provides the following significance thresholds to determine if a project would have a potentially significant impact on public services. For the purposes of this EIR, implementation of the 2045 General Plan may have a significant adverse impact if it would:

1. Result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other objectives for any of the public services:
 - a. Fire protection
 - b. Police protection
 - c. Schools

³ California Government Code Section 65996.

- d. Parks
- e. Other public facilities

CEQA Guidelines Appendix G provides the following significance thresholds to determine if a project would have a potentially significant impact on recreation. For the purposes of this EIR, implementation of the 2045 General Plan may have a significant adverse impact if it would:

1. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated; or
2. Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

Fire, police, and schools are addressed under Threshold 1(a), 1(b), 1(c) below. In terms of Threshold 1(e) regarding impacts on “other public facilities,” such facilities would include libraries. Impacts to parks and recreational facilities are discussed under Threshold 1(d), and Thresholds 2 and 3.

b. Project Impacts and Mitigation Measures

Threshold 1a: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, or the need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

Impact PS-1 DEVELOPMENT ASSOCIATED WITH THE 2045 GENERAL PLAN WOULD RESULT IN AN INCREASE IN THE CITY’S POPULATION AND POTENTIALLY INCREASE DEMAND FOR FIRE PROTECTION SERVICES. ADHERENCE TO PROPOSED 2045 GENERAL PLAN GOALS AND POLICIES WOULD REDUCE IMPACTS ASSOCIATED WITH THE PROVISION OF FIRE PROTECTION SERVICES TO LESS THAN SIGNIFICANT.

With implementation of the 2045 General Plan, an estimated 1,187 new residents and 211 new employees (a total of 1,398 people) would be added to the Planning Area (See Section 4.12, *Population and Housing*). This increase in development and population generated by the proposed land uses would increase demand for fire protection services. Station 30, located at 1644 Oak Street, serves Solvang.

Several goals and policies from the 2045 General Plan Public Facilities, Services, and Infrastructure Element and Safety Element aim to reduce impacts related to the provision of fire service in the Planning Area, including the following:

- **Goal PFS-5:** The City shall work to reduce fire risk to structures, property, and residents.
- **Policy PFS-5.1:** Fire Safety Information. The City shall coordinate with County Fire Department to inform homeowners of the risk of fire and ways to prevent loss, including information about methods for fire protection at the urban/wildland interface.
- **Policy PFS-5.2:** Defensible Space. The City shall coordinate with the County Fire Department to work with residents and businesses to provide “defensible space” around structures to provide fire fighters with sufficient room to defend structures and maneuver.
- **Policy PFS-5.3:** Fire Flows. The City shall ensure that adequate peak load water fire-flows are maintained throughout the city and shall regularly monitor fire-flows to ensure adequacy.

- **Policy SAF-1.4:** Law Enforcement and Fire Protection Services. The City shall continue to work with Santa Barbara County to maintain local law enforcement and fire protection services in a state of readiness to ensure adequate protection for the citizens of Solvang.
- **Goal SAF-5:** To prevent and/or reduce loss of life, injury, and property damage due to wildland and structural fires.
- **Policy SAF-5.1:** Protect New Development. The City shall require new development to be designed to protect life and property from the effects of wildfires and structural fires relative to the identified level of risk.
- **Policy SAF-5.2:** Fire Equipment Access and Resources. The City shall require that new development provides for adequate fire equipment access and fire suppression resources.
- **Policy SAF-5.3:** Road and Building Identification. The City shall require that all roads and buildings are properly identified by name or number with clearly visible signs in order to promote faster response times.
- **Policy SAF-5.4:** Work with Homeowners on Fire Safety. The City shall work with and educate homeowners to improve fire safety and defensibility.
- **Policy SAF-5.5:** Fire Safety Improvements. The City shall encourage fire safety improvements for existing homes and commercial buildings.
- **Goal SAF-6:** To coordinate with fire protection and emergency service providers to ensure adequate fire facilities, equipment, and services are available to protect city residents and property from fire.
- **Policy SAF-6.1:** County Fire Department Staffing. The City shall work with Santa Barbara County Fire Department to maintain fire department staffing levels and response times consistent with National Fire Protection Association standards.
- **Policy SAF-6.2:** Mutual Aid Agreements. The City shall continue to maintain mutual aid agreements among fire protection and emergency service providers to ensure residents and property are adequately served and to facilitate the efficient use of available resources.
- **Policy SAF-6.3:** Peak Fire-Flow. The City shall continue to ensure that adequate peak load water fire-flows are maintained throughout the city and shall regularly monitor fire-flows to ensure adequacy.
- **Policy SAF-6.4:** Homeowner Resources. The City shall continue to work with local agencies to inform homeowners of the dangers and appropriate responses to fire and ways to prevent loss.

Goal PFS-5 calls for the City to reduce fire risk to structures, property, and residents; this goal would be implemented through Policies PFS-5.1 through 5.3, which require informing residents with fire safety information, creating defensible space around structures, and ensuring maintenance and monitoring of fire-flows. Policy SAF-1.4 requires the City to work with Santa Barbara County to maintain fire protection services in a “state of readiness” to ensure preparedness in the event of an emergency. Goal SAF-5 aims to prevent and reduce loss of life, injury, and property damage due to fires; this goal would be implemented through Policies SAF-5.1 through 5.5, which require protection of new development, provision of fire equipment access and fire suppression resources, road and building identification, homeowner education on fire safety, and fire safety improvements to existing structures. Goal SAF-6 aims to ensure adequate fire facilities, equipment, and services; this goal would be implemented through Policies SAF-6.1 through 6.4, which would maintain fire department staffing levels, maintain mutual aid agreements among fire protection and emergency

service providers, maintain peak fire-flow, and provide educational fire prevention resources to homeowners.

Implementation of the above goals and policies would ensure that all new development facilitated by the 2045 General Plan is adequately served by fire protection and emergency services, reducing the need for additional facilities through proper maintenance and improvement of existing facilities. Additionally, development impact fees, as required under AB 1600, would fund the provision of fire protection services in Solvang so that the city may accommodate increased development without a subsequent decrease in fire protection services. AB 1600 development fees would apply to new development proposed under the 2045 General Plan.

The 2045 General Plan does not include plans for the construction of new fire protection facilities or physical alteration of an existing fire protection facility. Therefore, the project would not result in the construction of new or expanded fire protection facilities that would have a substantial adverse impact on the environment. Through implementation of 2045 General Plan goals and policies, as described above, the project would maintain acceptable service ratios and response times for fire protection services. This impact would be less than significant.

Mitigation Measures

No mitigation is required because this impact would be less than significant.

Threshold 1b: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities, or the need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

Impact PS-2 DEVELOPMENT ASSOCIATED WITH THE 2045 GENERAL PLAN WOULD RESULT IN AN INCREASE IN THE CITY’S POPULATION AND POTENTIALLY INCREASE DEMAND FOR POLICE PROTECTION SERVICES. ADHERENCE TO PROPOSED 2045 GENERAL PLAN GOALS AND POLICIES WOULD REDUCE IMPACTS ASSOCIATED WITH THE PROVISION OF POLICE PROTECTION SERVICES TO LESS THAN SIGNIFICANT.

The City contracts with the Sheriff’s Office for law enforcement services. Implementation of the 2045 General Plan would lead to an increase in development and population in the Planning Area, which may result in the need for additional police protection services. To serve the additional 1,187 residents and 211 new employees (a total of 1,398 people) added to the Planning Area and maintain existing service ratios, the Sheriff’s Office may need to assign additional officers to the Solvang Sheriff Substation. However, it is not anticipated that the number of new officers would require construction of new police facilities.

Several goals and policies from the 2045 General Plan Public Facilities, Services, and Infrastructure Element and Safety Element aim to reduce impacts related to the provision of police protection in the Planning Area, including the following:

- **Goal PFS-4:** To coordinate with law enforcement, fire protection, and emergency service providers to ensure a safe community and protect city residents and property.
- **Policy PFS-4.1:** Police Staffing. The City shall coordinate with the county to ensure adequate staffing and facilities to achieve desired levels of public safety.

- **Policy PFS-4.2:** Community Policing Strategies. The City shall promote community policing strategies that support community partnerships and problem-solving techniques that build public trust and proactively address public safety issues.
- **Policy SAF-1.4:** Law Enforcement and Fire Protection Services. The City shall continue to work with Santa Barbara County to maintain local law enforcement and fire protection services in a state of readiness to ensure adequate protection for the citizens of Solvang.

Goal PFS-4 calls for law enforcement to appropriately coordinate to ensure a safe community and protect city residents and property; this goal would be implemented through Policies PFS-4.1 and 4.2, which require adequate police staffing and facilities to achieve desired public safety, as well as the promotion of community policing strategies that support partnership and build public trust. Policy SAF-1.4 requires the City to work with Santa Barbara County to maintain police protection services in a “state of readiness” to ensure preparedness in the event of an emergency.

Implementation of the above goals and policies would ensure that all new development is adequately served by police protection services, reducing the need for additional facilities through proper maintenance and improvement of existing facilities. Additionally, development impact fees, as required under AB 1600, would fund the provision of police protection services in Solvang so that the city may accommodate increased development without a subsequent decrease in police protection services. AB 1600 development fees would apply to new development proposed under the 2045 General Plan.

Therefore, the project would not result in the construction of new or expanded police protection facilities that would have a substantial adverse impact on the environment. Through implementation of 2045 General Plan goals and policies, as described above, the project would maintain acceptable service ratios and response times for police protection services. This impact would be less than significant.

Mitigation Measures

No mitigation is required because this impact would be less than significant.

Threshold 1c: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered schools, or the need for new or physically altered schools, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?

Impact PS-3 DEVELOPMENT ASSOCIATED WITH THE 2045 GENERAL PLAN WOULD ADD SCHOOL-AGED CHILDREN TO SOLVANG. HOWEVER, FACILITIES HAVE ADEQUATE CAPACITY AND NEW DEVELOPMENT WOULD BE REQUIRED TO PAY IMPACT FEES, WHICH WOULD RESULT IN LESS THAN SIGNIFICANT IMPACTS WITH REGARDS TO THE PROVISION OF SCHOOL FACILITIES.

As discussed in Section 4.12, *Population and Housing*, the 2045 General Plan would add an estimated 1,187 new residents and 211 new employees (a total of 1,398 people) to the Planning Area. This city-wide change in population and demographics would result in an increased demand for public services, such as schools. The Solvang School District maintains one school—Solvang Elementary School—which is the only public school within Solvang and serves kindergarten through eighth grade students. The nearest public high school to Solvang is Santa Ynez Valley High School, approximately 1.1-mile east of the City limits, and is part of the Santa Ynez Valley Union High School

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District. The City maintains communication and cooperation with education provider agencies, including the Solvang School District and Santa Ynez Valley Union High School District.

Several goals and policies from the 2045 General Plan Public Facilities, Services, and Infrastructure Element aim to reduce impacts related to school capacity in the Planning Area, including the following:

- **Goal PFS-10:** To provide Solvang with distinguished schools, programs, and learning opportunities.
- **Policy PFS-10.1:** Solvang School District Partnership. The City shall continue to confer with and work jointly with the Solvang School District on issues of mutual interest, including new school sites or facilities.
- **Policy PFS-10.2: School District Facility Planning.** The City shall continue to forward all residential development proposals to the Solvang School District and the Santa Ynez Valley Union High School District for review with regard to school capacity and potential school sites.

Goal PFS-10 from 2045 General Plan aims to provide Solvang with distinguished schools, programs, and learning opportunities; this goal would be implemented through Policy PFS-10.1, which requires the City to confer with the Solvang School District on issues of mutual interest (such as school site planning), and Policy PFS-10.2, which requires the City to forward residential development proposals to both the Solvang School District and Santa Ynez Valley Union High School District with regard to school capacity.

According to population estimates released by the United States Census Bureau, in July 2022, approximately 22.3 percent of the population of Solvang was under 18 and of school-age (United States Census Bureau 2022). Assuming that 22.3 percent of the 1,398 new people would be school-age children, the project would result in the addition of approximately 216 students in the K-8 range, and 96 students in the 9th to 12th grade range (for a total of approximately 312 students), to the city. Considering student rates in Solvang have declined in recent years (See Section 4.13.1[c]), as well as the Solvang Elementary School’s current capacity of 700, this increase in student population would be accommodated by the City’s existing school system. Similarly, the anticipated increase of approximately 96 students would be accommodated by Santa Ynez Valley Union High School, given the current capacity of 1,800 students and that student rates at Santa Ynez Valley Union High School have declined in recent years (See Section 4.13.1[c]).

Furthermore, future residential development projects would be required to pay school impact fees (as quantified under Section 4.13.2[c], *California Senate Bill 50*) to both districts which, pursuant to Section 65995 (3) (h) of the California Government Code (SB 50, chaptered August 27, 1998), are “deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization.” With payment of mandatory school impact fees by developers in the city, impacts would be less than significant.

Mitigation Measures

No mitigation is required because this impact would be less than significant.

Threshold 1e: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered public facilities, or the need for new or physically altered public facilities, the construction of which could cause significant environmental impacts, to maintain acceptable service ratios, response times or other performance objectives?

Impact PS-4 DEVELOPMENT ASSOCIATED WITH THE 2045 GENERAL PLAN WOULD RESULT IN AN INCREASE IN THE CITY'S POPULATION AND POTENTIALLY INCREASE DEMAND FOR PUBLIC SERVICES, INCLUDING LIBRARIES. ADHERENCE TO PROPOSED 2045 GENERAL PLAN GOALS AND POLICIES WOULD REDUCE IMPACTS ASSOCIATED WITH THE PROVISION OF PUBLIC SERVICES TO LESS THAN SIGNIFICANT.

As discussed in Section 4.12, *Population and Housing*, the 2045 General Plan would add an estimated 1,187 new residents and 211 new employees (for a total of 1,398 people) to the Planning Area. This increase in population would result in increased demand for public services, such as libraries. The Solvang Library is managed by the City of Goleta, which is part of the Black Gold Cooperative Library System.

There are no specific projects, policies, or implementation actions in the 2045 General Plan to develop a new library within the Planning Area. However, several goals and policies from the 2045 General Plan aim to maintain the provision of library services in the Planning Area, including the following:

- **Policy LU-7.4: Library.** The City shall support a conveniently located public library facility with appropriate services, public access, and participation.
- **Policy PFS-10.3: Solvang Library.** The City shall continue to support the Solvang Library to improve the library facilities and expand their service to the community.

Policy LU-7.4 requires the City to support a public library facility with appropriate services, public access, and participation. Policy PFS-10.3 requires the City to support the Solvang Library, improve library facilities, and expand the library's service to the community. Implementation of the above goals and policies would ensure that all new development is adequately served by libraries, reducing the need for additional facilities through proper maintenance and improvement of existing facilities. Additionally, development impact fees, as required under AB 1600, would fund the provision of library services in Solvang so that the city may accommodate increased development without a subsequent decrease in library services. AB 1600 development fees would apply to new development proposed under the 2045 General Plan.

Therefore, the 2045 General Plan would not result in the construction of new or expanded public service facilities, including libraries, that would have a substantial adverse impact on the environment. Through implementation of 2045 General Plan goals and policies, as described above, the 2045 General Plan would maintain acceptable service ratios for public services, including libraries. This impact would be less than significant.

Mitigation Measures

No mitigation is required because this impact would be less than significant.

- Threshold 1d:** Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered parks, or the need for new or physically altered parks, the construction of which could cause significant environmental impacts, to maintain acceptable service ratios or other performance objectives?
- Threshold 2:** Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?
- Threshold 3:** Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Impact REC-1 DEVELOPMENT ASSOCIATED WITH THE 2045 GENERAL PLAN WOULD RESULT IN AN INCREASE IN THE CITY'S POPULATION AND POTENTIALLY INCREASE DEMAND FOR PARKS AND RECREATIONAL FACILITIES. HOWEVER, COMPLIANCE WITH PROPOSED 2045 GENERAL PLAN POLICIES AND PAYMENT OF MANDATORY PARKLAND DEDICATION FEES WOULD REDUCE IMPACTS RELATED TO PARKS AND RECREATION TO LESS THAN SIGNIFICANT.

One of the objectives of the 2045 General Plan is to ensure the provision of adequate public facilities, including parks and recreational facilities. According to 2045 General Plan Policy PFS-9.3, park dedication in Solvang is implemented at the ratio of one acre of parkland per 1,000 residents. The City currently operates approximately 205 acres of parkland, recreational areas, and city facilities that function as community gathering places.

With a current population of 5,644, the city has a ratio of approximately 36 acres of parkland per 1,000 residents, which is consistent with the proposed park dedication ordinance. Implementation of the 2045 General Plan would add an estimated 1,187 new residents and 211 new employees (a total of 1,398 people) to the Planning Area, which would increase demand for parks and recreational facilities. Following implementation of the 2045 General Plan and the population increase, the City's post-project population would be 7,042 and the ratio would be approximately 29 acres of parkland per 1,000 residents. Thus, despite the anticipated population increase that would result from implementation of the 2045 General Plan, the park dedication ordinance of one acre of parkland per 1,000 residents would be maintained.

The purpose of several goals and policies included in the 2045 General Plan Public Services, and Recreation Element is to ensure the adequate provision of parks and recreational facilities, including the following:

- **Goal PFS-7:** To provide and maintain park facilities with a range of recreational opportunities for City residents of all ages and abilities.
- **Policy PFS-7.1: Recreation Services.** The City shall continue to provide and facilitate quality recreational services, including programs, classes, special events, and facilities to all members of the community in a courteous and efficient manner.
- **Policy PFS-7.2: Parks and Recreation System.** The City shall continue to operate and maintain a parks and recreation system which provides important environmental, social, personal, and economic benefits to meet the needs of the City's residents.
- **Policy PFS-7.10 Public Awareness.** The City shall increase resident awareness of available park and recreational facilities and opportunities by periodically providing public information and

activity guides and maintaining cooperative relationships with local media outlets and local organizations.

- **Goal PFS-8:** To provide high-quality, cost-effective park operation and maintenance.
- **Policy PFS-8.1: ADA Compliant Parks and Facilities.** The City shall design park and recreation facilities that are ADA accessible and energy and resource efficient.
- **Policy PFS-8.2: Energy Efficient Parks and Facilities.** When creating new, or updating existing park and facility plans, the city should incorporate energy and resource efficient concepts to the extent feasible.
- **Policy PFS-8.3: Water Efficient Parks.** The City shall use drip irrigation and other water efficient methods in parks to the extent feasible.
- **Policy PFS-8.4: Drought Tolerant Landscaping.** The City shall use drought tolerant landscaping, solar oriented structures, and structures with natural lighting during daylight hours, where feasible.
- **Policy PFS-8.5: Park Facility Maintenance.** The City shall reduce City Park facility maintenance costs wherever feasible including use of durable materials.
- **Policy PFS-8.6: Long-term Park Maintenance and Operating Cost Estimate.** The City shall estimate the long-term maintenance and operating costs associated with a proposed project in conjunction with accepting or developing a new park.
- **Policy PFS-8.7: Park Net Benefit.** The City shall ensure that it receives a net benefit to the City park and recreation system when an existing or proposed park is impacted by private or quasi-public infrastructure and other easements.
- **Policy PFS-9.3: Quimby Act.** The City shall adopt a Quimby Act Park dedication ordinance at the ratio of one acre of parkland for each 1,000 in population added by proposed subdivisions, or payment of park in lieu fees.
- **Policy PFS-9.4: Park Grant and Bond Funding.** The City shall continue to pursue grants and park bond funding for construction of new parks, major park maintenance projects, or to upgrade or add new facilities to existing parks.

Goal PFS-7 aims to provide and maintain park facilities with a range of recreational opportunities for City residents of all ages and abilities. This goal would be implemented through Policies PFS-7.1, PFS-7.2, and PFS-7.10. Specifically, Policy PFS-7.1 pertains to providing quality recreation services; Policy PFS-7.2 pertains to ensuring the parks and recreation system provides important environmental, social, personal, and economic benefits; and Policy PFS-7.10 aims to increase resident awareness of available park and recreational facilities and opportunities. Goal PFS-8 aims to provide high-quality park operation and maintenance and would be implemented through Policies PFS-8.1 through 8.7. Finally, Policy PFS-9.4 encourages the City to pursue grants and park bond funding for construction of new parks, major park maintenance projects, or to upgrade or add new facilities to existing parks.

Furthermore, per the Quimby Act park dedication ordinance included as Policy PFS-9.3, future residential development projects would be required to pay parkland dedication fees which, pursuant to Section 65995 (3) (h) of the California Government Code (SB 50, chaptered August 27, 1998), are “deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization.”

Implementation of the above goals and policies, as well as payment of mandatory parkland dedication fees by developers in the City, would ensure that all new development is adequately served by parks and recreational facilities, reducing the need for additional facilities through proper maintenance and improvement of existing facilities. Therefore, the 2045 General Plan would not result in the construction of new or expanded parks or recreational facilities that would have a substantial adverse impact on the environment. Considering the anticipated population increase would not result in violation of the proposed park dedication ordinance and service ratio, the 2045 General Plan would not increase the use of existing parks and recreational facilities such that substantial physical deterioration would occur or be accelerated. Impacts involving parks and recreational facilities would be less than significant.

Mitigation Measures

No mitigation is required because this impact would be less than significant.

4.13.4 Cumulative Impacts

The analysis in this section examines impacts of the 2045 General Plan to the provision of public services throughout the respective service areas for fire services, police services, schools, libraries, and recreational facilities. Cumulative development throughout the cumulative impact analysis area, in combination with the proposed 2045 General Plan, would gradually increase development and population growth and would therefore gradually increase the need for additional public services. The general approach to cumulative impact analysis used in this EIR, as well as the cumulative impact analysis area, is discussed in Section 3, *Environmental Setting*, Subsection 3.3, *Baseline and Cumulative Project Setting*.

Fire Protection Services. A cumulative impact to fire services would occur if growth in the service area requires physical expansion of facilities, such as construction of new fire facilities that would result in adverse physical impacts. Station 30, located at 1644 Oak Street, serves Solvang and portions of unincorporated Santa Ynez Valley. Cumulative development within the Station 30 service area, including development within Solvang, would lead to additional demand for fire protection services, resulting in a potentially significant cumulative impact. However, the 2045 General Plan would include goals and policies to reduce the demand for new or expanded fire protection facilities. While development facilitated by the 2045 General Plan would generate additional demand, the payment of development fees, as required by AB 1600, for all development under the 2045 General Plan would provide fire department funding to serve new developments. Development facilitated by the 2045 General Plan would have an incremental contribution to cumulative impacts associated with fire protection services, but the contribution would not be cumulatively considerable.

Police Protection Services. Cumulative impacts to police protection services would occur if growth in the service area requires physical expansion of facilities, such as construction of new police facilities that would result in adverse physical impacts. The Solvang Sheriff Substation is located at 1745 Mission Drive in Solvang, and the city has one full-time deputy that serves Solvang. Cumulative development within the City of Buellton and unincorporated Santa Barbara County would not be served by the substation. Because the substation only serves Solvang, cumulative development within Solvang would lead to additional demand for Sheriff services. The 2045 General Plan envisions the future development and growth within Solvang; therefore, the project analysis in Impact PS-2 is, by its nature, a cumulative analysis. Development facilitated by the 2045 General Plan would be required to pay development fees, as required by AB 1600, to fund the provision of

public services, including police protection services. Therefore, development facilitated by the 2045 General Plan would not have a cumulatively considerable contribution to a cumulative impact related to police protection services.

Schools. Cumulative impacts to school facilities would occur if growth within a school district would result in significant adverse physical impacts with the provisions for, or the need for, new or physically altered school facilities. Schools that serve Solvang include the Solvang Elementary School and Santa Ynez Valley Union High School. It is likely that nearby, non-Solvang residents would attend these schools. Therefore, the service area for these schools includes Solvang and the Santa Ynez Valley, as well as Buellton and the surrounding, unincorporated Santa Barbara County. Cumulative development within this service area, including development within Solvang, would lead to additional demand for schools and result in a potentially significant cumulative impact. Cumulative development, including development facilitated by the 2045 General Plan, would be required to pay school impact fees at the time building permits are issued. These fees are used by the local school district to maintain existing facilities and expand capacity to accommodate increased enrollment resulting from cumulative development within the school districts' service boundaries. However, as described under Impact PS-3, these schools would be able to accommodate new and incoming students from new development in Solvang resulting from implementation of the 2045 General Plan, given the current capacity of 700 for the Solvang Elementary School and 1,800 students for the Santa Ynez Valley Union High School. Because the Solvang School District and Santa Ynez Valley Union High School have adequate capacity to serve development resulting from the 2045 General Plan, the 2045 General Plan would not have a cumulatively considerable contribution to a significant cumulative impact regarding school services.

Library Services. Cumulative impacts to libraries would occur if growth in the service area requires physical expansion of facilities, such as construction of new libraries that would result in adverse physical impacts. The Solvang Library is located at 1745 Mission Drive, and is managed by the City of Goleta. It is likely that library services are used by nearby non-Solvang residents. Therefore, the service area for the Solvang Library includes Solvang, as well as Buellton and the surrounding, unincorporated Santa Barbara County. Cumulative development within the Solvang Library's service area, including development within Solvang, would lead to additional demand for library services and result in a potentially significant cumulative impact. However, library services are maintained and expanded through collection of property taxes from developments within the service area. Collection of property taxes from all new developments would ensure that libraries are adequately funded to serve new development. In addition, implementation of the 2045 General Plan goals and policies would ensure that all new development is adequately served by libraries, reducing the need for additional facilities through proper maintenance and improvement of existing facilities. Therefore, the 2045 General Plan would not result in the construction of new or expanded public service facilities, including libraries, that would have a substantial adverse impact on the environment. Therefore, the 2045 General Plan would not have a cumulatively considerable contribution to a significant cumulative impact regarding library services.

Parks, Open Space, and Recreation. Cumulative impacts to parks and recreational facilities would occur if development and related population growth increase the use of existing facilities such that substantial physical deterioration of those facilities would occur, or if new facilities would need to be constructed or existing facilities expanded that would have an adverse effect on the environment. The service area for the City's parks and recreational facilities includes Solvang, as well as Buellton and the surrounding, unincorporated Santa Barbara County, as it is likely that parks and recreational facilities are used by nearby non-Solvang residents. However, even with

implementation of the 2045 General Plan, there would be 29 acres of parkland per 1,000 residents, which is well above the required 1 acre per 1,000 residents. Therefore, cumulative development would not result in significant cumulative impacts to parks. Development facilitated by the 2045 General Plan, which would result in additional population growth, would be required to comply with the Quimby Act, which may require parkland dedication or an in-lieu fee and to provide on-site space and recreational amenities. Development facilitated by the 2045 General Plan would increase the use of existing recreational facilities, but the payment of parkland fees would ensure cumulative projects are served by adequate park and recreational facilities. Therefore, the 2045 General Plan would not have a cumulatively considerable contribution to a significant cumulative impact to park and recreation facilities.

In summary, although the 2045 General Plan would have an incremental contribution to cumulative impacts associated with public services and recreation, the contribution would not be cumulatively considerable. Cumulative impacts would be less than significant.

4.14 Transportation

This section evaluates the 2045 General Plan's potential impact on the local and regional transportation system in Solvang, including potential impacts to vehicle miles traveled (VMT). The regulatory setting in this section is based, in part, on the City's Existing Conditions and Trends Workbook (City of Solvang 2021a). The analysis in this section is based, in part, on the *Traffic Analysis Data Memorandum* prepared by DKS Associates in December 2023 (Appendix G).

4.14.1 Setting

a. Roadway Network and Functional Classifications

Solvang is served by a system of streets and paths that enable connections in the city and to the regional transportation system. They are classified by their function with different characteristics and accommodations for modes of travel and access to adjacent land uses. The system supports multiple modes of travel and contains network elements that support vehicular, bicycle, pedestrian, and transit travel. The roadway classifications serve as the City's policy guidance for the development of multi-modal streets and balance all network elements. Descriptions of roadway classifications and their characteristics in Solvang are described below. The location of existing roadways and their classifications are shown in Figure 4.14-1.

State Highways

State highways provide regional access to and from Solvang. One state highway, State Route (SR) 246 runs through Solvang, east-west and provides regional access to Solvang. SR 246 connects with other major transportation routes in the area, including SR 154 located approximately 3.9 miles east of Solvang and United States Route 101 (U.S. 101) located approximately 2.1 miles west of Solvang.

Primary and Secondary Arterials

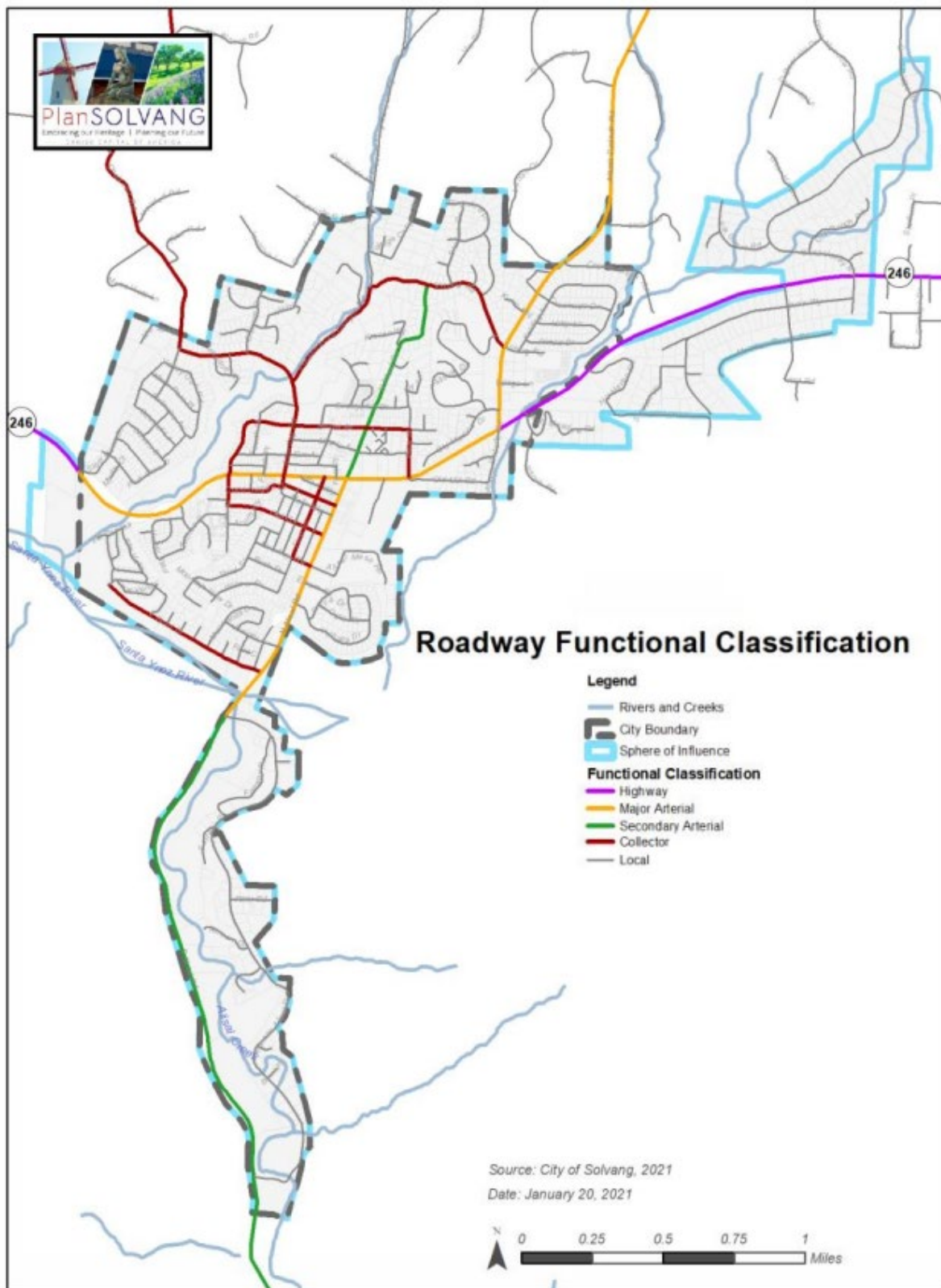
Primary Arterials serve major activity centers, as well as neighboring areas, and the highest traffic volume corridors to provide a network of continuous routes and facilitate both local and inter-regional travel.

- Mission Drive (SR 246) is the major east-west route through the city that has two travel lanes with intermittent center turn lanes. Mission Drive acts as the city's main street where many local businesses, restaurants, and hotels are located. Pedestrians commonly use Mission Drive within the Solvang city limits.
- Alisal Road is one of the main north-south arterials in Solvang, classified as a Primary Arterial south of Mission Drive. South of Solvang bridge and Alisal Ranch, Alisal Road transitions into a rural road in the county for 6.5 miles and terminates approximately at U.S. 101 and Old Coast Highway.
- Alamo Pintado Road, at the east end of Solvang, is a two-lane north-south Primary Arterial that starts in Solvang at Mission Drive and terminates at SR 154 in Los Olivos.

Secondary Arterials serve as activity centers and experience less traffic than Primary Arterial.

- Alisal Road north of Mission Drive is considered a Secondary Arterial.

Figure 4.14-1 Roadway Functional Classification



Major and Minor Collectors

Collectors provide local access to the overall roadway network, channeling traffic from local roadways into the arterial network. Fredensborg Canyon Road, Chalk Hill Road, Laurel Avenue, Oak Street, Viborg Road, and Fjord Drive are all examples of Collectors in Solvang. Chalk Hill Road is a two-lane local Collector that connects to Ballard Canyon Road. Ballard Canyon Road is another Collector in Solvang that provides a connection from SR 246 west of Solvang to the north at SR 154 in Los Olivos.

Local Roadways

Local roads provide direct access to neighboring land and primarily facilitate local travel. Examples of Local Roads include Skytt Mesa Drive, Old Mission Drive, Maple Avenue, and Elm Avenue.

b. Vehicle Miles Traveled

Vehicle Miles Traveled (VMT) is a measure used in transportation planning. VMT measures the amount of travel for all vehicles in a geographic region over a given period of time, typically a one-year period. VMT is calculated by adding up all the miles driven by all the cars and trucks on all the roadways in a region. Since 2005, daily miles traveled within Solvang has increased by 13 percent. VMT on local roads within Solvang has seen a net increase of nearly 28 percent since 2005. Approximately 55 percent of the city’s total VMT is on SR 246, with the remaining 45 percent on local roads. As shown in Table 4.14-1, the SBCAG region’s existing VMT per capita is 21.74 and VMT per employee is 25.07.

Table 4.14-1 Existing Vehicle Miles Traveled Summary

Area	Scenario	VMT	15 Percent Below Existing VMT
SBCAG Region	Existing Per Capita (2015)	21.74	18.48
	Existing Per Employee (2015)	25.07	21.31

Source: Appendix G

c. Pedestrian and Bicycle Network

Pedestrian Network

Walking as a means of transport has become increasingly popular in Solvang, increasing from 2 percent of commuters in 2014 to 15 percent in 2018. The City’s pedestrian facilities consist of a network of sidewalks and sidewalk ramps which are primarily concentrated in the downtown area and along SR 246 but are also present in proximity to residential neighborhoods. In the downtown area, the City uses pedestrian signage to direct people to common locations. Figure 4.14-2 shows the locations of City-maintained pedestrian facilities.

Bicycle Network

The City’s bicycle network design is guided by the 2019 Santa Ynez Bicycle Master Plan and the City’s Active Transportation Plan (ATP). The Bicycle Master Plan identifies projects and responsibilities to improve the bicycle mobility within Solvang, as well as provide connections to existing bicycle networks with other jurisdictions. Existing bicycle facilities within and surrounding Solvang are

shown in Figure 4.14-3. Bikeways are designated in accordance with the California Department of Transportation (Caltrans) classifications, which are described below:

- **Class I Bikeway.** Class I Bikeway (Bike Path) is a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians, with crossflows by motorists minimized. City of Solvang bicycle facilities with a Class I classification include SR-246 (north side) between Alamo Pintado Road and Refugio Road.
- **Class II Bikeway.** Class II Bikeway (Bike Lane) provide a restricted right-of-way designated for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and crossflows by pedestrians and motorist. Regional facilities and their classifications within Solvang include Alamo Pintado Road from Solvang to Los Olivos (Dan Henry Bike Route).
- **Class III Bikeway.** Class III Bikeway (Bike Route) provide a right-of-way on-street or off-street, designated by signs or permanent markings and shared with pedestrians and motorists. A Class III bikeway is planned along Viborg Road.
- **Class IV Bikeway.** Class IV Cycle Tracks or Separated Bikeways promote active transportation and provide a right-of-way designated exclusively for bicycle travel adjacent to a roadway and which are protected from vehicular traffic. No Class IV bikeways currently exist in or are planned for Solvang.

d. Transit

The transit system that provides transit service to Solvang is made up of bus services provided by Santa Ynez Valley Transit (SYVT), City of Lompoc Transit (COLT), and Clean Air Express (CAE). Transit routes and services that are provided within Solvang include the following:

- **SYVT Express Route:** Route runs between Buellton, Solvang, and Santa Ynez.
- **SYVT Los Olivos Loop:** The Los Olivos Loop runs between Solvang, Santa Ynez, and Los Olivos.
- **SYVT:** Provides curb-to-curb dial-a-ride service for seniors, ADA certified patrons, and the general public on Sundays.
- **COLT Wine County Express:** The Wine County Express runs between Lompoc, Buellton, and Solvang.
- **CAE Santa Ynez Valley to Goleta:** Route runs from Goleta to Buellton and Solvang. The route serves residents of the Santa Ynez Valley commuting to their jobs in Goleta.
- **CAE Santa Ynez Valley to Santa Barbara:** Route runs from the city of Santa Barbara to Buellton. The route serves residents of the Valley commuting to the city of Santa Barbara.
- **SMART Breeze 200 Bus:** Route runs from Santa Maria to Buellton and Solvang.

Figure 4.14-2 City Maintained Pedestrian Facilities

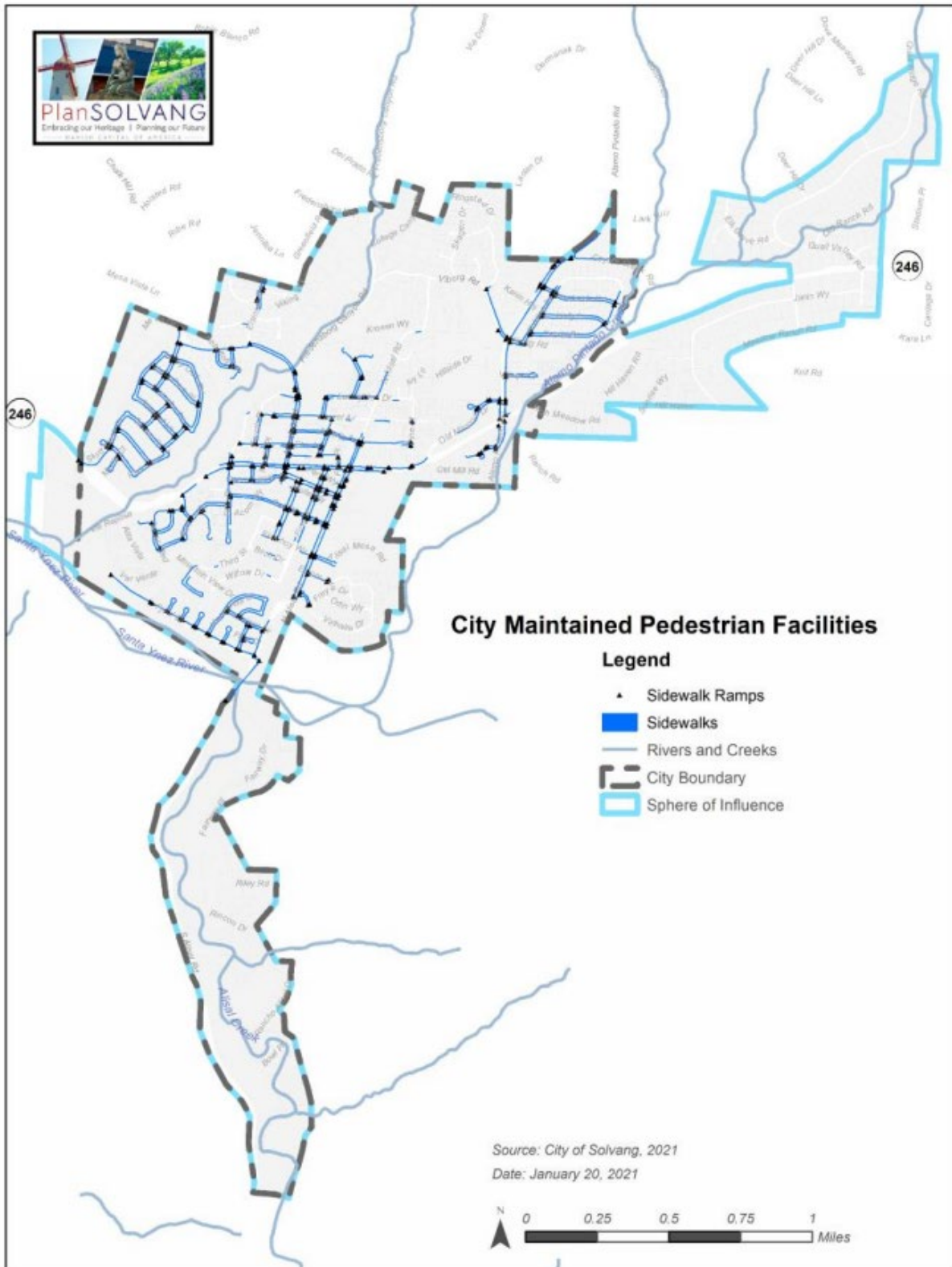
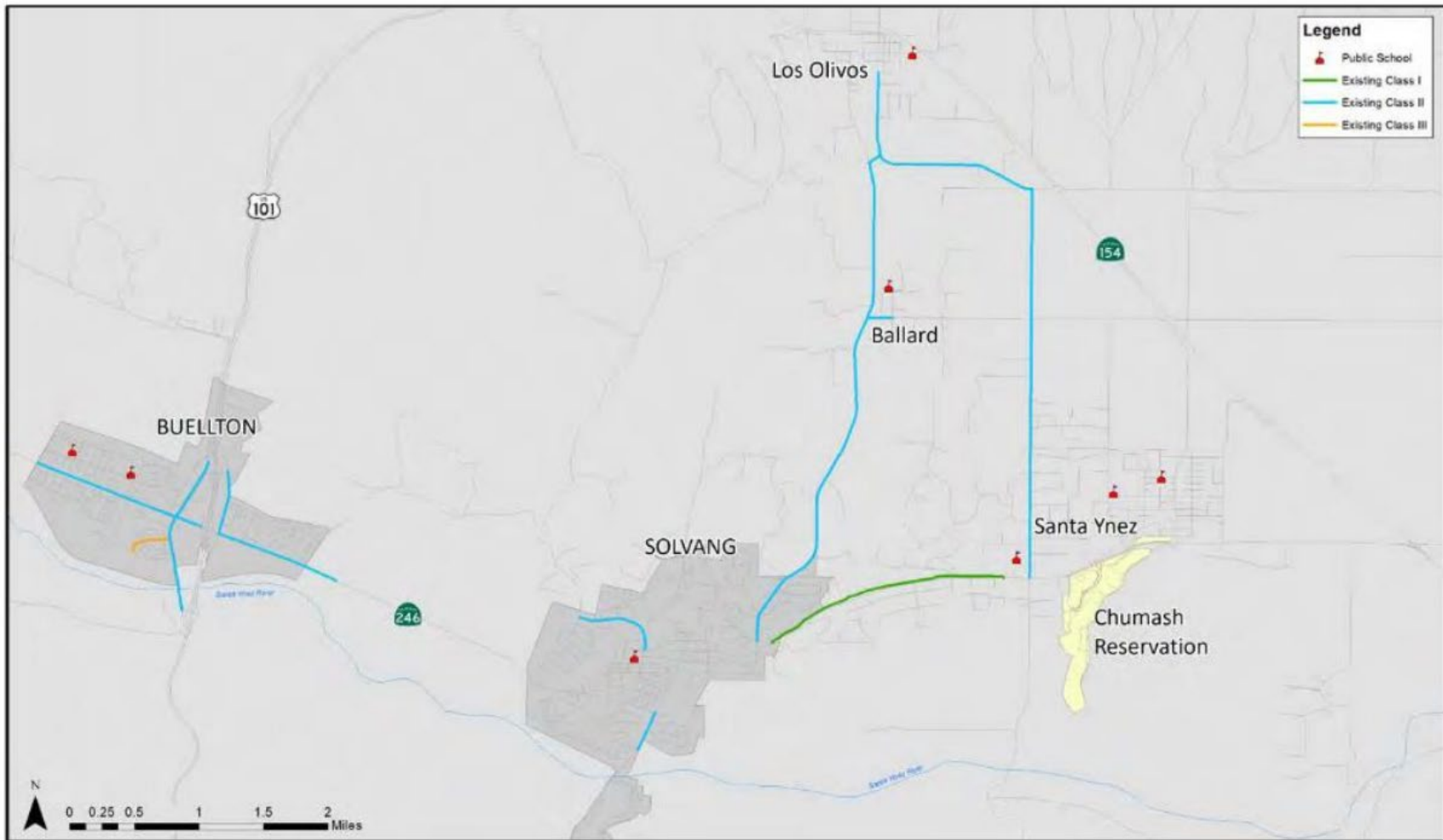


Figure 4.14-3 Existing Class I, Class II, and Class III Facilities in the Santa Ynez Valley



4.14.2 Regulatory Setting

a. Federal Regulations

United States Department of Transportation

The United States Department of Transportation provides a number of grant programs, primarily for the construction and upgrading of major highways and transit facilities. Many of these grants are administered by the State and regional governments. Use of federal grant funding also invokes the National Environmental Protection Act in some cases.

b. State Regulations

Caltrans Authority over the State Highway System

Caltrans is responsible for the planning, design, construction and maintenance of all interstate freeways and state routes. It builds, maintains, and operates the State Highway System in California with a goal to facilitate the safe and efficient use of the state transportation system for all users. Standards established in Caltrans' 2020 Transportation Impact Study Guide focus on the VMT metric. The document is intended to be a reference and informational document that aligns with the standards and thresholds established in the Governor's Office of Planning and Research's (OPR) *Technical Advisory on Evaluating Transportation Impacts in CEQA*. This document is available to be used by local governments to uniformly review transportation analysis and assess the operational standards of Caltrans-maintained facilities. The 2020 Transportation Impact Study Guide acts as a replacement for the 2002 Guide for the Preparation of Traffic Impact Studies but is only intended to be used with local land use projects and plans, not to be used for transportation projects on the State Highway System.

AB 32 and SB 375

With the passage of AB 32, the Global Warming Solutions Act of 2006, the State committed itself to reducing statewide GHG emissions to 1990 levels by 2020. CARB is coordinating the response to comply with AB 32.

On December 11, 2008, CARB adopted its Scoping Plan for AB 32, which was subsequently updated in 2013, 2017, and 2022. This scoping plan included the approval of SB 375 as the means for achieving regional transportation related GHG targets. SB 375 provides guidance on how curbing emissions from cars and light trucks can help the State comply with AB 32.

There are five major components to SB 375.

First, regional GHG emissions targets: CARB's Regional Targets Advisory Committee guides the adoption of targets to be met by 2020 and 2035 for each Metropolitan Planning Organization (MPO) in the state. These targets, which MPOs may propose themselves, are updated every 8 years in conjunction with the revision schedule of housing and transportation elements. The MPO for the Santa Barbara County region, including Solvang, is the Santa Barbara County Association of Governments (SBCAG).

Second, MPOs are required to prepare a Sustainable Communities Strategy (SCS) that provides a plan for meeting regional targets. The SCS and Regional Transportation Plan (RTP) must be consistent with each other, including action items and financing decisions. If the SCS does not meet

the regional target, the MPO must produce an Alternative Planning Strategy that details an alternative plan to meet the target. The RTP and SCS are further described below.

Third, SB 375 requires that regional housing elements and transportation plans be synchronized on 8-year schedules. In addition, Regional Housing Needs Allocation numbers must conform to the SCS.

Fourth, SB 375 provides California Environmental Quality Act (CEQA) streamlining incentives for preferred development types. Certain residential or mixed-use projects qualify if they conform to the SCS. Transit-oriented developments also qualify if they: (1) are at least 50 percent residential, (2) meet density requirements, and (3) are within 0.5 mile of a transit stop. The degree of CEQA streamlining is based on the degree of compliance with these development preferences.

Finally, MPOs must use transportation and air emissions modeling techniques consistent with guidelines prepared by the California Transportation Commission. Regional transportation planning agencies, cities, and counties are encouraged, but not required, to use travel demand models consistent with California Transportation Commission guidelines.

SB 743

SB 743, which was signed into law in 2013, directed OPR to develop revisions to the *CEQA Guidelines* by July 1, 2014 to establish new criteria for determining the significance of transportation impacts and define alternative metrics instead of traffic level of service. SB 743 requires the new criteria to “promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses.” It also states that alternative measures of transportation impacts may include “vehicle miles traveled, vehicle miles traveled per capita, automobile trip generation rates, or automobile trips generated.” SB 743 changes the way that public agencies evaluate the transportation impacts of projects under CEQA by recognizing that roadway congestion, while an inconvenience to drivers, is not itself an environmental impact (PRC Section 21099, subdivision [b][2]).

Office of Planning and Research Screening Thresholds for VMT

In accordance with the provisions of SB 743, OPR published the *Technical Advisory on Evaluating Transportation Impacts in CEQA* (Technical Advisory) in December 2018 to assist local agencies in evaluating potential VMT impacts of a project. The Technical Advisory provides methodologies and thresholds of significance that may be used for project-level analysis of VMT impacts. The Technical Advisory also includes suggested screening thresholds to identify when a project should be expected to cause a less than significant impact without conducting a detailed study. The Technical Advisory suggests lead agencies may screen out of VMT impacts using project size, maps, and transit availability, each of which are briefly discussed below.

Project Size

Absent substantial evidence indicating that a project would generate a potentially significant level of VMT, or inconsistency with an SCS or general plan, projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less than significant transportation impact.

Map-Based Screening

Residential and office projects that are located in areas with low VMT, and that incorporate similar features (i.e., density, mix of uses, transit accessibility), will tend to exhibit similarly low VMT. Maps created with VMT data can identify areas currently below threshold VMT. Because new

development in such locations would likely result in a similar level of VMT, such maps can be used to screen out residential and office projects from needing to prepare a detailed VMT analysis.

Transit Availability

Lead agencies generally should presume that certain projects (including residential, retail, and office projects, as well as projects that are a mix of these uses) proposed within ½ mile of an existing major transit stop¹ or an existing stop along a high quality transit corridor² will have a less-than-significant impact on VMT. This presumption would not apply, however, if project-specific or location-specific information indicates that the project will still generate significant levels of VMT.

c. Local Regulations

Santa Barbara County Association of Governments Connected 2050 Regional Transportation Plan and Sustainable Communities Strategy

SBCAG is required by State and federal law to prepare, update, and adopt a RTP every four years. The most recent update to the RTP was completed by SBCAG in 2021 (Connected 2050 RTP/SCS) and sets forth the long-range transportation planning goal describing how the region will meet its transportation needs for the 30-year period from 2020 to 2050. The Connected 2050 RTP/SCS provides a collective vision for the region's future that balances transportation and housing needs with social, economic, and environmental goals. The Connected 2050 RTP/SCS helps guide future planning efforts and policy decisions that affect transportation, including its relationship with housing and land use, with the goal to reduce regional greenhouse gas emissions. The Connected 2050 RTP/SCS is based, in part, on SBCAG's Regional Growth Forecast which projects population and employment data to 2050. SBCAG designates Regional Housing Needs Allocation to jurisdictions based on the Regional Growth Forecast.

The Connected 2050 RTP/SCS includes five goal areas – Environment, Mobility & System Reliability, Equity, Health & Safety, and Prosperous Economy – with respective policies to meet each goal areas, which are expected to result in significant benefits to the region, not only with respect to transportation and mobility, but also economic activity, safety, and social equity (SBCAG 2021).

Santa Ynez Valley Community Plan

The Santa Ynez Valley Community Plan is a component of the County's Comprehensive Plan which focuses on long-range planning efforts in the Santa Ynez Valley, including transportation improvements. The Santa Ynez Valley Community Plan includes goals, policies, and development standards for transportation facilities in the Santa Ynez Valley, including policies promoting alternative transportation, bicycle facilities, land use patterns that slow roadway degradation, among other policies.

¹ Pub. Resources Code, § 21064.3 (“Major transit stop’ means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.”).

² Pub. Resources Code, § 21155 (“For purposes of this section, a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.”).

Santa Ynez Valley Bicycle Master Plan

The purpose of this plan is to create a cohesive vision for recreational and utilitarian bicycle travel in the Santa Ynez Valley. The Santa Ynez Valley is governed by four jurisdictions: the County of Santa Barbara, the City of Buellton, the City of Solvang, and the Chumash Nation. Additionally, Caltrans is the owner and operator of three state highways in the study area: SR 154, SR 246, and US 101. Each of these jurisdictions has their own goals and vision for bicycling, yet a cohesive vision is lacking. Travel by bicycle frequently involves crossing a political boundary and without a cohesive vision, a disjointed and uncoordinated bicycle network can be expected. This plan is intended to fill the sub-regional gap in bicycle planning (SBCAG 2019).

Santa Ynez River Trail Alignment Study

The Santa Ynez River Trail Alignment Study provides potential routing options for a multimodal trail connecting the cities of Buellton and Solvang. The need for this study is driven by community input, which identified a multimodal connection between the two cities as a desired project in several recent planning documents, most recently the 2019 Santa Ynez Valley Bicycle Master Plan (SBCAG 2020).

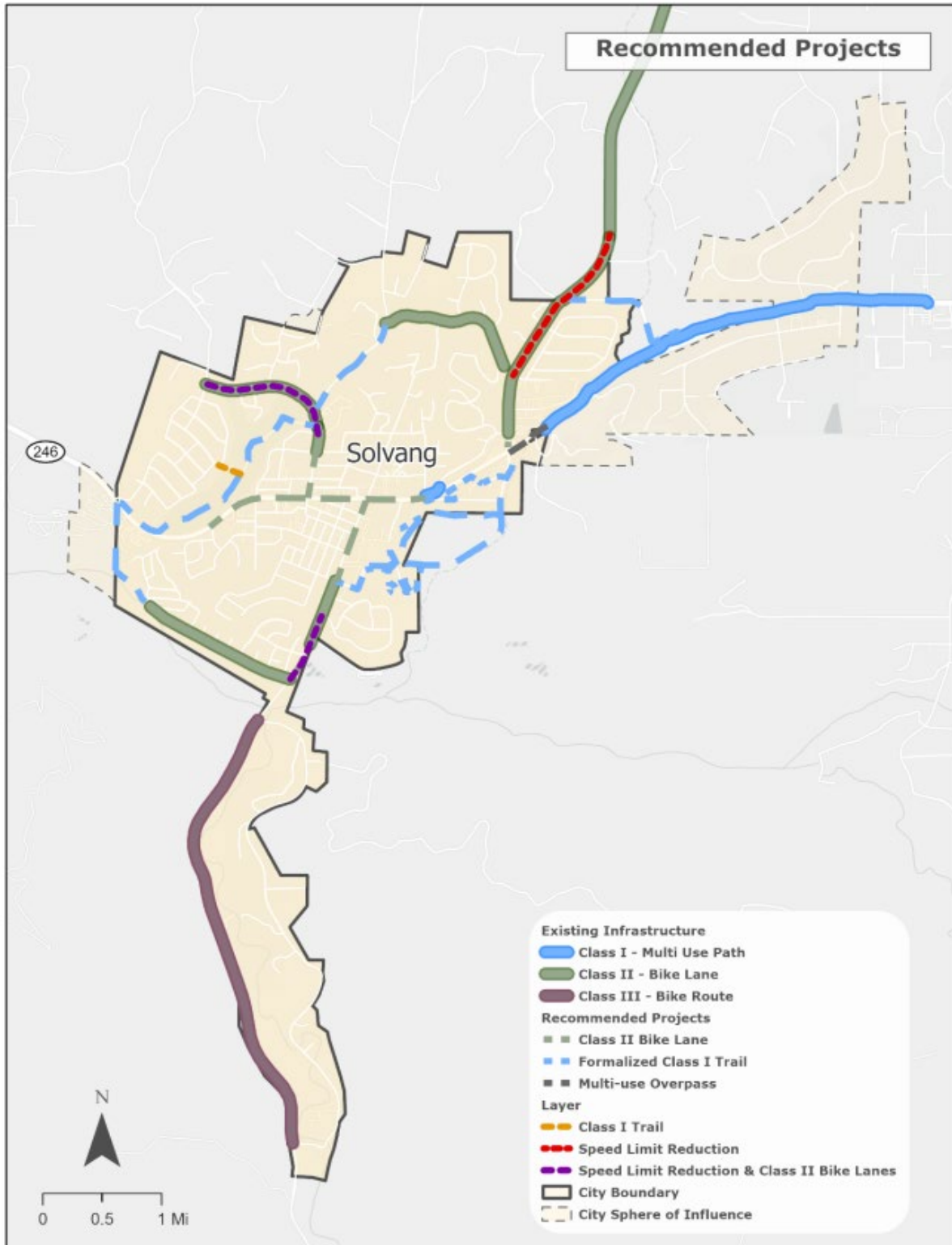
Solvang Local Roadway Safety Plan

The City's Local Roadway Safety Plan addresses traffic safety needs and strategies and provides a framework to improve traffic safety in Solvang. The Local Roadway Safety Plan provides traffic incident analyses, determines high risk locations, establishes goals for traffic safety in Solvang, provides a list of measures to address safety issues at high-risk locations, and identifies safety partners (City of Solvang 2021b).

Solvang Active Transportation Plan

The City is in the process of developing an Active Transportation Plan, anticipated to be adopted in February or March of 2024. Once adopted, the Active Transportation Plan would serve as a guidance document intended to support the provision of a connected bicycle and pedestrian network to provide safe, affordable, and accessible transportation choices in Solvang. The Active Transportation Plan would update Solvang's existing bicycle network, update the City's bicycle facility design guidelines, revise the City's bicycle capital improvement program, establish a future bicycle network, establishes planning level cost opinions to inform capital improvement cost-effectiveness, and establishes a data source to facilitate the development of future bicycle improvements in Solvang. Although subject to change prior its adoption, the draft Active Transportation Plan includes a map of existing and planned bicycle facilities in Solvang, which is provided for informational purposes as Figure 4.14-4 below.

Figure 4.14-4 Draft Active Transportation Plan Bicycle Facilities



4.14.3 Impact Analysis

a. Methodology and Significance Thresholds

Methodology

The analysis in this section is based, in part, on the *Traffic Analysis Data Memorandum* prepared by DKS Associates in December 2023 (Appendix G). VMT estimates were modeled using the SBCAG travel demand model released in July 2022. The travel demand model uses TransCAD 9.0 transportation planning software. The model consists of a 2015 base-year scenario (existing year scenario) using the most recent data available, and a 2050 future year scenario (future year scenario).

This land use-based model is consistent with SBCAG's travel-demand model assumptions and inputs. The 2015 existing year scenario was chosen consistent with the SBCAG travel demand model baseline. Given the negligible amount of development in Solvang between 2015 and 2022, no adjustment to the existing year scenario is warranted. Although the 2045 General Plan would facilitate development through the year 2045, the future year scenario (2050) from the SBCAG travel demand model is applied to the year 2045 as a conservative approach as it would assume all the potential development would occur by the year 2045 (the General Plan horizon year).

The proposed 2045 General Plan includes Policy MOB-1.5 and Mobility Element Program B which require the City to adopt and implement VMT thresholds for determining transportation impacts and streamlining opportunities for projects subject to CEQA. These VMT thresholds are not yet adopted.

Accordingly, for this EIR, the threshold used for VMT is based on the recommendations of the OPR's Technical Advisory. The Technical Advisory provides methodologies and thresholds of significance that may be used for project-level analysis of VMT impacts, including recommended thresholds of significance applicable to individual residential projects. However, for land use plans such as general plans, area plans, or community plans, the Technical Advisory recommends analyzing VMT outcomes over which the plan may substantively affect travel patterns, including beyond the boundary of the plan or jurisdiction's geography. The Technical Advisory recommends that general plans, area plans, or community plans may have a significant impact on transportation if the VMT increases would exceed a threshold of 15 percent lower per capita or per employee VMT than existing regional development.

In addition, OPR recommends infrastructure projects that result in a net increase in total area VMT may have a significant transportation impact. The Technical Advisory includes evidence connecting this level of reduction to the State's greenhouse gas emission reduction goals including under SB 32 and SB 375 (OPR 2018).

Therefore, for the purpose of this analysis, the 2045 General Plan would be considered less than significant if the future year with project scenario VMT per capita and VMT per employee of Solvang would be 15 percent or more below the existing/base year SBCAG region average VMT per capita and VMT per employee (Appendix G).

While a 15 percent threshold is used in this Program EIR to analyze VMT impacts of the 2045 General Plan, this threshold may not necessarily be utilized by the City as lead agency for future projects. Lead agencies have the discretion to choose the most appropriate methodology to evaluate a project's VMT pursuant to *CEQA Guidelines* Section 15064.3(b)(4).

The City anticipates adoption and implementation of VMT thresholds after adopting the 2045 General Plan in compliance with Policy MOB-1.5 and Mobility Element Program B, discussed above.

Therefore, the 15 percent lower per capita and per employee VMT than existing regional development threshold used to analyze VMT of the 2045 General Plan in accordance with the OPR Technical Advisory may not necessarily be used for future individual projects in Solvang. As lead agency, the City may choose to adopt a lower threshold than OPR's recommended threshold due to its geographical location relative to employment opportunities, topography, and other considerations. Until Implementation Policy MOB-1.5 and Mobility Element Program B are implemented, the City may continue to apply VMT significance thresholds on a case-by-case basis using OPR's recommended thresholds.

Significance Thresholds

CEQA Guidelines Appendix G provides the following significance thresholds to determine if a project would have a potentially significant impact on transportation. For the purposes of this EIR, implementation of the 2045 General Plan may have a significant adverse impact if it would:

1. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities;
2. Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b);
3. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or
4. Result in inadequate emergency access.

b. Project Impacts and Mitigation Measures

Threshold 1: Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Impact TRA-1 THE 2045 GENERAL PLAN WOULD NOT CONFLICT WITH THE CONNECTED 2050 RTP/SCS, THE SANTA YNEZ VALLEY BICYCLE MASTER PLAN, OR THE SANTA YNEZ RIVER TRAIL ALIGNMENT STUDY, OR ANY OTHER APPLICABLE PROGRAM, PLAN, ORDINANCE, OR POLICY RELEVANT TO THE TRANSPORTATION SYSTEM. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

The 2045 General Plan would result in additional residential and commercial density, which would increase multimodal trips (vehicle, bicycle, pedestrian, and transit) onto the circulation network. This increase in multiple modes of travel would be in conformance with the goals and policies contained in the following plans affecting the City's circulation network:

- SBCAG Connected 2050 RTP/SCS
- Santa Ynez Valley Bicycle Master Plan
- Santa Ynez River Trail Alignment Study
- Local Roadway Safety Plan

In addition, the 2045 General Plan's consistency with the City's draft Active Transportation Plan is provided. The draft Active Transportation Plan is subject to change prior to its adoption by the City Council. Accordingly, the discussion of the draft Active Transportation Plan is provided solely for

informational purposes because the document was not approved prior to the baseline date of the Notice of Preparation in June 2023.

A brief discussion of the 2045 General Plan's consistency with SBCAG's Connected 2050 RTP/SCS, the Santa Ynez Valley Bicycle Master Plan, Santa Ynez River Trail Alignment Study, the City's Local Roadway Safety Plan, and the City's draft Active Transportation Plan is provided below.

Connected 2050 RTP/SCS

The 2045 General Plan includes policies in the Mobility Element that support facilitating development to promote regional transportation goals included in the Connected 2050 RTP/SCS to improve access to transit, improve access to alternative transportation, and reduce adverse environmental effects. These policies include:

- **Policy MOB-1.11: Regional Coordination for Roadway Management.** The City shall coordinate with SBCAG, the City of Buellton, the Chumash Tribe, Santa Barbara County, the California Department of Transportation, and other jurisdictions in the planning and funding of regional transportation alternatives. Mission Drive (SR 246) shall not be widened to four lanes through the Village Area instead, emphasis shall be placed on developing regional transportation alternatives.
- **Policy MOB-2.7: New Facilities in Existing Neighborhoods.** The City shall encourage the installation of sidewalks, pedestrian paths, bikeways, and wheelchair ramps in existing neighborhoods, where appropriate and support Safe Routes to Schools funding.
- **Policy MOB-4.1: Complete Streets.** The City shall create guidelines to facilitate the installation of non-automobile serving infrastructure along its streets, including sidewalks and bike trails.
- **Policy MOB-5.1: VMT Management.** The City shall work with SBCAG and the Santa Barbara County Air Pollution District to identify trip and VMT reduction opportunities.
- **Policy MOB-5.2: TDM.** The City shall encourage employers to promote carpooling, public transportation, and allow telecommuting.
- **Policy MOB-6.2: Regional Transit Network.** The City shall work with SBCAG and other nearby cities and jurisdictions to ensure that the regional transit network offers access for those with limited mobility options.
- **Policy MOB-6.3: Transportation Access for Mobility Impaired.** The City shall support the public transportation system to accommodate the mobility needs of residents, especially of transit dependent persons such as the elderly and disabled.

With implementation of the policies included in the proposed Mobility Element, the proposed project would encourage alternative travel, equitable access, and a reduction in vehicle trips, consistent with the regional transportation goals of the Connected 2050 RTP/SCS.

Santa Ynez Valley Bicycle Master Plan

The Santa Ynez Valley Bicycle Master Plan's purpose is to create a cohesive vision for recreational and utilitarian bicycle travel in the Santa Ynez Valley. The primary goal of the plan is to promote connectivity for bicyclists (SBCAG 2019). The 2045 General Plan's Mobility Element includes the following policies and programs that promote the goal of the Santa Ynez Valley Bicycle Master Plan:

- **Policy MOB-2.1: Bicycle Master Plan.** The City shall adopt a master plan of bikeways on public property and shall develop bikeways as needed and feasible.

- **Policy MOB-2.2: Bicycle and Pedestrian Routes on New Roadways.** The City shall incorporate bicycle routes or trails into the design of new or expanded roadways when feasible.
- **Policy MOB-2.3: Safe Bikeway System.** The City shall allocate resources to maintain a safe bikeway system by ensuring pavement is of good quality, mode separation is implemented where feasible, and signs and markings are maintained.
- **Policy MOB-3.5: Micro-Mobility Parking.** The City shall review and consider the use of alternative transportation modes by providing adequate parking for small vehicles such as zero emission vehicles, scooters, and bicycles.
- **Policy MOB-4.2: Street Closures.** The City shall analyze the potential for streets to be closed to vehicular traffic or otherwise modified to improve travel routes available to pedestrians and bicyclists.
- **Mobility Element Program C: Local and Regional Bicycle Network.** The City shall coordinate with SBCAG and participating local jurisdictions to update the Santa Ynez Bicycle Master Bikeway Plan on a regular basis to maintain an adequate system for the safe and efficient movement of bicyclists.

The 2045 General Plan would ensure adequate bicycle facilities are provided to promote bicycle use. The 2045 General Plan Mobility Element Program C would require the use and update of the Santa Ynez Valley Bicycle Master Plan which would promote regional connectivity in accordance with the primary goal of the Santa Ynez Valley Bicycle Master Plan. Therefore, the 2045 General Plan would not conflict with the goals and policies of the Santa Ynez Valley Bicycle Master Plan.

Santa Ynez River Trail Alignment Study

The Santa Ynez River Trail Alignment Study is intended to amplify the goals of existing planning documents, including the Santa Ynez Valley Bicycle Master Plan, by providing planning guidance for a multimodal trail that would connect the cities of Solvang and Buellton (SBCAG 2020). As described in the discussion above, the 2045 General Plan's Mobility Element would require coordination with SBCAG and participating jurisdictions to maintain an adequate regional system for bicyclists. The 2045 General Plan does not propose development that would interfere with the implementation of a multimodal trail to connect Solvang with Buellton. Furthermore, policies proposed within the 2045 General Plan Mobility Element, as described above, promote bicycle connectivity and safety. Accordingly, the 2045 General Plan would not impede the development of the Santa Ynez River Trail identified in the Santa Ynez River Trail Alignment Study.

Solvang Local Roadway Safety Plan

The City's Local Roadway Safety Plan is designed to provide a framework to improve traffic safety in Solvang through installation of design measures on local roadways. Implementation of the 2045 General Plan would not impede the installation of the design measures identified in the City's Local Roadway Safety Plan. Furthermore, the 2045 General Plan's Mobility Element includes policies that promote safe transportation, such as the following:

- **Policy MOB-1.9: Safe Speeds.** The City shall enforce speed limits and consider lower posted speeds as warranted.
- **Policy MOB-2.4: Pedestrian Facilities.** The City shall provide a system of sidewalks or pathways that provides a safe environment for pedestrians.

- **Policy MOB-4.3: Safe Streets.** The City shall pursue and enact traffic calming measures as appropriate to meet the policy objectives, as conditions warrant.

With implementation of these measures, the 2045 General Plan would enhance the goal of the Local Roadway Safety Plan to improve traffic safety throughout Solvang. Accordingly, the 2045 General Plan would not conflict with the City's Local Roadway Safety Plan.

Solvang Active Transportation Plan

Once adopted, the Active Transportation Plan would serve as a guidance document intended to support the provision of a connected bicycle and pedestrian network to provide safe, affordable, and accessible transportation choices in Solvang. The draft Active Transportation Plan includes recommendations for the installation of Class I, Class II, and multi-use trails. The following 2045 General Plan Mobility Element policies would support active transportation projects identified in the draft Active Transportation Plan:

- **Policy MOB-2.2: Bicycle and Pedestrian Routes on New Roadways.** The City shall incorporate bicycle routes or trails into the design of new or expanded roadways when feasible.
- **Policy MOB-2.3: Safe Bikeway System.** The City shall allocate resources to maintain a safe bikeway system by ensuring pavement is of good quality, mode separation is implemented where feasible, and signs and markings are maintained.
- **Policy MOB-2.7: New Facilities in Existing Neighborhoods.** The City shall encourage the installation of sidewalks, pedestrian paths, bikeways, and wheelchair ramps in existing neighborhoods, where appropriate and support Safe Routes to Schools funding.

The 2045 General Plan would ensure adequate bicycle facilities are provided to promote bicycle use, and 2045 General Plan policies would be further supported by active transportation projects identified in the draft Active Transportation Plan. Therefore, the 2045 General Plan would not conflict with the draft Active Transportation Plan.

Conclusion

Overall, implementation of the above Mobility Element policies and programs would ensure consistency with circulation system plans discussed above in relation to roadways and bicycle, pedestrian, and transit facilities. Therefore, this impact would be less than significant.

Mitigation Measures

No mitigation measures are required because this impact would be less than significant.

Threshold 2: Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Impact TRA-2 THE FUTURE YEAR CITYWIDE VMT PER CAPITA AND VMT PER EMPLOYEE WITH IMPLEMENTATION OF THE 2045 GENERAL PLAN WOULD NOT ACHIEVE AT LEAST A 15 PERCENT REDUCTION BELOW THE EXISTING REGIONAL AVERAGE. AS A RESULT, THE 2045 GENERAL PLAN WOULD BE INCONSISTENT WITH CEQA GUIDELINES SECTION 15064.3, SUBDIVISION (B). EVEN WITH IMPLEMENTATION OF MITIGATION MEASURE TRA-1, THIS IMPACT WOULD BE SIGNIFICANT AND UNAVOIDABLE.

As described in Appendix G, the VMT analysis prepared for the 2045 General Plan follows the methodology recommended by OPR in the Technical Advisory on Evaluating Transportation Impacts in CEQA (OPR 2018). The 2045 General Plan’s impact on VMT would be less than significant if the City’s future year VMT per capita and VMT per employee would be at least 15 percent below the existing VMT per capita for the SBCAG region. Table 4.14-2 and Table 4.14-3 summarize the daily citywide VMT per capita and VMT per employee, respectively, in the future year scenario.

Table 4.14-2 Vehicle Miles Traveled Summary – VMT Per Capita

Area	Scenario	VMT Per Capita
SBCAG Region	Existing (2015)	21.74
Threshold	85% of SBCAG Existing (2015)	18.48
City of Solvang	Future Year With 2045 General Plan	22.18
Does the City of Solvang 2045 General Plan VMT Exceed the Threshold?		Yes

Source: Appendix G

Table 4.14-3 Vehicle Miles Traveled Summary – VMT Per Employee

Area	Scenario	VMT Per Employee
SBCAG Region	Existing (2015)	25.07
Threshold	85% of SBCAG Existing (2015)	21.31
City of Solvang	Future Year With 2045 General Plan	21.52
Does the City of Solvang 2045 General Plan VMT Exceed the Threshold?		Yes

Source: Appendix G

Taking 85 percent of the countywide existing baseline VMT yields a threshold of 18.48 for VMT per capita and 21.31 for VMT per employee. As shown above, implementation of the 2045 General Plan would result in 22.18 VMT per capita and 21.52 VMT per employee which would exceed the thresholds of significance used in this analysis.

Potential future VMT impacts from individual developments in Solvang would be evaluated based on either OPR recommendations or local VMT thresholds established by the City. While the potential impacts of individual developments in Solvang are speculative, the overall potential impact of the increase in VMT in the Solvang area from implementation of the 2045 General Plan would be potentially significant.

Mitigation Measures

TRA-1 Achieve VMT Reductions for Development Projects

In the interim, prior to the City establishing VMT thresholds for determining transportation impacts for CEQA, per Policy MOB-1.4 of the 2045 General Plan, for individual projects that exceed the City's recommended threshold below the VMT average based on project-specific VMT analysis, the City shall require the project applicant to implement project-level VMT reduction strategies. The City shall design strategies for the proposed project to reduce VMT from existing land uses, where feasible, and from new discretionary residential or employment land use projects. The design of programs and project-specific mitigation shall focus on VMT reduction strategies that increase travel choices and improve the comfort and convenience of sharing rides in private vehicles, using public transit, biking, or walking. VMT reduction strategies may include, but are not limited to, the following:

1. Provision of bus stop improvements
2. Pedestrian improvements, on-site or off-site, to connect to nearby transit stops, services, schools, shops, etc. by paying in lieu fees.
3. Bicycle programs, including bike rentals, storage, maintenance programs, and on-site education programs
4. Enhancements to the citywide bicycle network by paying in lieu fees
5. Parking reductions and/or fees set at levels sufficient to incentivize transit, active transportation, or shared modes
6. Cash allowances, passes, or other public transit subsidies
7. Employee-based housing options

Following the City's establishment of VMT thresholds, individual projects shall be evaluated and mitigated in accordance with the procedures outlined in the City's VMT Program.

Significance After Mitigation

Although Mitigation Measure TRA-1 would require project applicants of individual projects with potentially significant VMT impacts to implement VMT reduction strategies, because the uncertainty relating to the feasibility of implementing VMT reduction strategies and the timing that it would take to implement VMT reduction strategies for individual projects, the effectiveness of reducing an individual project's VMT impact is speculative at this programmatic stage. As a result, because specific project-level details are unknown at this level of planning, individual developments facilitated by the 2045 General Plan may exceed VMT thresholds. Adoption and implementation of the City's VMT thresholds in accordance with Policy MOB-1.4 would ensure that development facilitated by the project would generally be consistent with SB 743. However, individual projects that may occur would not be guaranteed to be below thresholds in the adopted VMT Program nor would feasible mitigation therein necessarily reduce VMT below thresholds. Therefore, the project's impacts related to VMT would be significant and unavoidable.

Threshold 3: Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?

Threshold 4: Would the project result in inadequate emergency access?

Impact TRA-3 DEVELOPMENT FACILITATED BY THE 2045 GENERAL PLAN WOULD COMPLY WITH STATE, SANTA BARBARA COUNTY FIRE DEPARTMENT, AND CITY REQUIREMENTS RELATED TO TRANSPORTATION DESIGN SAFETY AND EMERGENCY ACCESS. WITH ADHERENCE TO THESE REQUIREMENTS, THE 2045 GENERAL PLAN WOULD NOT SUBSTANTIALLY INCREASE HAZARDS DUE TO A GEOMETRIC DESIGN FEATURE OR RESULT IN INADEQUATE EMERGENCY ACCESS, AND THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

As stated in Section 8-2-5(A) of the City's Municipal Code, the City has prepared a set of standard construction details, which include, but are not limited to, general specifications, drainage details, curb, driveway, sidewalk and access ramp details, typical street section, water system details and sanitary sewer system details. As stated in Section 8-2-5(B), all improvement plans for projects within the city, including, but not limited to, grading, water, sewer, streets and other surface and subsurface structures, shall be prepared based upon and incorporate the standard construction details as prepared by the city. As individual developments are proposed, project applicants would be required to follow appropriate design guidelines in implementing roadway improvements that are necessary to alleviate transportation hazards. Therefore, implementation of the 2045 General Plan would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

Construction activities facilitated by the 2045 General Plan could temporarily impair emergency access points used for emergency access vehicles. However, any construction on State highway systems (i.e. SR 246) would be required to create a temporary traffic control plan that adheres to the standards set forth in the most recent version of the California Manual of Uniform Traffic Control Devices (Caltrans 2023). Construction within a public easement or right-of-way would be required to obtain an encroachment permit from the City's Public Works Department. Pursuant to Section 8-2-10 of the City's Municipal Code, any person who has received a street construction or excavation permit must maintain safe crossings for two lanes of vehicle traffic at all street intersections where possible and safe crossings for pedestrians at intervals of not more than three hundred feet. If any excavation is made across any street right-of-way, at least one safe crossing shall be maintained, when possible, for vehicles and pedestrians. Further, construction activities would be temporary and short-term in nature. Accordingly, construction activities would not result in substantial impairment of emergency access in Solvang.

Operation of development facilitated by the 2045 General Plan could result in alterations to existing transportation infrastructure, including, but not limited to, sidewalks and driveways. Future development would be required to adhere to applicable state and County Fire Department design standards for emergency vehicle access, such as California Code of Regulations Title 19, Article 3, Section 3.05 which requires access roads from every building to a public street to be all-weather hard-surfaced right-of-way not less than 20 feet in width. The Santa Barbara County Fire Department maintains additional requirements for fire apparatus access, including angles of approach and departure, turnaround radius, and Fire Marshal approval (Santa Barbara County Fire Department 2023).

In addition to existing State and local requirements, the 2045 General Plan proposes policies that would ensure transportation safety and maintain adequate emergency access. These policies include the following:

- **Policy MOB-1.5: New Development Access.** The City shall require new development to be served by roads of adequate capacity and design standards to provide reasonable access in accordance with City standards.
- **Policy MOB-1.6: Rights-of-way Preservation.** The City shall reserve and protect adequate rights-of-way to accommodate future roadway widening projects.
- **Policy MOB-1.9: Safe Speeds.** The City shall enforce speed limits and consider lower posted speeds as warranted.

In addition, future development facilitated by the 2045 General Plan would be reviewed by City staff to ensure consistency with all applicable City and State design standards, including standards for project access points, location, and design, sight lines, roadway modifications, provisions for bicycle, pedestrian, and transit connections, and emergency access. As a result, these impacts would be less than significant.

Mitigation Measures

No mitigation measures are required because this impact would be less than significant.

4.14.4 Cumulative Impacts

Regional cumulative impacts consider the City-wide impacts together with similar impacts of reasonably anticipated regional projects/programs. The general approach to cumulative impact analysis used in this EIR, as well as the determination of the cumulative impact analysis area, is discussed in Section 3, *Environmental Setting*, Subsection 3.3, *Baseline and Cumulative Project Setting*.

Cumulative projects would be required to comply with local regulations and policies related to the circulation system, including transit, roadway, bicycle and pedestrian facilities. Cumulative development within Solvang would be required to comply with 2045 General Plan Mobility Element policies. Accordingly, cumulative projects would have a less than significant impact related to conflicts with programs, plans, ordinances or policies addressing the circulation system.

Cumulative development could result in changes to SBCAG baseline VMT conditions that conflict with *CEQA Guidelines* section 15064.3, subdivision (b) and therefore create a significant cumulative impact. Implementation of the 2045 General Plan would be inconsistent with OPR's recommended VMT per capita and VMT per employment thresholds. Because the analysis for the 2045 General Plan is based on citywide VMT calculations in comparison to SBCAG regional VMT estimates, the 2045 General Plan's project-level significant and unavoidable impact on VMT implies that the 2045 General Plan would have a cumulatively considerable contribution toward regional cumulative VMT impacts. Therefore, cumulative VMT impacts would be significant, and the 2045 General Plan would have a cumulatively considerable contribution on VMT impacts.

Some types of transportation impacts are related to site- and project-specific characteristics, and conditions would not be significantly affected by other development outside Solvang. Compliance with applicable regulations and oversight, including Caltrans design guidelines, City design guidelines, and Santa Barbara County Fire Department standards would effectively reduce the potential for individual projects to create a cumulative transportation hazard or emergency access impacts within Solvang, as well as Santa Barbara County. Therefore, cumulative impacts related to transportation hazards and emergency access would be less than significant.

4.15 Tribal Cultural Resources

This section analyzes the proposed project's impacts on tribal cultural resources as defined by PRC § 21074. Tribal cultural resources are those resources identified by California Native American Tribes in consultation with lead agencies during tribal consultation [also referred to as Assembly Bill (AB) 52 / Senate Bill (SB) 18 consultation].

4.15.1 Setting

Solvang lies within the Chumash traditional territory, which extends from the current city of Malibu, north beyond San Luis Obispo, and inland as far as 68 kilometers (42 miles). The Chumash also inhabited the northern Channel Islands. The Chumash spoke six closely related languages, divided into two broad groups – Northern Chumash, consisting of only Obispeño (Tilhini), and Southern Chumash, including Purisimeño, Ineseño (Samala), Barbareño (Šmuwič), Ventureño (Mitsqanaqa'n), and Island Chumash (Mithun 2001). The Chumash are divided broadly by anthropologists into three main environmental areas, including Interior, Coastal, and Northern Channel Islands Chumash.

Chumash villages along the mainland coast of the Santa Barbara Channel from Carpinteria to Goleta were of the highest population density, ranging from 500 to 800 individuals; though some claim population counts were into the thousands (Rawls 1984; Dartt-Newton and Erlandson 2006). Interior villages were substantially smaller, with populations varying anywhere from 15 to 250 people (Glassow et al. 2007). Grant (1978) describes a typical Chumash village consisting of “several houses, a sweathouse, store houses, a ceremonial enclosure, gaming area, and a cemetery usually placed well away from the living area.” Each village was led by a hereditary chief with ceremonial leaders and specialists (Gamble 2008). Extensive trade routes and shared resources across environmental zones provided security in times of need (ibid). Chumash society was hierarchical and status differentiation can be noted in their dress, personal items, and responsibilities.

Networks extended along ridge lines, mountain passes, rivers, and along and across the Santa Barbara Channel. Watercraft assisted in these efforts such as tule balsa rafts and dug out canoes, but they are well-known for their wooden plank canoe, or tomol. The tomol facilitated the procurement of marine resources such as nearshore fish caught with nets, lines and hooks, and deep-sea marine mammals that were hunted with harpoons (Arnold 1995). Tomols moved people and goods across the Santa Barbara Channel in what was considered a highly sophisticated trade network.

The Chumash typically buried their dead in cemeteries with abundant grave offerings of food, water, jewelry and their own personal tools and adornment (Erlandson 1999:107).

Spanish explorers first arrived in the Santa Barbara Channel region in 1542. The impact of foreign contact on Chumash lifeways accelerated in 1772 when Mission San Luis Obispo became the first mission established in Chumash territory, with five more to follow in subsequent years (Dartt-Newton and Erlandson 2006), including Mission Santa Inés. Mission Santa Inés was founded by Father Estévan Tapís on September 17, 1804, to teach the Chumash about Christianity, trade, and Spanish culture (Mission Santa Inés n.d.) The primary source of labor for the mission was from the Village of Kalawashaq, located along the Santa Ynez River. Mission life led to forced culture loss among the Chumash people, and disease decimated native populations. However, many Samala Chumash still live in the region and a cultural revitalization has been ongoing since the twentieth century (Glassow et al. 2007). Today, the Santa Ynez Band of Chumash Indians (Samala Chumash),

whose reservation is approximately 4.8 kilometers (3 miles) east of the Planning Area, is also the only federally recognized Chumash tribe.

4.15.2 Regulatory Setting

a. State Regulations

California Assembly Bill 52

As of July 1, 2015, California Assembly Bill (AB) 52 was enacted and expanded CEQA by defining a new resource category, "Tribal Cultural Resources." AB 52 states, "a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment" (PRC Section 21084.2). AB 52 further states that, when feasible, the CEQA lead agency shall establish measures to avoid impacts that would alter the significant characteristics of a tribal cultural resource (PRC Section 21084.3). PRC Sections 21074(a)(1)(A) and (B) define tribal cultural resources as "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe" and that meets at least one of the following criteria, as summarized in *CEQA Guidelines* Appendix G:

1. Listed or eligible for listing in the CRHR, or in a local register of historical resources as defined in PRC Section 5020.1(k); and/or
2. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

AB 52 also establishes a formal consultation process with California Native American tribes that must be completed before a CEQA document can be certified. Under AB 52, lead agencies are required to "begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project." California Native American tribes to be included in the process are those that have requested notice of projects proposed within the jurisdiction of the lead agency.

Senate Bill 18

Senate Bill 18 (SB 18) of 2004 (California Government Code Section 65352.3) requires local governments to contact, refer plans to and consult with tribal organizations prior to making a decision to adopt or amend a general or specific plan. The tribal organizations eligible to consult have traditional lands in a local government's jurisdiction and are identified, upon request, by the Native American Heritage Commission (NAHC). As noted in the California Office of Planning and Research's Tribal Consultation Guidelines (2005), "The intent of SB 18 is to provide California Native American tribes an opportunity to participate in local land use decisions at an early planning stage, for the purpose of protecting, or mitigating impacts to, cultural places."

Senate Bill 35 and Assembly Bill 168

Enacted on September 29, 2017, Senate Bill 35 (SB 35) (California Government Code Section 65913.41) grants a ministerial approval process that expedites and facilitates construction of affordable housing projects without normal CEQA documentation. However, in May 2021, Assembly Bill 168 (AB 168), an act to amend Sections 65400, 65913.4, and 65941.1 of SB 35, was passed. AB 168 requires a pre-consultation process with Native American Tribes to identify and protect tribal cultural resources prior to the submission of an SB 35 permit for a housing development.

b. Local Regulations

City of Solvang Municipal Code

The Solvang Municipal Code Section 11-4-2 requires project design to avoid impacts to known archaeological and cultural sites, and where avoidance is infeasible, Section 11-4-2 requires mitigation to be implemented pursuant to State Office of Historic Preservation and the State Native American Heritage Commission. In addition, Section 11-4-2 requires Native American consultation when development proposals are submitted which could impact significant archaeological or cultural sites. The Solvang Municipal Code Section 11-4-6 states development should be prohibited in all cases on lands that are existing parks and recreation sites, historic sites, and archaeological sites.

City of Solvang General Plan

Policies included in the Environment and Sustainability Element of the 2045 General Plan that are applicable to archaeological resources in Solvang include the following:

- **Goal ENV-4:** To protect the historic and cultural resources in order to preserve the heritage of native peoples and the area's earliest settlers.
- **Policy ENV-4.1: Protect Archaeological Resources.** The City shall provide for the protection of both known and potential archaeological resources citywide. To avoid significant damage to important archaeological sites, all available measures shall be explored at the time of a development proposal. Where such measures are not feasible and development would adversely affect identified archaeological or paleontological resources, mitigation shall be required in accordance with the relevant provisions of federal and State laws.
- **Policy ENV-4.2: Collaboration with Chumash.** The City shall continue a positive and collaborative working relationship with the Santa Ynez Band of Chumash Indians through continued consultation and collaboration with respect to the preservation of, or the mitigation of impacts to, specified Native American places, features, and objects.

4.15.3 Impact Analysis

a. Methodology and Significance Thresholds

The City of Solvang prepared and mailed letters to local Native Americans who have requested notification under AB 52 and SB 18 on June 15, 2023. Under AB 52 tribes have 30 days and under SB 18 tribes have 90 days to respond and request consultation. The City received one response from the Santa Ynez Band of Chumash Indians on June 21, 2023, in which the Tribe requested consultation for the project. No other tribes responded during the 30-day or 90-day period to request consultation, which elapsed in mid-July and mid-September, respectfully.

Appendix G of the *CEQA Guidelines* indicates that a project's impacts to tribal cultural resources would be significant if the project would:

1. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:
 - a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or
 - b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

b. Project Impacts and Mitigation Measures

Threshold 1: Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

- a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or
- b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Impact TCR-1 DEVELOPMENT FACILITATED BY THE 2045 GENERAL PLAN MAY IMPACT PREVIOUSLY UNIDENTIFIED TRIBAL CULTURAL RESOURCES. ADHERENCE TO STATE AND 2045 GENERAL PLAN REGULATIONS WOULD ENSURE IMPACTS TO TRIBAL CULTURAL RESOURCES WOULD BE LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED.

As part of its tribal cultural resource identification process under AB 52 and SB 18, the City sent letters to six Native American Tribes that are traditionally and culturally affiliated Planning Area. The City sent letters to the Barbareño/Ventureño Band of Mission Indians, the Chumash Council of Bakersfield, the Coastal Band of the Chumash Nation, the Northern Chumash Tribal Council, the San Luis Obispo County Chumash Council, and the Santa Ynez Band of Chumash Indians on June 15, 2023. The City received one request for consultation under AB 52 and SB 18 from the Santa Ynez Band of Chumash Indians which concluded on February 15, 2024. The Santa Ynez Band of Chumash Indians provided the City with preferred mitigation measures regarding tribal cultural resources but did not identify specific tribal cultural resources within the Planning Area.

Adherence to the requirements of AB 52 would require Tribal consultation with local California Native American Tribes prior to implementation of any project activities which are subject to CEQA.

In compliance with AB 52, a determination of whether project-specific substantial adverse effects on tribal cultural resources would occur along with identification of appropriate, project-specific avoidance, minimization, or mitigation measures would be required. Due to the programmatic nature of the 2045 General Plan, it is not possible to fully determine impacts; however, no specific tribal cultural resources were identified during consultation and no tribal cultural resources eligible for the California Register of Historical Resources or local register were identified as being impacted by the 2045 General Plan; however, potential tribal cultural resources are likely to exist throughout the Planning Area. Any future project implementation would require project-specific tribal cultural resources identification and consultation, and the appropriate avoidance, minimization, or mitigation would be incorporated.

The following policy included in the Environment and Sustainability Element is applicable to tribal cultural resources in Solvang:

- **ENV-4.2: Collaboration with Chumash.** The City shall continue a positive and collaborative working relationship with the Santa Ynez Band of Chumash Indians through continued consultation and collaboration with respect to the preservation of, or the mitigation of impacts to, specified Native American places, features, and objects.

Development facilitated by 2045 General Plan would undergo project-specific tribal cultural resource consultation pursuant to the requirements of PRC Section 21084 and Policy ENV-4.2. There is always potential for unknown tribal cultural resources to exist throughout the Planning Area which could be damaged or destroyed during ground-disturbing activities. Therefore, the 2045 General Plan's impact on tribal cultural resources is potentially significant. The following measures are included to mitigate potential impacts to less than significant, knowing that upon recognition avoidance would be the preferred treatment when feasible through consultation with consulting Chumash tribes.

Mitigation Measures

TCR-1 Workers Environmental Awareness Program

The Applicant will invite a City-approved archaeologist to provide a cultural resources awareness training program (Worker Environmental Awareness Program [WEAP]) for all personnel involved in project construction, including field consultants and construction workers. The City will invite consulting Chumash Tribe(s) to provide a tribal cultural resources awareness training program (Worker Environmental Awareness Program [WEAP]) for all personnel involved in project construction, including field consultants and construction workers. The WEAP training shall be conducted prior to any project-related ground disturbing activities in the project area. The WEAP will include relevant information regarding sensitive cultural resources and tribal cultural resources, including applicable regulations, protocols for avoidance, and consequences of violating State laws and regulations. The WEAP will also describe appropriate avoidance and impact minimization measures for cultural resources and tribal cultural resources that could be located at the project site and will outline what to do and who to contact if any potential cultural resources or tribal cultural resources are encountered. The WEAP will emphasize the requirement for confidentiality and culturally appropriate treatment of any discovery of significance to Native Americans and will discuss appropriate behaviors and responsive actions, consistent with Chumash tribal values.

TCR-2 Retain Chumash Tribal Monitors

For any project with the potential to encounter tribal cultural resources as determined through consultation, prior to issuance of any City Grading or Construction Permit, the Applicant or its designee shall work with consulting Chumash Tribe(s) to retain Tribal Monitor(s) to assist in the monitoring, mitigation, and curation activities for the specific project.

Where multiple areas of work are concurrently permitted for grading or disturbance, or where multiple pieces of equipment are operating within the same work area, there shall be multiple monitors, at least one for each area, and a sufficient number of Tribal Monitors shall be onsite to ensure all concurrent activities are monitored. The tribal monitors may be rotated to ensure that consulting Chumash Tribe(s) can observe the work areas. The City shall be responsible for creating monitoring schedules for the Chumash Tribal Monitors, and specifying the locations where they will monitor in consultation with the consulting Chumash Tribe(s).

Any interference with monitoring activities, removal of a monitor from duties, or direction to a monitor to relocate or cease monitoring activities by anyone other than the City shall be considered a non-compliance event. In the event a Chumash Tribal Monitor is dismissed from monitoring and the City determines this to be in error, the Chumash Tribal Monitor will be compensated for time lost by the Applicant. Any disagreements between the Project Archaeologist and Chumash Tribal Monitors shall be brought to the City's attention for resolution.

The Project Archaeologist or consulting Chumash Tribe(s) shall notify the Applicant and the City by telephone or email, of any incidents of non-compliance with any cultural resource mitigation measure or condition within 24 hours of becoming aware of the situation. The Project Archaeologist and consulting Chumash Tribe(s) shall also recommend corrective action(s) to resolve the problem or achieve compliance with the mitigation measure or project condition.

In the event of a non-compliance issue, the Project Archaeologist shall write a report within two weeks after resolution of the issue that describes the issue, resolution of the issue, and the effectiveness of resolution measures. The report shall be provided in the next Monthly Compliance Report, which is submitted to the City. The Applicant or its designee shall also provide a copy of the non-compliance report to the consulting Chumash Tribe(s) when issued to the City.

TCR-3 Retain a Project Osteologist

For any project with the potential to encounter human remains as determined through consultation and/or during the preparation of archaeological assessments carried out under CUL-2, prior to issuance of any City Grading or Construction Permit, a Project Osteologist shall be retained by the Applicant or its designee to assist in the identification of any human remains. The Project Osteologist shall have the following minimum qualifications:

- A graduate degree in archaeology, forensic anthropology, or related discipline, with four years' experience working with archaeological and Tribal Cultural resources in California. If an Osteologist with four years' experience is not available, a candidate with no less than two years' experience may be considered.
- A copy of the Project Osteologist's qualifications shall be provided to the City for review and approval. The Project Osteologist's qualifications shall be provided by the City to consulting Chumash Tribe(s) for review and comment prior to approval by the City.

TCR-4 Develop a Cultural Resources Monitoring and Discovery Plan

For any project with the potential to encounter cultural and/or tribal cultural resources as determined through consultation and/or the preparation of archaeological assessments carried out under CUL-2, prior to issuance of any City Grading or Construction Permit, the Project Archaeologist shall develop and submit a Cultural Resources Monitoring and Discovery Plan (CRMDP) to the City for review and approval. No ground disturbing activities can occur until the CRMDP is approved by the City. A draft of the CRMDP shall be provided by the City to consulting Chumash Tribe(s) and an independent third-party City-qualified archaeologist for a 45-day review and comment period. No ground disturbance can occur before approval of any construction-related permits by the City.

At a minimum, the CRMDP shall include the following:

- An introduction outlining the project description, purpose for monitoring, summary of resources studies or description of known resources, anticipated construction schedule, anticipated impacts to cultural resources, curation and treatment options. Permanent curation of Tribal Cultural Resources will not take place unless approved in writing by consulting Chumash Tribe(s) in compliance with CalNAGPRA (if applicable) along with any other applicable state and federal laws.
- A description of the monitoring personnel involved with the Project (Project Archaeologist, Archaeological Monitors, and Chumash Tribal Monitors as appointed by consulting Chumash Tribe(s)) and their responsibilities, which shall include but are not limited to:
 - A list of personnel involved in the monitoring activities and their availability;
 - A description of how the monitoring shall occur;
 - A description of how the monitoring schedule will be developed and implemented given that different areas of ground disturbance may occur simultaneously;
 - A description of what resources are expected to be encountered and where they are expected to be encountered; and
 - A description of monitoring reporting procedures.
- A description of the Cultural Resources Worker Environmental Awareness Program training and Tribal Cultural Resources Worked Environmental Awareness Program Training as provided by consulting Chumash Tribe(s) (see MM CUL-5) and when and how that will take place.
- Identification of the areas on the site, plus a buffer, where earthwork and site disturbance will be avoided. This should include the following:
 - A description of the exclusion zone which shall be placed around each avoidance area and labeled as “Environmentally Sensitive Area” in all relevant project documents and engineering drawings, as needed. Environmentally Sensitive Areas shall exclude all construction equipment and personnel. Exclusion zone fencing shall be installed prior to any site disturbance (and later removed) under the direction of the Project Archaeologist in consultation with the City and consulting Chumash Tribe(s). The construction contractor will be responsible for maintaining the exclusion zone fencing throughout the duration of decommissioning.
- Definition and description of authorities, protocols, and procedures for halting and/or pausing work in order to record, evaluate, and identify any necessary treatment for any cultural resources encountered. This shall include protocols for ensuring all treatment or recovery of cultural resources is completed prior to work resuming in the area of the find.

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- Information that the Project Archaeologist, Archaeological Monitor(s), and the Chumash Tribal Monitor(s) shall have the authority to halt ground disturbing activities in the event previously unknown cultural resources or tribal cultural resources are encountered or if known resources may be impacted in a previously unanticipated manner as a result of that ground disturbing activity.
- Details regarding the immediate cessation of ground disturbing activities within a minimum of 100 feet of the discovery of any cultural resources/tribal cultural resources or human remains and measures to delineate the area with clearly visible lath, flagging tape, or other marking. The City and the consulting Chumash Tribe(s) shall be consulted on a determination of significance. If potential human remains are identified, the project archaeologist, the project osteologist, City designee(s), and the consulting Chumash Tribe(s) shall be invited to be present during determination and development of protective measures of find until the Most Likely Descendant (MLD) is notified as appropriate.
- Notification procedures of unanticipated discoveries of cultural resources/tribal cultural resources including human remains. The City and consulting Chumash Tribe(s) shall be notified of a discovery as soon as possible but no later than 24 hours of the find. If the discovery occurs on a Friday, the City can be notified the following Monday morning.
- Specific in-field procedures for collecting, handling, and categorizing cultural resources, including human remains, encountered and a detailed process for evaluating unanticipated discoveries.
- Development of a preliminary treatment plan which shall, at a minimum, include:
 - A description of the treatment options for each type of resource which include, in order of priority: 1) preservation in place, where feasible; 2) the development of a treatment plan, archaeological testing, or data recovery; 3) reburial as close as possible to the location where all artifacts, remains, and/or funerary objects were found; and 4) reburial in a predetermined area. Any Chumash cultural materials disinterred as a result of specific projects shall be curated or reinterred upon determination by the City and consulting Chumash Tribe(s).
 - The location of a secured, on-site storage area for recovered cultural/tribal resources shall be identified before any ground disturbing activities occur by the City and consulting Chumash Tribe(s).
 - In the event of a human remains discovery, the City and consulting Chumash Tribe(s), and Coroner's office shall be notified no later than 24 hours of the find by the Applicant or their designee. The Coroner will contact the NAHC to identify the MLD of the human remains. The Applicant or their designee must follow HSC § 7050.5 and proceed under PRC § 5097.98 within 48 hours. Once a MLD has been assigned, they and the applicant shall be given 48 hours from the time of notification to provide a proposed treatment option to the City. No photographs, removal of remains (unless already disinterred), nor further disturbance may take place without written approval of the MLD.
 - For the predetermined area for reburial of human remains and cultural resources, the location must be surveyed in advance of its inclusion in the CRMDP, to determine if the location may be used (i.e., there are no biological and/or cultural/tribal resources sensitivities). The location must be under a deed restriction, protecting any reburials of human remains and artifacts in perpetuity.

- A commitment from the Applicant to pay all treatment costs for artifacts, funerary objects, and remains discovered, from discovery to reinternment, and for related documentation produced, if any, during cultural resources investigations conducted for the Project.
- Procedures for the Project Archaeologist, the Applicant, or its contractors to provide immediate notification to the City and consulting Chumash Tribe(s) and immediately cease any earthwork conducted outside the limits of the approved grading plan or land use permit as these activities require prior approval by the City.
- Outline of reporting procedures, including monthly summary reports and an annual archaeological monitoring report to be submitted by the Project Archaeologist to the City and consulting Chumash Tribe(s) for review throughout the duration of Project disturbance activities. The City shall provide copies of the plan to the consulting Chumash Tribe(s) for review. Formal technical reports are required for any archaeological testing or data recovery conducted. Annual archaeological monitoring reports and any technical testing or data recovery reports shall be submitted to the City and Central Coast Information Center. Upon completion of all monitoring or treatment activities at Project completion, the Project Archaeologist shall submit a final report under confidentiality to the City summarizing all monitoring/treatment activities. The City shall provide copies of the confidential final report to the consulting Chumash Tribe(s).
- The Applicant or its designee(s) will consult with consulting Chumash Tribe(s) to develop measures for long term management of the resources including any routine operation and maintenance that may need to occur within culturally sensitive areas that retain resource integrity, including tribal cultural integrity, and including archaeological material, Traditional Cultural Properties, and cultural landscapes, in accordance with state and federal guidance including National Register Bulletin 30 (Guidelines for Evaluating and Documenting Rural Historic Landscapes), Bulletin 36 (Guidelines for Evaluating and Registering Archaeological Properties), and Bulletin 38 (Guidelines for Evaluating and Documenting Traditional Cultural Properties).

TCR-5 Soil Remediation Activities Affecting Previously Known Cultural and/or Tribal Resources

The Applicant or its designee shall consult with the City prior to conducting any soil remediation activities which could affect native soils and provide the City with adequate information to determine compliance with CEQA Guidelines Sections 15162-15164 and PRC §21074. The City shall consult with locally affiliated Chumash Tribe(s) prior to approving any soil remediation activities affecting previously known cultural and/or tribal resources.

Significance After Mitigation

Implementation of Mitigation Measures TCR-1 through TCR-5 would mitigate potential impacts to a less than significant level by requiring the identification and evaluation of any tribal cultural resources that may be present prior to construction and by providing steps for the evaluation and protection of unanticipated finds encountered during construction.

4.15.4 Cumulative Impacts

Tribal cultural resources have the potential to extend across the Planning Area; therefore, the appropriate geographic scope for cumulative tribal cultural resources impacts includes development projects adjacent to the project as well as within the surrounding region.

The proposed project, in conjunction with other nearby past, present, and reasonably foreseeable probable future projects in the region, would have the potential to adversely impact tribal cultural resources. Cumulative development in the region would continue to disturb areas with the potential to contain tribal cultural resources. Cumulative projects are reviewed separately by the appropriate jurisdiction and undergo environmental review when it is determined that the potential for significant impacts exists. In the event that future cumulative projects would result in impacts to known or unknown tribal cultural resources, impacts to such resources would be addressed on a case-by-case basis and would likely be subject to mitigation measures similar to those imposed for this project as a result of the CEQA process. Cumulative impacts to tribal cultural resources would therefore be potentially significant but mitigable.

As described in Impact TCR-1, compliance with AB 52 for future projects carried out under the 2045 General Plan would aid in determining if a specific project would have an adverse impact on known tribal cultural resources, and implement avoidance, minimization, or additional mitigation measures not included in the implementation of Mitigation Measures TCR-1 through TCR-5 to reduce such impacts. Compliance with AB 52 and continued involvement with conducting Chumash Tribes in regional planning efforts would generally limit the destruction of tribal cultural resources such that cumulative impacts would not be considerable. Therefore, the 2045 General Plan's contribution to cumulative impacts to archaeological and tribal cultural resources would not be cumulatively considerable.

4.16 Utilities and Service Systems

This section evaluates potential effects on utilities related to adoption and implementation of the 2045 General Plan by identifying existing and planned service availability and anticipated demands and determining whether any necessary utility upgrades would result in adverse environmental effects. Potential impacts related to stormwater runoff are evaluated and discussed in Section 4.9, *Hydrology and Water Quality*. Potential impacts related to the use of electricity and natural gas are evaluated and discussed in Section 4.5, *Energy*.

4.16.1 Setting

a. Water Supply and Demand

The City's Water Division of the Utilities Department operates and maintains the City's water supply and distribution facilities and provides potable water for the community. Three water storage tanks, six production water wells, two pump stations, chlorination, and ammonia facilities, and 41 miles of water line are located throughout the City. Surface water supply is provided by the State Water Project, while groundwater is provided by River Wells, and Upland Wells. Backup/emergency water supply is provided through two interconnects with the Santa Ynez River Water Conservation District – Improvement District #1 (ID#1).

Upland Wells

There are four Upland Wells. Well 4, near City Hall, produces approximately 225 gallons per minute (gpm). HCA South Well, located in Hans Christian Andersen Park, produces approximately 125 gpm. Well 21, located next to the City's Reservoir 2, produces approximately 125 gpm, and Well 23, located on the east side of the Creekside residential subdivision, produces approximately 225 gpm. The City estimates a long-term supply of approximately 465 AFY from its Upland Wells (City of Solvang 2019a).

River Wells

There are three existing wells located on the banks of the Santa Ynez River, Well 3, Well 7A, and Well 5. Well 5 is currently inactive and has not produced water since 1993. Well 3 produces approximately 325 gpm and Well 7A produces approximately 275 gpm. The City estimates a long-term supply of approximately 600 AFY from its River Wells (City of Solvang 2019a).

State Water Project

The California Department of Water Resources (DWR) operates the State Water Project, of which the City holds entitlement to 1,500 acre-feet per year (AFY). However, based on the rainfall, Sierra snowpack, and State reservoir levels each year the percentage allocation of State Water varies. In recent years the allocation of State Water has varied from 5 percent (during drought) to as much as 85 percent (City of Solvang 2021). The State Water allocation for 2023, a record wet year, was 100 percent. However, this is considered an anomaly. The City receives State Water through a turnout (service connection) from the Central Coast Water Authority (the regional State Water wholesaler). As mentioned, the City has a contractual entitlement of 1,500 AFY of water from the State Water Project, and annual allocations vary based on rainfall, Sierra snowpack, and State reservoir levels.

For planning purposes, the City forecasts its annual allocation from the State Water Project will average around 40 percent, or 600 AFY.

ID#1 Interconnects

The City has two “on-demand” interconnects with ID#1. The interconnects have a combined maximum capacity of approximately 1,200 gpm (City of Solvang 2019a). The City is charged the high On-Demand water rate for any water received. Because of the high cost, the City only uses the ID#1 interconnects as a backup or emergency water supply source (City of Solvang 2011). The amount of water purchased from ID#1 varies from year to year based on several factors but is forecast to be approximately 20 AFY (City of Solvang 2019a).

Groundwater Basin and Groundwater Levels.

As described further in Section 4.9, *Hydrology and Water Quality*, portions of Solvang overlie the Santa Ynez River Valley Basin, while areas in east Solvang and south of the Santa Ynez River do not overlie a designated groundwater basin. The Santa Ynez River Valley Basin is an approximately 319 square-mile basin that underlies the Santa Ynez Valley. Three Groundwater Sustainability Agencies (GSAs) actively manage the Santa Ynez River Valley Basin: the Western Management Area (WMA) GSA, the Central Management Area (CMA) GSA, and the Eastern Management Area (EMA) GSA. Solvang is located within the EMA. Based on historical groundwater inflow and outflow data from 1982 to 2018, the EMA has an average annual inflow of approximately 18,770 acre-feet per year (AFY) and an average annual outflow of 20,600 AFY, which results in an annual reduction in storage of approximately 1,830 AFY. The sustainable groundwater yield in the EMA was estimated by adding the average change of groundwater in storage (negative 1,830 AFY) to the estimated total average amount of groundwater pumping (14,700 AFY) from 1982 to 2018. The sustainable groundwater yield in the EMA is estimated to be approximately 12,870 AFY (EMA GSA 2023).

Water Quality

The City, Central Coast Water Authority, and ID#1 regularly monitor water quality in accordance with State Division of Drinking Water rules and regulations. Water quality is maintained to meet all applicable standards. The City, Central Coast Water Authority, and ID#1 annually publish water quality reports referred to as Consumer Confidence Reports (City of Solvang 2021).

Water Demand

Although the City has less water storage capacity than recommended, the City has historically had a water demand which has been met by existing supplies. Table 4.16-1 shows the City’s total water production compared to total consumption between 2010-2020.

Table 4.16-1 Historical Water Production and Consumption (AF)

Year	Upland Wells	River Wells	ID#1 Interconnects	State Water Project	Total Production	Total Consumption	Surplus
2010	144	174	101	984	1,403	1,306	97
2011	113	46	64	1,190	1,413	1,284	129
2012	133	154	0	1,146	1,433	1,383	50
2013	246	189	120	1,040	1,595	1,453	142
2014	251	291	41	761	1,344	1,213	131
2015	256	335	11	471	1,073	983	90
2016	328	429	2	338	1,097	990	107
2017	178	183	2	818	1,181	1,107	74
2018	387	318	79	447	1,231	1,159	72
2019	156	125	58	838	1,177	1,114	63
2020	365	200	28	692	1,285	1,223	62

Source: van der Linden 2023

b. Sewer Collection and Wastewater Treatment

The City’s Wastewater Division of the Utilities Department operates and maintains a sewer collection system and wastewater treatment plant (WWTP) under permits issued by the Central Coast Regional Water Quality Control Board (RWQCB).

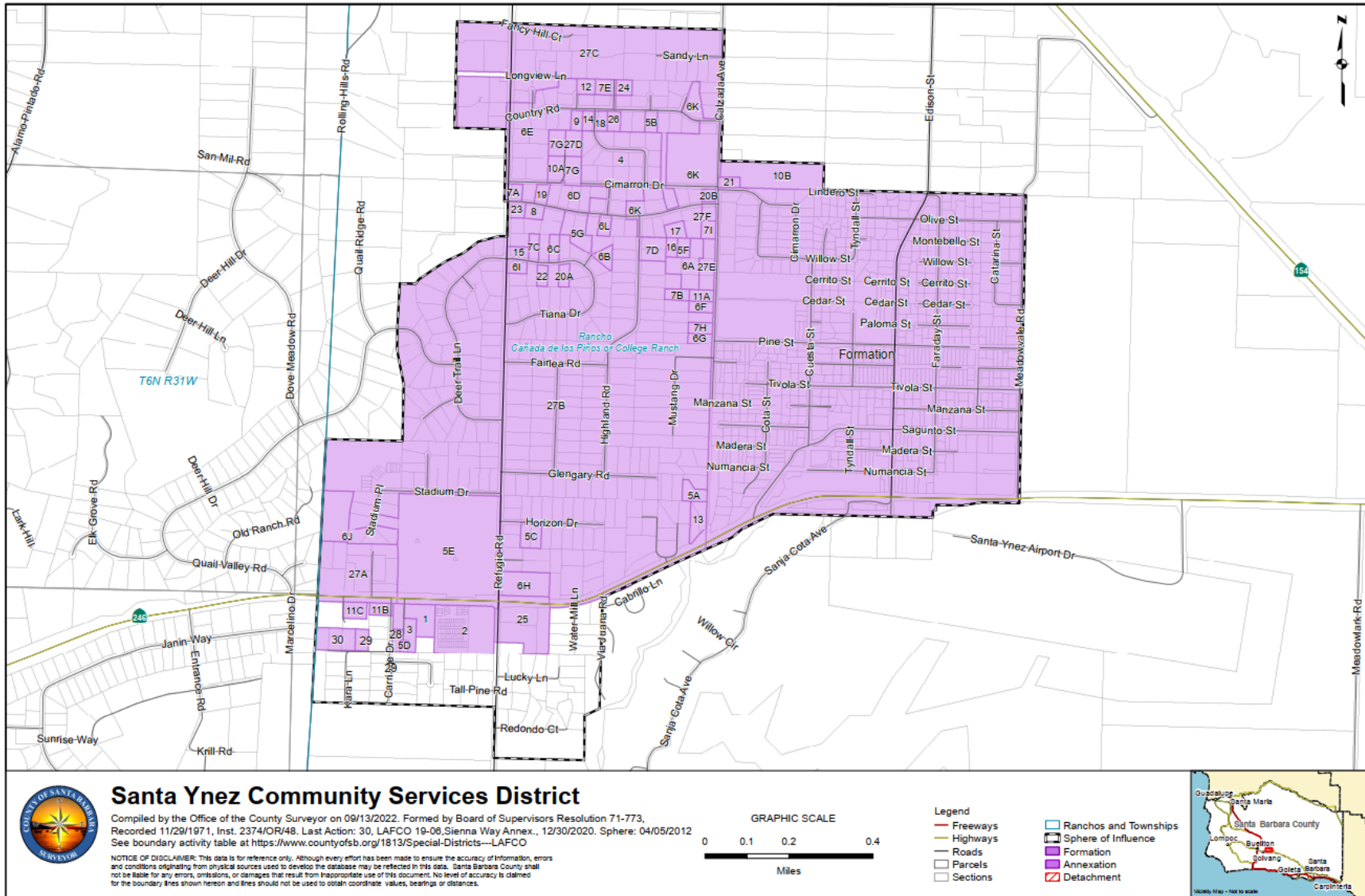
Sewer Collection

The City of Solvang sewer collection system consists of approximately 31 miles of gravity sewer mains, 645 manholes, 85 cleanouts, 0.56 miles of sewer force mains, and two lift stations (City of Solvang 2022). The City’s sewer collection system is operated in accordance with the RWQCB’s General Waste Discharge Requirements Order No. R3-2020-0020 (RWQCB 2020). The Wastewater Division also operates and maintains two sewer lift (pumping) stations. The Wastewater Division implements and periodically updates the Sewer System Management Plan to ensure smooth operation of the sewer collection system (City of Solvang 2021).

Wastewater Treatment

Under a Waste Discharge Permit issued by the RWQCB, the City of Solvang operates a Sequencing Batch Reactor (SBR) type Wastewater Treatment Plant (WWTP) that provides full secondary treatment, located south of the Santa Ynez River, outside of the Planning Area at 101 South Alisal Road. The WWTP had a design capacity of 1.5 MGD. However, as a result of more recent regulatory changes and the treatment process changes required to comply with the new regulations, the Solvang WWTP lost some of its capacity. The WWTP currently has a treatment capacity of 0.9 million gallons per day (MGD). The WWTP’s current average daily wastewater flow is approximately 0.75 MGD. The WWTP currently receives and treats wastewater from the City of Solvang and the Santa Ynez Community Services District (SYCSD) which serves the town of Santa Ynez. The SYCSD owns 0.30 MGD capacity in the Solvang WWTP. The WWTP provides full secondary treatment of the wastewater received and discharges treated wastewater to percolation ponds located adjacent to the WWTP (City of Solvang 2021). The service area of the SYCSD is shown in Figure 4.16-1.

Figure 4.16-1 Santa Ynez Community Services District Boundary



c. Stormwater Facilities

Stormwater within Solvang that does not infiltrate into the ground becomes surface runoff, which either flows into surface waterways or is channeled into the City's stormwater system. The City's stormwater system is comprised of approximately ten miles of storm drain lines (City of Solvang 2019b). Discharges from the City's storm drain system to the Santa Ynez River are permitted under the State Water Resources Control Board's National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges from Small Municipal Separate Storm Sewer Systems (MS4s), Order No. 2013-001-DWQ NPDES No. CAS000004 (State Water Resources Control Board [SWRCB] 2013). Over the last twenty years, new development in the city have been designed to meet State law pertaining to basins and bio swales.

d. Solid Waste

The City of Solvang contracts with Waste Management to provide solid waste collection services to its residents. A portion of the solid waste generated by residents and businesses in Solvang is diverted from landfills through recycling and reuse. All municipal solid waste is transferred to the Tajiguas Landfill of Santa Barbara County. The Tajiguas Landfill has a maximum permitted daily throughput of 1,500 tons per day and a remaining capacity of approximately 4,336,335 cubic yards and is estimated to remain operational through 2038 (California Department of Resources, Recycling, and Recovery [CalRecycle] 2023a). In addition, the Tajiguas Landfill includes the County of Santa Barbara's ReSource Center with a Materials Recovery Facility (MRF) and anaerobic digester. The MRF separates any excess recyclable and organic material delivered to Tajiguas. Organic materials are processed in the anaerobic digester (County of Santa Barbara 2023). All organic material is transferred to the Engle and Gray Composting Facility, a 40-acre composting site located at 745 Betteravia Road, Santa Maria (City of Solvang 2021).

Beyond 2038, it is anticipated Solvang would divert solid waste to the currently proposed Los Flores Ranch landfill in Santa Maria, approximately 25 miles north of Solvang. The Los Flores Ranch landfill is anticipated to be an alternate landfill to dispose of solid waste generated in Solvang once operations cease at the Tajiguas landfill, which is expected to occur in 2038. Los Flores Ranch landfill is anticipated to be an approximately 600-acre landfill that would provide approximately 14 years of landfill capacity (Santa Maria Sun 2020). In the event the Los Flores Ranch landfill is unable to receive solid waste from the City from 2038 to 2045, solid waste would be diverted to the Simi Valley Landfill and Recycling Center. The Simi Valley Landfill and Recycling Center has a maximum permitted throughput of 64,750 tons per week, and a remaining capacity of 82,954,873 cubic yards. The Simi Valley Landfill and Recycling Center has an expected cease operation date of 2063 (CalRecycle 2023b).

e. Electricity, Natural Gas, and Telecommunications

Pacific Gas & Electric

Pacific Gas and Electric (PG&E) provides transmission lines to convey electric power supply to Solvang. PG&E is one of the nation's largest electric and gas utility companies, and it maintains 106,681 circuit miles of electric distribution lines and 18,466 circuit miles of interconnected transmission lines (PG&E 2023a). Central Coast Community Energy (3CE) is a Community Choice Aggregator established by local communities to source clean and renewable electricity and is responsible for procuring power for Solvang. In 2022, 3CE's power mix consisted of 35.8 percent

renewable resources, 5.9 percent large hydroelectric facilities, and 58.3 percent unspecified power (3CE 2023).

Southern California Gas Company

Solvang is in the natural gas service area of the Southern California Gas Company (SoCalGas) which spans central and southern California. SoCalGas' service area is equipped with over 101,000 miles of gas transmission, distribution, and service pipelines (SoCalGas 2013). Natural gas supplied by SoCalGas is sourced from gas fields in several sedimentary basins in the western U.S. and Canada including supply basins located in New Mexico (San Juan Basin), West Texas (Permian Basin), Rocky Mountains, western Canada, and local California supplies (California Gas and Electric Utilities 2022).

Telecommunications

Telecommunication services, including broadband, cellular, and wireless services, are provided to residents and businesses from a variety of private companies, including national retailers Comcast, AT&T, Verizon, and T-Mobile (City of Solvang 2021).

4.16.2 Regulatory Setting

a. Federal Regulations

Title 40 of the Code of Federal Regulations

Title 40 of the Code of Federal Regulations (CFR), Part 258 (Resource Conservation and Recovery Act, Subtitle D), contains regulations for municipal solid waste landfills and requires states to implement their own permitting programs incorporating the Federal landfill criteria.

b. State Regulations

Water Conservation Act of 2009

The Water Conservation Act of 2009 (Senate Bill [SB] X7-7), effective November 9, 2009, requires each urban retail water supplier to develop urban water use targets and agricultural water suppliers to implement efficient water management practices. Because of the small size of the City of Solvang, it has fewer than 3,000 service connections, and is therefore not considered an "urban" water supplier.

Urban Water Management Planning Act

In 1983, the California Legislature enacted the Urban Water Management Planning Act (Water Code Section 10610 et seq.), which requires urban water suppliers to develop water management plans to actively pursue the efficient use of available supplies. Every 5 years, water suppliers are required to develop Urban Water Management Plans to identify short-term and long-term water demand management measures to meet growing water demands. Because of the small size of the City of Solvang, it has fewer than 3,000 service connections, and is therefore not considered an "urban" water supplier.

Assembly Bill 1881

Assembly Bill (AB) 1881 expanded previous legislation related to landscape water use efficiency. AB 1881, the Water Conservation in Landscaping Act of 2006, enacted landscape efficiency recommendations of the California Urban Water Conservation Council for improving the efficiency of water use in new and existing urban irrigated landscapes in California. AB 1881 required the California Department of Water Resources to update the existing Model Local Water Efficient Landscape Ordinance and local agencies to adopt the updated model ordinance or an equivalent. The law also requires the California Energy Commission to adopt performance standards and labeling requirements for landscape irrigation equipment, including irrigation controllers, moisture sensors, emission devices, and valves to reduce the wasteful, uneconomic, inefficient, or unnecessary consumption of energy or water.

Post-Construction Stormwater Management Requirements

The Central Coast RWQCB adopted the *Post-Construction Stormwater Management Requirements* for Development Projects in the Central Coast Region (Resolution R3-2013-0032) in July 2013, which outlines runoff reduction and treatment requirements. Specifically, Resolution R3-2013-0032 outlines post-construction requirements for development projects in the Central Coast Region. The post-construction requirements mandate that development projects use Low Impact Development to detain, retain, and treat runoff. Low Impact Development incorporates and conserves on-site natural features, together with constructed hydrologic controls to more closely mimic pre-development hydrology and watershed processes.

Phase II Municipal Storm Water Permit

The Municipal Storm Water Permitting Program regulates storm water discharges from Municipal Separate Storm Sewer Systems (MS4s). The NPDES MS4 permits in California are issued in two phases by the SWRCB and RWQCBs. Phase I MS4 permits are issued by the RWQCBs to medium (i.e., serving between 100,000 and 250,000 people) and large (i.e., serving more than 250,000 people) municipalities. Most of these permits are issued to a group of co-permittees encompassing an entire metropolitan area. The Phase II MS4 Permit is issued by the SWRCB and is applicable to smaller municipalities (i.e., populations of less than 100,000 people) and nontraditional small MS4s (e.g., military bases, public campuses, and prison and hospital complexes). The Phase II MS4 Permit (*Waste Discharge Requirements [WDRs] for Storm Water Discharges from Small Municipal Separate Storm Sewer Systems [MS4s] General Permit*, Order No. 2013-0001-DWQ, NPDES No. CAS000004) became effective on July 1, 2013 and covers Phase II permittees statewide, including the City of Solvang. The Phase I and Phase II MS4 Permits require the permittees to develop a storm water management program and individual dischargers to develop and implement Storm Water Management Plans to manage discharges to municipal storm drain systems.

Senate Bills 350 and 100

The Clean Energy and Pollution Reduction Act of 2015 (SB 350) requires the amount of electricity generated and sold to retail customers per year from eligible renewable energy resources to be increased to 50 percent by December 31, 2030. This act also requires doubling of the energy efficiency in existing buildings by 2030.

Adopted on September 10, 2018, SB 100 supports the reduction of GHG emissions from the electricity sector by accelerating the State's Renewables Portfolio Standard Program, last updated

by SB 350. SB 100 requires electricity providers to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020, 44 percent by 2024, 60 percent by 2030, and 100 percent by 2045.

Senate Bill 1374

SB 1374 states that the California Integrated Waste Management Board (CIWMB) must receive an annual report, including progress made by jurisdictions in regard to their advances on diverting construction and demolition waste material. The CIWMB specified that CalRecycle was required to adopt a model ordinance that would divert 50 percent to 75 percent of construction and demolition waste materials from landfills.

Assembly Bills 939 and 341

The California Integrated Waste Management Act of 1989, also known as AB 939, implemented a specific plan for cities to submit a Source Reduction and Recycling Element to their corresponding county. The Source Reduction and Recycling Element includes measures of waste characterization source reduction, recycling, composting, solid waste facility capacity, education and public information, funding special waste (asbestos, sewage, sludge, etc.), and household hazardous waste. AB 939 requires cities to meet the Waste Diversion Mandates, which proposed a goal of reducing 25 percent of solid waste from landfills by January 1995, and a 50 percent reduction by January 2000. AB 341 was later passed with a goal of achieving a 75 percent solid waste reduction by January 2020. Waste Management is responsible for meeting these diversion goals.

Senate Bill 1383

SB 1383, which went into effect January 1, 2022, requires every jurisdiction to provide organic waste collection services to all residences and businesses. Multifamily complexes of five or more units are required to provide organic waste collection services for employees and tenants, and must annually educate employees and tenants on how to properly sort organic waste into the correct bins and provide information to new tenants within 14 days of occupation of the premises.

California Green Building Standards

The California Green Building Standards Code, commonly referred to as “CALGreen” originally went into effect on August 1, 2009 and outlines architectural design and engineering principles that are in synergy with environmental resources and public welfare. CALGreen sets minimum standards for buildings, and since 2016, applies to new building construction and some alterations/additions within certain parameters. CALGreen establishes planning and design standards for sustainable site development, including water conservation measures and requirements that new buildings reduce water consumption by 20 percent below a specified baseline. CALGreen requires installations of 1.28 gallons-per-flush toilets and 0.5-gallon-per flush urinals for all non-residential projects as part of the prescriptive method of reducing indoor water use by the required 20 percent.

CALGreen lays out the minimum requirements for newly constructed residential and non-residential buildings to reduce GHG emissions through improved efficiency and process improvements. It also includes voluntary tiers to encourage building practices that improve public health, safety, and general welfare by promoting a more sustainable design. In addition, CALGreen includes several requirements related to solid waste diversion. Importantly, new non-residential construction is required to achieve at least 65 percent construction and demolition waste diversion and provide recycling areas for paper, cardboard, glass, plastics, metal, and organic waste. The 2022 CALGreen

update primarily includes new requirements for the inclusion of electric vehicle charging stations and carbon dioxide monitoring and controls in classrooms. These requirements went into effect January 1, 2023.

c. Local Regulations

Solvang Water System Master Plan

The Solvang Water System Master Plan evaluates water supply and demand conditions in Solvang, forecasts future water supply and demand conditions, identifies water supply and water distribution system deficiencies, and provides recommendations and a capital improvement program to address deficiencies (City of Solvang 2011).

Integrated Water Supply Management Plan (2018)

The City's Integrated Water Supply Management Plan is intended to provide framework to enable the City to optimize the use of its available water supply sources through a balance of maximizing supply reliability, maintaining wastewater stream quality, and minimizing capital and operational costs. The Integrated Water Supply Management Plan provides water supply and demand estimates for the City.

Sewer Master Plan Update (2021)

The City's Sewer Master Plan Update is an update to the City's 1988 Sewer Adequacy Study. The Sewer Master Plan Update is intended to assist the City with maintaining the integrity and capacity of existing and future wastewater collection facilities. The Sewer Master Plan Update provides an overview of the City's sewer collection system capacity and identifies potential improvements to maintain reliability of the sewer collection system.

Solvang Municipal Code

Title 5, Chapter 2

Title 5, Chapter 2 of the City's Municipal Code sets forth regulations for solid waste, including requirements for single-family, multi-family, and commercial business generators pertaining to the provision of trash cans, subscription to the City's trash collection service, and separation of recyclables and organics.

Title 9, Chapter 3

Title 9, Chapter 3 of the City's Municipal Code sets forth the City's water code, including regulations for the installation of water infrastructure, water rates, water use, and water conservation. Article D provides specific measures that are enforced to conserve water at all times, with additional measures that can be enforced by the City Council during periods of drought.

Title 1, Chapter 1

The City enforces the waste diversion and recycling requirements of the California Green Building Standards in the Municipal Code Section 10-1-1 as a condition of approval for projects which must be agreed upon prior to issuance of permits.

Title 14, Chapter 3

Title 14, Chapter 3 of the City's Municipal Code states development in Solvang must control stormwater flows from new development or redevelopment. Title 14, Chapter 3 provides the City with the authority to mandate post-construction requirements for new development and redevelopment. These post construction requirements are intended to control the volume and rate of stormwater and must comply with the Central Coast RWQCB Resolution No. R3-2013-0032, *Post-Construction Storm Water Management Requirements for Developmental Projects in the Central Coast Region*.

4.16.3 Impact Analysis

a. Methodology and Significance Thresholds

Methodology

Impacts related to utilities and service systems were evaluated by forecasting utility demands associated with the 2045 General Plan and comparing estimated utility demands to current and planned service system capacity and availability. Utilities and service system demands of the 2045 General Plan have been quantified where possible, based on readily available information. Where insufficient data was able to quantify demands, such demands are discussed qualitatively in order to inform the impact analysis.

Significance Thresholds

CEQA Guidelines Appendix G provides the following significance thresholds to determine if a project would have a potentially significant impact on utilities and service systems. For the purposes of this EIR, implementation of the proposed project may have a significant adverse impact if it would:

1. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects;
2. Not have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years;
3. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments;
4. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals; or
5. Fail to comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

b. Project Impacts and Mitigation Measures

Threshold 1: Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Threshold 3: Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Impact UTIL-1 DEVELOPMENT FACILITATED BY THE 2045 GENERAL PLAN WOULD INCREASE DEMAND FOR ADDITIONAL UTILITY INFRASTRUCTURE; HOWEVER, NO SUBSTANTIAL RELOCATION OR CONSTRUCTION OF UTILITY FACILITIES OR SERVICES WOULD BE REQUIRED TO SERVE 2045 GENERAL PLAN BUILDOUT BEYOND EXISTING CONDITIONS. THE WASTEWATER TREATMENT PLANT WOULD HAVE ENOUGH CAPACITY TO SERVE 2045 GENERAL PLAN BUILDOUT. THEREFORE, IMPACTS WOULD BE LESS THAN SIGNIFICANT.

Water

Growth and development facilitated by the 2045 General Plan would generally occur in developed areas of Solvang with existing water infrastructure; however, increased density in developed areas could require additional water infrastructure and upgrades to existing infrastructure. Potential environmental impacts associated with developing new water supply connections would be evaluated and mitigated as necessary as part of the City's review of individual development applications for consistency with applicable policies of the 2045 General Plan and City Municipal Code requirements. Water utility mains are often located beneath existing roadways, which are typically paved and previously disturbed. The 2045 General Plan encourages infill development and includes multiple policies intended to preserve existing open space areas, including Policy CD-1.36 which encourages cluster-style development to maximize open space preservation, and Policy ENV-1.1 which requires the City manage City-owned open space as a preserve. Therefore, the 2045 General Plan would not result in the relocation or construction of water facilities such that significant environmental impacts would occur. Impacts would be less than significant.

Wastewater

Development facilitated by the 2045 General Plan would occur on sites that are generally developed or surrounded by existing wastewater facilities. The potential environmental impacts of implementing new wastewater, such as sewer infrastructure, would be evaluated and mitigated as necessary as part of the City's review of individual development applications for consistency with applicable policies of the 2045 General Plan and City Municipal Code requirements. The 2045 General Plan includes the following policy to ensure wastewater infrastructure would serve to protect groundwater quality:

- **Policy PFS-2.4: Protect Groundwater Quality.** The City shall preserve and protect groundwater quality through the implementation of best practices and innovative methods for modern wastewater disposal.

The development envisioned in the 2045 General Plan would generate wastewater that requires treatment before discharge or reuse. For example, the 2045 General Plan envisions development that would have bathrooms with toilets and showers that generate wastewater. The estimate of

additional wastewater that would be generated by development facilitated by the 2045 General Plan is based on 90 percent of the anticipated water demand. Based on an anticipated water demand of 363 AFY, calculated in Impact UTIL-2, wastewater generation from development facilitated by the 2045 General Plan would be 0.29 MGD¹. Sewage generation would increase by approximately 0.29 MGD per day. The WWTP previously had a design capacity of 1.5 MGD. However, as a result of more recent regulatory changes and the treatment process changes required to comply with the new regulations, the Solvang WWTP lost some of its capacity. Currently, the WWTP has an estimated capacity of 0.90 MGD. The WWTP's current average daily wastewater flow is approximately 0.75 MGD. Buildout of the 2045 General Plan would increase wastewater flows to the WWTP to 1.04 MGD (City of Solvang 2019c), which would exceed the existing available capacity of the WWTP of 0.90 MGD. However, this wastewater flow is anticipated at full buildout in 2045. The City has already begun to make capacity improvements to the plant to restore the original 1.5 MGD capacity. The WWTP Water Quality Improvement Project, which is anticipated to be completed by October 2028, would restore the WWTP's design capacity to 1.5 MGD, thereby providing additional wastewater treatment capacity for anticipated future growth. Therefore, the 2045 General Plan would not result in the relocation or construction of wastewater facilities such that significant environmental impacts would occur, and with the in-process improvements to the WWTP, the WWTP would have adequate capacity to serve the 2045 General Plan's projected demand in addition to the provider's existing commitments. Impacts would be less than significant.

Stormwater

Development facilitated by the 2045 General Plan would not result in a substantial increase in stormwater infrastructure because Solvang is developed and equipped with an existing stormwater drainage system. Potential environmental impacts of developing new connections to storm drains would be evaluated and mitigated as necessary as part of the City's review of individual development applications.

Development facilitated by the 2045 General Plan could introduce new impervious surfaces through the construction of paved areas which could increase stormwater discharge to existing stormwater drainage facilities; however, as described in Section 4.9, *Hydrology and Water Quality*, development would be required to comply with the provisions of California's Phase II MS4 Permit, Title 14, Chapter 3 of the City's Municipal Code, and RWQCB Central Coast Region Resolution No. R3-2013-0032, which are designed to control the volume and rate of stormwater runoff from new development and redevelopment projects. Existing regulations would ensure development facilitated by the proposed project would not result in substantial additional runoff, necessitating the expansion of stormwater infrastructure.

Therefore, the 2045 General Plan would not result in the relocation or construction of stormwater facilities such that significant environmental impacts would occur. Impacts would be less than significant.

Natural Gas, Electricity, and Telecommunications/Broadband

Development facilitated by the 2045 General Plan would occur on sites that are generally developed or surrounded by existing development served by existing natural gas and electrical infrastructure, and development facilitated by the 2045 General Plan would generally have access to utility infrastructure and not require the installation of substantial electric or natural gas infrastructure to

¹ 324,336 gallons of water per person per day*0.90 = 291,902 gallons of wastewater per person per day

meet demands. Similar to electric and natural gas infrastructure, Solvang has existing infrastructure for cable television, landline services, internet, and cellular phone service.

Development facilitated by the 2045 General Plan would not require substantial telecommunications infrastructure to be constructed. The potential environmental impacts of implementing new electric, natural gas, and telecommunications connections to development facilitated by the 2045 General Plan would be evaluated and mitigated as necessary as part of the City's review of individual development applications for consistency with applicable policies of the 2045 General Plan and City Municipal Code requirements.

Although development facilitated by the 2045 General Plan would require new or expanded electric, natural gas, and telecommunications connections, substantial new or expanded connections would not be required.

Therefore, the 2045 General Plan would not result in the relocation or construction of natural gas, electricity, and telecommunications facilities such that significant environmental impacts would occur. Impacts would be less than significant.

Mitigation Measures

No mitigation measures are required because this impact would be less than significant.

Threshold 2: Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Impact UTIL-2 THE OVERALL GROWTH ANTICIPATED BY THE 2045 GENERAL PLAN WOULD GENERATE ADDITIONAL WATER DEMAND IN SOLVANG THAT COULD EXCEED PROJECTED WATER SUPPLIES. WITH THE IMPLEMENTATION OF 2045 GENERAL PLAN POLICIES, WHICH REQUIRE THE CITY TO RESTRICT DEVELOPMENT UNTIL ADEQUATE WATER SUPPLIES ARE AVAILABLE TO SERVE ADDITIONAL DEVELOPMENT, THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

Development facilitated by the 2045 General Plan would increase the population of Solvang, resulting in a corresponding increase in overall citywide water demand. As discussed in Section 2, *Project Description*, and Section 4.12, *Population and Housing*, the 2045 General Plan could facilitate the growth of up to 497 residential units and 211 employees, which would result in a total overall growth of 1,398 people. The City relies on a water demand factor of 232 gallons per person per day, stated in the City's 2018 Integrated Water Supply Management Plan, as a basis for projecting water demand in Solvang (City of Solvang 2018). Accordingly, the addition of 1,398 people would lead to a water demand of approximately 324,336 gallons per person per day, or 363 AFY². Based on an average historical citywide consumption of 1,344 AFY, with full buildout of the 2045 General Plan, the City's anticipated water consumption would be approximately 1,707 AFY in 2045.

Based on the City's Water System Master Plan, the City anticipates its long-term average water supply in normal years (i.e. no drought) to be 4,374 AFY (City of Solvang 2018). The average water supply in drought years due to low SWP allocations is anticipated to be 3,378 AFY. The average water supply in drought years due to low local water supplies is anticipated to be 3,975 AFY. The average water supply in drought years with both low state and low local water supplies is

² 1,398 people * 232 gallons per person per day = 324,336 gallons per day * 365 days per year = 118,382,640 gallons per year / (325,851.43 gallons per 1 acre-foot) = 363 AFY.

anticipated to be 3,378 AFY. Accordingly, the anticipated water consumption of 1,707 AFY with full 2045 General Plan buildout would be adequately met by the City's long-term water supply.

Future development facilitated by the 2045 General Plan would adhere to Municipal Code Title 9, Chapter 3, Article D, which provides permanent water conservation requirements, such as limits on watering durations, limits on washing of hard surfaces, and requirements to remediate breaks or leaks in water pipes. Additional water conservation requirements in times of drought are applicable to development in Solvang if the City Council declares a drought emergency and implements additional mandatory restrictions. These include, but are not limited to, posting notice of drought conditions in commercial establishments, prohibiting vehicle washing unless done at a commercial car washing facility, and allotment of water use quantity (rationing) if necessary. Additionally, CALGreen requires a 20 percent reduction in residential indoor water use that would lower potential water demand. The following policies included in the 2045 General Plan would also assist to maintain water supply and encourage efficient water use:

- **Policy PFS-1.1: Water Supply Sources.** The City shall continue to maintain a water supply program consisting of multiple sources of water, water conservation and groundwater management to accommodate projected water demand and provide for reliable water supply.
- **Policy PFS-1.3: Water Supply and Infrastructure.** The City shall ensure there is adequate water supply and infrastructure in place or that will be available in place and prior to approving any new development. The City will consider existing and future water supply and demand prior to project approval.
- **Policy PFS-1.6: Water Efficient Landscaping.** The City shall require new development to comply with the State water efficient landscaping requirements.
- **Policy ENV-7.3: Water Conservation Measures.** The City shall require new development and redevelopment projects to incorporate water conservation measures to reduce water demand through the Water Efficient Landscape Ordinance (MWELo), relevant sections of Title 24 and LEED certification, and other conservation policies and programs.

Future development facilitated by the 2045 General Plan would adhere to the water reduction policies and requirements described above. As described above, the water demand anticipated through buildout of the 2045 General Plan would be adequately met by the City's long-term water supplies. During drought years, the City is able to maximize production from the Upland and River wells, and, if necessary, is able to supplement the remaining water demand through purchase of up to 1,900 AFY water from ID #1 interconnects. Therefore, 2045 General Plan implementation would have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years. Impacts would be less than significant.

Mitigation Measures

No mitigation measures are required because this impact would be less than significant.

Threshold 4:	Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?
Threshold 5:	Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Impact UTIL-3 THE 2045 GENERAL PLAN WOULD NOT GENERATE SOLID WASTE IN EXCESS OF STATE OR LOCAL STANDARDS OR IN EXCESS OF THE CAPACITY OF LOCAL INFRASTRUCTURE. GROWTH AND DEVELOPMENT FACILITATED BY THE 2045 GENERAL PLAN WOULD BE DEVELOPED IN ACCORDANCE WITH SOLID WASTE REDUCTION STATUTES AND REGULATIONS. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

As discussed in Section 2, *Project Description*, and Section 4.12, *Population and Housing*, development facilitated by the 2045 General Plan would result in an additional 1,187 residents and 211 employees, which would result in a total overall growth of 1,398 people. As described in Chapter 2, *Project Description*, the 211 employees in Solvang are anticipated to work in commercial, professional/office, and public/institutional settings. As shown in Table 4.16-2, development facilitated by the 2045 General Plan is anticipated to generate approximately 2,371 tons of solid waste per year.

Table 4.16-2 Anticipated Solid Waste Generation

Estimated Growth	Solid Waste Generation Factor	Projected Annual Solid Waste Generation (tons)
1,187 Residents	12 pounds/person/day	2,599.53
139 Employees – Commercial	10.53 pounds/employee/day	267.12
71 Employees – Professional/Office	1.24 pounds/employee/day	16.07
1 Employee – Public/Institutional	0.59 tons/employee/year	0.59
Total		2,883.31

Source: CalRecycle 2023c

In accordance with the requirements of AB 939 and AB 341, at least 75 percent of the solid waste generated would be diverted, leaving a remaining 1,442 tons of solid waste per year, or 0.72 tons per day, requiring a landfill. Solid waste generated by development facilitated by the 2045 General Plan would be disposed of at the Tajiguas Landfill until it ceases operation. The County of Santa Barbara has proposed the Tajiguas Landfill Capacity Increase Project, which is currently undergoing the process of environmental review. When completed, the Tajiguas Landfill would have an increased landfill capacity to reach a projected refuse disposal filling date of approximately 2038 (Santa Barbara County Resource Recovery & Waste Management Division 2023; Noozhawk 2023). Following closure of the Tajiguas Landfill anticipated in 2038, solid waste generated by development facilitated by the 2045 General Plan is anticipated to be disposed of at Los Flores Ranch landfill in Santa Maria. As described in Section 4.16.1, Solid Waste, Tajiguas Landfill is permitted to accept 1,500 tons of solid waste per day and has a remaining capacity of approximately 4.3 million cubic yards. The solid waste generation from development facilitated by the 2045 General Plan would represent less than one percent of the Tajiguas Landfill’s permitted daily throughput. The remaining capacity of the Tajiguas Landfill and construction of Los Flores Ranch Landfill are anticipated to be able to accommodate this increase in solid waste generation. In the event the Los Flores Ranch landfill is unable to receive solid waste from the City from 2038 to 2045 following closure of the

Tajiguas Landfill, solid waste would be diverted to the Simi Valley Landfill and Recycling Center. The Simi Valley Landfill and Recycling Center and a maximum permitted throughput of 64,750 tons per week, and a remaining capacity of 82,954,873 cubic yards. The solid waste generation from development facilitated by the 2045 General Plan would represent less than one percent of the Simi Valley Landfill and Recycling Center's permitted daily throughput. Furthermore, the 2045 General Plan includes the following policy to reduce solid waste generation:

- **Policy ENV-14.1: Zero Waste.** The City shall promote activities that reduce waste and increase waste diversion, including sourcing products with reusable, recyclable, or compostable packaging; establishing food diversion programs; and promoting and educating on waste diversion and its importance.

For the reasons described above, the 2045 General Plan would not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals, and would comply with federal, state, and local management and reduction statutes and regulations related to solid waste. Impacts would be less than significant.

Mitigation Measures

No mitigation measures are required because these impacts would be less than significant.

4.16.4 Cumulative Impacts

This cumulative impact analysis examines potential cumulative impacts in the service areas of water, wastewater, stormwater, electric, natural gas, telecommunications, and solid waste utilities. These service areas vary depending on the utility; for example, water is provided to the residents and occupants of Solvang by the City while the service area for wastewater treatment includes Solvang and Santa Ynez. Cumulative development throughout the cumulative impact analysis area, in combination with the proposed 2045 General Plan, would gradually increase development and population growth and would therefore gradually increase the need for additional utilities and service systems. The general approach to cumulative impact analysis used in this EIR, as well as the cumulative impact analysis area, is discussed in Section 3, *Environmental Setting*, Subsection 3.3, *Baseline and Cumulative Project Setting*.

Water

Cumulative growth would increase the demand for water in Solvang. Based on the analysis in Impact UTIL-2, the City's long-term water supplies would be able to meet the demands of cumulative development in Solvang in normal and drought years. If necessary, the City is able to supplement the water demand during extended drought through purchase of up to 1,900 AFY water from ID #1 interconnects. Accordingly cumulative development would be adequately served by the City's long-term water supplies.

Therefore, cumulative impacts to water would be less than significant.

Wastewater

Cumulative growth in Solvang and Santa Ynez would increase wastewater generation and demand on the WWTP. However, the WWTP Water Quality Improvement Project, which is anticipated to be

completed by October 2028, would restore the WWTP's design capacity to 1.5 MGD, thereby providing additional wastewater treatment capacity for future cumulative growth.

As discussed in Impact UTIL-1, at full buildout, development facilitated by the 2045 General Plan is anticipated to result in 0.29 MGD additional wastewater flows, which would bring the average daily wastewater flows at the WWTP to 1.04 MGD. Based on the Santa Barbara County Association of Governments' 2050 Regional Growth Forecast, the population of Santa Ynez is anticipated to increase by approximately 900 people in 2050 (Santa Barbara County Association of Governments 2019). According to the United States Census Bureau, Santa Ynez's average household size is approximately 2.46 persons per household (United States Census Bureau 2021). Accordingly, the number of households in Santa Ynez that would be served by SYSCD, as shown in Figure 4.16-2, are expected to increase by 366 in 2050, which would result in an additional 65,880 gallons per day of wastewater generation, or approximately 0.07 MGD.

The addition of 0.07 MGD wastewater flows and the anticipated 0.29 MGD wastewater flows from 2045 General Plan buildout would put daily wastewater flows to the WWTP at approximately 1.11, which would not exceed the capacity of the WWTP of 1.5 MGD.

Therefore, cumulative wastewater impacts would be less than significant.

Stormwater

The City maintains an extensive stormwater drainage system permitted by the Phase II MS4 permit. Cumulative development would introduce incremental increases in needs for stormwater conveyance; however, due to the existing built-out nature of Solvang, new residential development is not anticipated to introduce substantial new areas of impervious surfaces such that expansion of existing stormwater conveyance infrastructure would be necessary. Implementation of minor additions to stormwater conveyance infrastructure are reviewed by the City on a project-by-project basis in order to ensure consistency with the MS4 permit, Title 14, Chapter 3 of the City's Municipal Code, and RWQCB Central Coast Region Resolution No. R3-2013-0032.

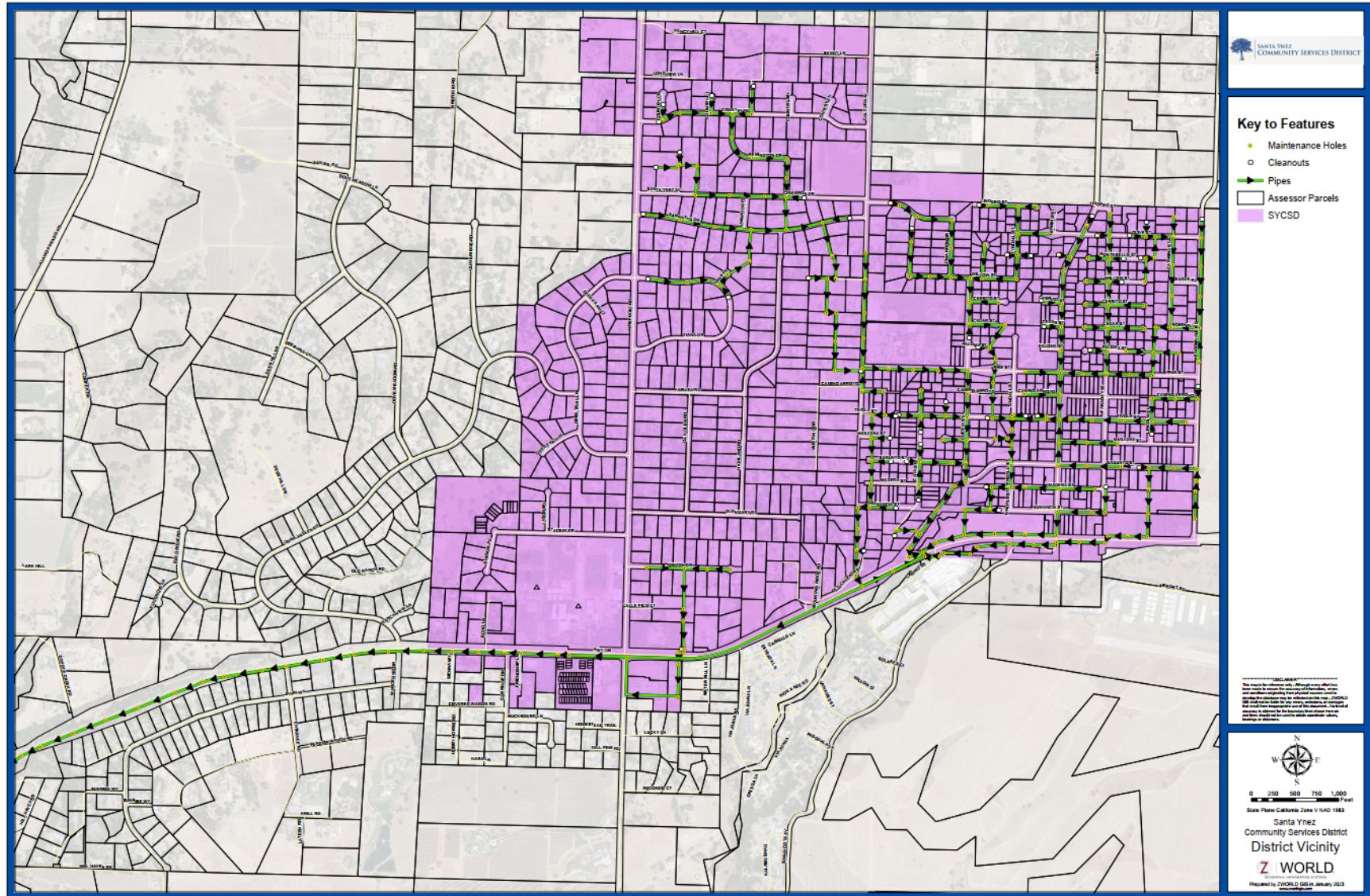
Therefore, potential cumulative stormwater infrastructure impacts would be less than significant.

Telecommunications/ Broadband, Electricity, and Natural Gas

Telecommunications services in the cumulative impact analysis area are provided by private vendors, and telecommunications facilities are available throughout the cumulative impact analysis area. Connections for new telecommunications services are implemented on an as-needed basis, in accordance with applicable local, State, and federal regulations. Due to the developed nature of the cumulative impact analysis area, there are no anticipated limitations to the availability of telecommunications services that would require the development of substantial telecommunications infrastructure. Similar to telecommunications, electric and natural gas distribution systems provided by PG&E, 3CE, and SoCalGas, respectively, are available throughout the cumulative impact analysis area. Cumulative development would be required to adhere to energy efficiency standards established in Title 24 of the CCR, the California Energy Code, and applicable local building ordinances. Adherence to these requirements would further reduce the need for new electrical or natural gas infrastructure to accommodate cumulative demand.

Therefore, potential cumulative impacts concerning telecommunications, electric, and natural gas infrastructure would be less than significant.

Figure 4.16-2 Santa Ynez Community Services District Future Service Zone Boundary



Solid Waste

Cumulative growth would increase solid waste generation and increase the demand for landfill disposal, which could result in a potential cumulative impact on waste disposal services and facilities in the region. The County of Santa Barbara has proposed the Tajiguas Landfill Capacity Increase Project, which is currently undergoing the process of environmental review. When completed, the Tajiguas Landfill would have an increased landfill capacity to reach a projected refuse disposal filling date of approximately 2038 (Santa Barbara County Resource Recovery & Waste Management Division 2023; Noozhawk 2023). Following 2038, it is anticipated cumulative solid waste would be processed at Los Flores Ranch landfill in Santa Maria. In the event the Los Flores Ranch landfill is unable to receive cumulative solid waste from 2038 to 2045, solid waste would be diverted to the Simi Valley Landfill and Recycling Center. The Simi Valley Landfill and Recycling Center and a maximum permitted throughput of 64,750 tons per week, a remaining capacity of 82,954,873 cubic yards, and an expected closure date of 2063 (CalRecycle 2023b).

Buildout of the 2045 General Plan would result in an increase of solid waste disposal of approximately 0.72 tons per day, which would not substantially increase daily or annual waste disposal, or result in an exceedance of capacity at the Tajiguas Landfill. Solid waste is anticipated to be adequately served by Los Flores Ranch landfill. Therefore, the 2045 General Plan would not result in a considerable contribution to cumulative impacts to waste disposal services and facilities in the region.

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4.17 Wildfire

This section addresses impacts associated with the 2045 General Plan related to wildfires.

4.17.1 Setting

a. Wildland Fire Hazards

Wildfire Fundamentals

A *wildfire* is an uncontrolled fire in an area of extensive combustible fuel, including vegetation and structures. Wildfires differ from other fires in that they take place outdoors in areas of grassland, woodlands, brushland, scrubland, peatland, and other wooded areas that act as a source of fuel, or combustible material. Buildings may become involved if a wildfire spreads to adjacent communities. The primary environmental factors that increase an area's susceptibility to wildfire include slope and topography, vegetation type and condition, and weather and atmospheric conditions. Additional factors that increase an urban area's susceptibility to wildfire are development patterns and density, building types, and building materials.

The indirect effects of wildland fires can be catastrophic. In addition to stripping the land of vegetation and destroying forest resources, large, intense fires can harm the soil, waterways, and the land itself. Soil exposed to intense heat may lose its capacity to absorb moisture and support life. Regions of dense dry vegetation, particularly in canyon areas and on hillsides, pose the greatest potential for wildfire risks.

Wildfire has three basic elements: how and where its ignition occurred, how and why it moves across a landscape from its point of origin, and the fire's nature upon arrival at a location. In general, a fire's nature is defined by eight characteristics:

1. Direction of the advance of the fire front
2. Speed of the advance of the fire front (rate of spread)
3. Mechanism causing the advance
4. Duration at any one location
5. Structure-related consumption of fuels
6. Flame length
7. Intensity
8. Gaining control

A fire front's direction of travel is primarily determined by direction of prevailing winds, geographic aspect, and condition of the fuels in the advance direction. The speed of a fire front's advance is a result of conditions at the site of the currently burning material and of lands in the advance direction of the fire. As a fire advances, the overriding influences determining its speed are prevailing wind speed, terrain slope gradient, dominant fuel size classes, and fuel continuity.

Wildfires advance by two principal mechanisms: combustion resulting from radiant heating, and remote ignition resulting from ember production. Fire stays at one location primarily due to the size class of the material being consumed. Grass formations are dominated by low volumes of very "fine" fuels and, depending on the level of dryness, can be consumed, with the fire advancing, in a

matter of minutes. On the other hand, tree-dominated vegetation communities have significantly greater volumes of available fuel and a far greater amount of larger-sized fuel components. Fires can remain at these locations for days, often weeks, and sometimes months (on heavily wooded conifer sites).

Fires burn where fuels are available. Fires in grasslands burn at a level set by the height of the grass, while fires in brushlands can burn surface fuels and typically consume the stems and leafy crowns to the full height of the plants. Fires in tree-dominated vegetation have a much more complex pattern of movement based primarily on the continuity (or “connectedness”) of the fuels. In these stands there are typically three distinct layers of fuels, arranged vertically: surface, stems and trunks, and the crown composed of branches, twigs and leaves. The continuity of fuels is important to consider in both horizontal and vertical directions. If a fire enters a stand and is advancing only as a surface fire it will continue this manner of advance if there is high horizontal fuel connectivity. However, if there is also a high degree of vertical continuity (provided by fuels referred to as “ladder fuels”) then a fire can move into the crown, as well as forward across the surface, and fuels in the entire stand structure become involved.

Flame lengths are generally determined by the volume of fuels burning, the amount of time to total consumption, and the height of the species in the composition. Grassland produces flame lengths typically ranging from 1 to 3 feet as they are composed of low volumes of fine materials that are consumed quickly. Flame lengths are at their maximum when the material is dry. Stands of brush can produce flame lengths from 4 to 10 feet. Native oak-dominated hardwood stands can generate 20- to 40-foot flame lengths and stands of exotics, such as *Eucalyptus globulus* or *E. cinerea*, or dense conifer stands, over 100 feet. Flame length is important as it sets the distance over which radiant heating-related combustion can occur.

The temperature achieved in a wildfire is directly related to the amount of cellulosic material available for consumption. Grasslands have very low amounts and attain lower temperatures but fires in woodlands, characterized by large amounts of highly concentrated cellulosic material, can attain temperatures on the order of 1,800 degrees Fahrenheit.

Gaining control over a wildfire’s behavioral character is the objective of response efforts. Grassland fires, burning in low-fuel volume, rapid consumption, and at a single level are the easiest to control. On the other end, fires that are burning in high-fuel volumes, full-spectrum size classes, and entire stand structure involvement, can require days, weeks, even months, to control completely.

Wildfire-Conducive Conditions

Vegetation

Vegetation is fuel to a wildfire, and it changes over time with seasonal growth and die-back. The relationship between vegetation and wildfire is complex, but generally some vegetation is naturally fire resistant, while some vegetation is extremely flammable. For example, cured grass is much more flammable than standing trees (CAL FIRE 2018). Grass is considered an open fuel, in which oxygen has free access to promote the spread of fire. Additionally, weather and climate conditions, such as drought, can lead to increasingly dry vegetation with low-moisture content and, thus, higher flammability.

Plant communities within Solvang include annual grasslands, coastal oak woodlands, coastal scrub, deciduous orchards, mixed chaparral, valley foothill riparian, and valley oak woodlands. Steep

hillsides to the south and west, and in the eastern corner of the city, have dense oak woodland and chaparral vegetation (City of Solvang 2021).

Slope, Elevation, and Aspect

Slope can determine how quickly a fire spreads. Fire typically burns faster uphill, because it can pre-heat the fuels above with rising hot air, and upward drafts are more likely to create fire spots. (NPS 2017). Areas containing steep, rugged terrain can also hinder access and the use of heavy firefighting equipment, posing additional difficulties for firefighting efforts (CAL FIRE 2022a). Following severe wildfires, sloping land is also more susceptible to landslide or flooding from increased runoff during substantial precipitation events. Landslides and surficial slope failure are most likely to occur in areas with more than 25 percent slope (hillside areas) and along steep bluffs.

Elevation affects fire behavior by influencing the timing and amount of precipitation, and exposure to prevailing winds. *Aspect* is the direction that a slope faces, which determines how much radiated heat the slope will receive from the sun. Slopes facing south to southwest will receive the most solar radiation; thus, they tend to be warmer and the vegetation drier than on slopes facing a northerly to northeasterly direction, creating a higher potential for wildfire ignition and spread (University of California Berkeley 2018).

The City of Solvang is situated primarily along an alluvial plain formed by the Santa Ynez River and on the southeastern edge of the Purisima Hills. Solvang is surrounded by the Purisima Hills to the north, the upper Santa Ynez Valley to the east, the Santa Ynez Mountains to the south, and the lower Santa Ynez Valley to the west. The steepest slopes in the vicinity are located adjacent to Adobe Canyon Creek (within the northern portion of the City), the eastern edge of the City near Alamo Pintado Creek, and within the southern portion of the City on the south side of the Santa Ynez River.

Climate and Weather

Wind, temperature, and relative humidity are the most influential weather elements in fire behavior and susceptibility (NPS 2017). Fire moves faster under hot, dry, and windy conditions. Wind may also blow embers ahead of a fire, causing its spread. Drought conditions also lead to extended periods of excessively dry vegetation, increasing the fuel load and ignition potential. Solvang has a semi-arid climate, which is subject to drought conditions (City of Solvang 2021). The local climate in Solvang is characterized by warm summers and cool, wet winters. Table 4.17-1 presents data that includes average monthly temperatures and humidity in Solvang, indicating how the summer months hold the greatest potential for fire risk.

Table 4.17-1 Solvang Temperature and Humidity Data

	Jan	Feb	March	April	May	June	July	Aug	Sep	Oct	Nov	Dec
Temperature (°F)	53	52.5	54.9	56.6	60.4	65.2	68.9	69.2	68.1	63.8	57.9	52.6
Humidity (%)	62	67	66	62	62	61	62	61	59	58	59	63

Source: Climate Data n.d.

Wind data is provided by weather stations at the Santa Ynez Airport, located approximately five miles east of city limits, and the Refugio Alert #2540 Station, located approximately 3.7 miles southeast of city limits. Table 4.17-2 presents data from the station and includes the primary wind source directions (PWD) and average wind speed (AWS). The data has been further broken-out into

two seasonal periods: March to October (which roughly corresponds to the fire season) and the wetter months between November and April.

Table 4.17-2 Solvang Wind Data

Station	Seasonal Period			
	March – October		November – April	
	PWD	AWS (mph)	PWD	AWS (mph)
Santa Ynez Airport (IZA Santa Ynez)	West-Southwest	5.7	Northwest to Southwest	4.6
Refugio Alert #2540	South	3.3	Southwest, East	6.1

PWD = wind source direction, AWS = average wind speed, mph = miles per hour
 Source: Iowa State University Iowa Environmental Mesonet 2023

Power Lines

Above-ground power lines have the potential to contribute to wildfire risk, especially when they are near or traverse wilderness areas. In some instances, high winds can blow nearby trees and branches into powerlines, sparking fires. Wind can also snap wooden poles, causing live wires to fall onto nearby grass or other fuel, igniting it. While the California Public Utilities Commission (CPUC) estimates only about 10 percent of California’s wildfires are triggered by power lines, the frequency and severity of these wildfires has spurred the agency to make new requirements for power line safety practices (Atkinson 2018).

Wildfire Hazard Designations

In California, State and local agencies share responsibility for wildfire prevention and suppression and federal agencies take part as well. Federal agencies are responsible for federal lands in Federal Responsibility Areas (FRA). The State of California has determined that some non-federal lands in unincorporated areas with watershed value are of statewide interest and have classified those lands as State Responsibility Areas (SRA). CAL FIRE manages SRAs. All incorporated areas and unincorporated lands not in FRAs or SRAs are classified as Local Responsibility Areas (LRA).

While nearly all of California is subject to some degree of wildfire hazard, there are specific features that make certain areas more hazardous. CAL FIRE is required by law to map areas of significant fire hazards based on fuels, terrain, weather, and other relevant factors (PRC 4201-4204, California Government Code 51175-89). As described above, the primary factors that increase an area’s susceptibility to fire hazards include slope, vegetation type and condition, and atmospheric conditions. CAL FIRE maps fire hazards based on zones, referred to as Fire Hazard Severity Zones (FHSZ). There are three levels of severity: 1) Moderate FHSZs; 2) High FHSZs; and 3) Very High FHSZs. Only the Very High FHSZs are mapped for LRAs in the currently adopted CAL FIRE FHSZ maps. As of January 2022, California State Law requires CAL FIRE to map the Moderate and High FHSZ in addition to the Very High FHSZ. Updates to the CAL FIRE FHSZ maps are in progress and are expected to be completed in early 2024.

Each of the zones influence how people construct buildings and protect property to reduce risk associated with wildland fires. However, none of the fire zones specifically prohibit development or construction. To reduce fire risk under State regulations, areas in Very High FHSZs must comply with specific building and vegetation management requirements intended to reduce property damage and loss of life in those areas.

The City of Solvang is an LRA and as illustrated in Figure 4.17-1, CAL FIRE’s Fire and Resource Assessment Program (FRAP) has classified the areas surrounding Solvang as mostly Moderate and High FHSZ’s in an SRA, with Very High FHSZ to the northwest and southwest of the City (CAL FIRE 2023). As shown in Figure 4.17-1, all of the sites considered for future development under the 2045 General Plan are within the City’s LRA, and none of the sites are located within a Very High FHSZ. A majority of these sites are located within Moderate and High FHSZs, with the minority located within areas that are not a designated FHSZ.

Fire History

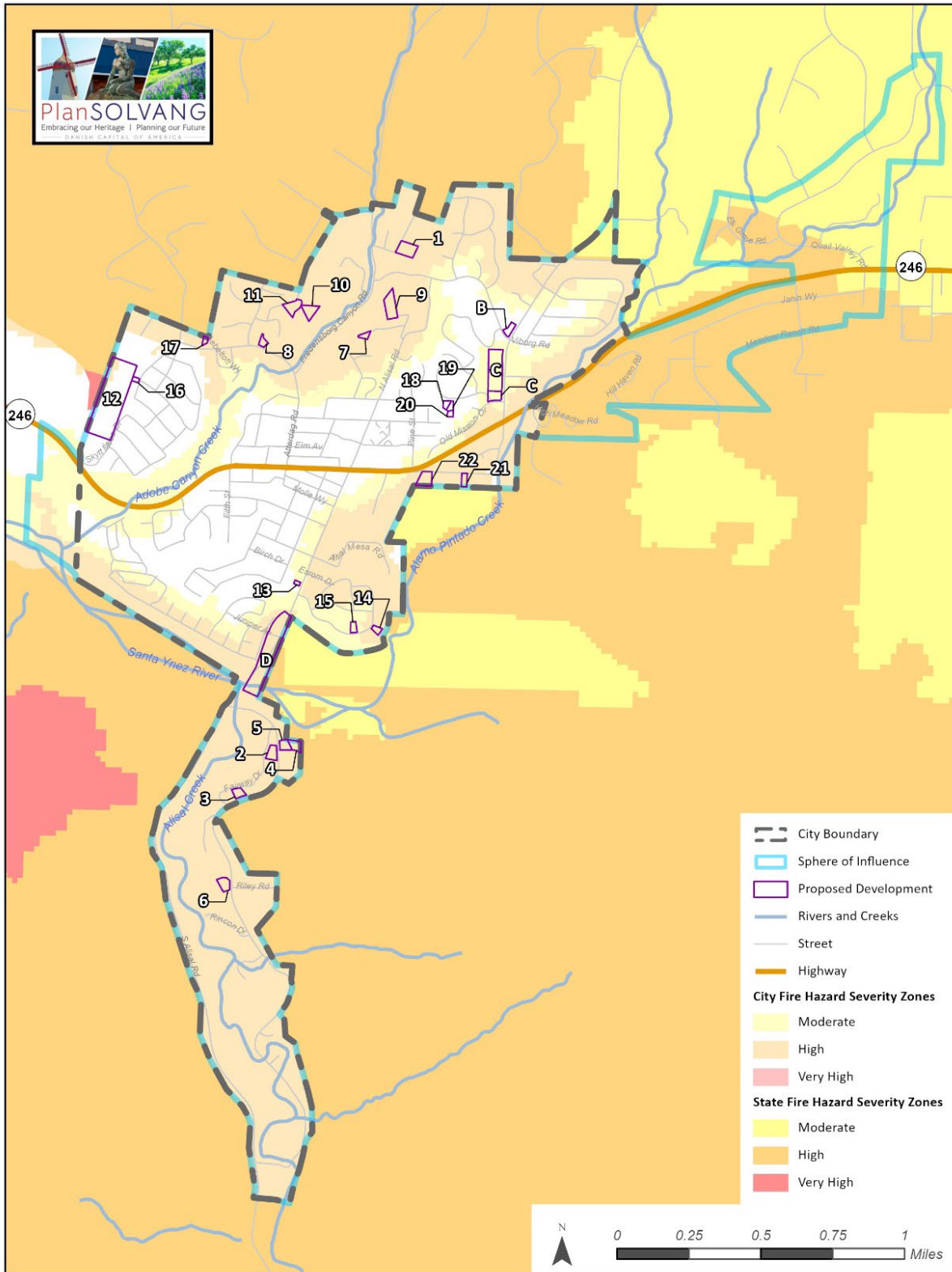
Since the 1950’s, the greater Santa Barbara area has averaged one large fire per decade, with large wildfires (in excess of 50,000 acres) occurring every 20 to 30 years (SB Fire Safe Council 2020). In 1917, an approximately 312-acre burned within city limits on the south side of Solvang, along the creek and South Alisal Road. Table 4.17-3 shows the details of fire history within Santa Barbara County.

Table 4.17-3 Santa Barbara County Fire History (1955-2017)

Fire Name	Date	Acres Burned	Miles from Solvang
Refugio	Sep-55	79,428	10
Coyote	Sep-64	65,338	35
Romero	Oct-71	14,538	38
Sycamore	Jul-77	806	35
Wheeler	Jul-85	119,361	20
Painted Cave	Jun-90	4,270	29
Marre	Sep-93	43,822	20
Gaviota	Jul-04	7,440	15
Perkins	Jul-06	14,998	10
Zaca	Jul-07	240,207	17
Gap	Jul-08	9,443	20
Tea	Nov-09	1,940	33
Jesusita	May-09	8,773	33
La Brea	Aug-09	91,622	10
Sherpa	Jun-16	7,474	13
Rey	Aug-16	32,606	18
Canyon	Sep-16	12,742	21
Whittier	Jul-17	18,430	3
Thomas	Dec-17	281,893	4

Source: City of Solvang, 2021

Figure 4.17-1 Fire Hazard Severity Zones and Proposed Development



Source: City of Solvang, 2023; CAL FIRE, 2008.
 Date: August 14, 2023

Post-fire Slope Instability and Drainage Pattern Changes

Fires in wildland areas can destroy vegetation and wildlife, and threaten urban areas located on the fringe of wildland areas. Wildland fires can also have serious impacts on downstream development and water supplies. Vegetation loss from wildfire scarring of the landscape can result in slope instability in the form of more intensive flooding and landslides. These post-fire slope soils and altered drainage patterns can result in soil creep on downslope sides of foundations and reduce lateral support. Consequently, mudslides and landslides can threaten downhill development as a result of wildland fires. Solvang, like much of Santa Barbara County, is at risk from wildland fires due to the combination of dry, windy conditions and woodlands, brushlands, chaparral, and grasslands that burn readily (City of Solvang 2021).

Fire Protection Services

The Santa Barbara County Fire Department (SBCFD) provides fire protection services in Solvang. Station 30, located at 1644 Oak Street, serves Solvang and portions of unincorporated Santa Ynez Valley. Station 30 is staffed by four personnel: one Captain, one Engineer, one Firefighter/Paramedic, and one Firefighter (SBCFD 2022). Additional firefighting support in the Santa Ynez Valley is provided by Station 31, located in Buellton, and Station 32, located in Santa Ynez.

Santa Barbara County is also a “Contract County” under CAL FIRE, meaning the County provides initial attack response to fires, while CAL FIRE provides funding for fire protection services, including salaries and wages, maintenance of firefighting facilities, pre-fire management positions, special repairs, and administrative services (CAL FIRE 2022a).

4.17.2 Regulatory Setting

a. Federal Regulations

Disaster Mitigation Act of 2000

The Disaster Mitigation Act of 2000 provided a new set of mitigation plan requirements for State and local jurisdictions that encourage them to coordinate disaster mitigation planning and implementation. States are encouraged to complete a “Standard” or an “Enhanced” Natural Mitigation Plan. Enhanced plans demonstrate increased coordination of mitigation activities at the State level and, if completed and approved, increase the amount of funding through the Hazard Mitigation Grant Program. The State of California Multi-Hazard Mitigation Plan (SHMP), as discussed below, complies with this act.

National Fire Plan

The National Fire Plan was developed under Executive Order 11246 in August 2000, following a historic wildland fire season. Its intent was to establish plans for active response to severe wildland fires and their impacts to communities, while ensuring sufficient firefighting capacity. The plan addresses firefighting, rehabilitation, hazardous fuels reduction, community assistance, and accountability. The program promotes close coordination among local, State, Tribal, and federal firefighting resources by conducting training, purchasing equipment, and providing prevention activities on a cost-share basis. To help protect people and their property from potential catastrophic wildfire, the National Fire Plan directs funding to be provided for projects designed to reduce the fire risks to communities (United States Department of Agriculture [USDA], United States Department of the Interior [DOI] 2000). High-risk communities identified in the wildland-urban

interface, the area where homes and wildlands intermix, were published in the Federal Register in 2001. At the request of Congress, the Federal Register notice only listed those communities neighboring federal lands (USDA, DOI 2002).

b. State Regulations

California Fire Code

The California Fire Code (CFC) is Chapter 9 of CCR Title 24 and is a fully integrated code based on the International Fire Code. The CFC establishes the minimum requirements consistent with nationally recognized good practices to safeguard public health, safety, and general welfare from the hazards of fire, explosion, or dangerous conditions in new and existing buildings, structure, and premises, and to provide safety and assistance to firefighters and emergency responders during emergency operations. The CFC uses a hazard classification system to determine what protective measures are required to ensure fire safety and protect lives. These measures may include construction standards, separations from property lines, and specialized equipment. To ensure that these safety measures are met, the CFC employs a permit system based on hazard classification.

More specifically, CFC Chapter 8 addresses fire related Interior finishes; CFC Chapter 9 addresses fire protection systems; and CFC Chapter 10 addresses fire-related means of egress. CFC Chapter 49 also contains regulations for vegetation and fuel management to maintain clearances around structures. These requirements establish minimum standards to protect buildings in FHSZs in SRAs, LRAs, and wildland-urban interface fire areas.

California Strategic Fire Plan

The 2019 Strategic Plan prepared by CAL FIRE and the California Natural Resources Agency lays out central goals for reducing and preventing the impacts of fire in the state. The goals are meant to establish, through local, State, federal, and private partnerships, a natural environment that is more resilient and human-made assets that are more resistant to the occurrence and effects of wildland fire.

In addition to the 2019 Strategic Plan for California, individual CAL FIRE units develop fire plans, which are strategic documents that establish a set of tools for each CAL FIRE unit for its local area. Updated annually, unit fire plans identify wildfire protection areas, initial attack success, assets and infrastructure at risk, pre-fire management strategies, and accountability in their unit's geographical boundaries. The unit fire plan identifies strategic areas for pre-fire planning and fuel treatment as defined by the people who live and work locally. The unit fire plans include contributions from local collaborators and stakeholders and are aligned with other plans applicable to the area.

California Multi-Hazard Mitigation Plan

The California Office of Emergency Services (CalOES) prepares the SHMP, which identifies hazard risks and includes a vulnerability analysis and a hazard mitigation strategy (CalOES 2018). The SHMP is required under the Disaster Mitigation Act of 2000 for the State to receive federal funding. The Disaster Mitigation Act of 2000 requires a SHMP as a condition of disaster assistance. The SHMP represents the State's primary hazard mitigation guidance document, providing an updated analysis of the state's historical and current hazards, hazard mitigation goals and objectives, and hazard mitigation strategies and actions. The SHMP represents the State's overall commitment to supporting a comprehensive mitigation strategy to reduce or eliminate potential risks and impacts of disasters in order to promote faster recovery after disasters and, overall, a more resilient state.

SHMPs are required to meet the elements outlined in the Federal Emergency Management Agency (FEMA) State Mitigation Plan Review Guide (revised March 2015, effective March 2016).

CalOES is responsible for the development and maintenance of the State's plan for hazard mitigation. The State's SHMP was last approved by FEMA as an Enhanced State Mitigation Plan in 2018. The plan is designed to reduce the effects of disasters caused by natural, technological, accidental, and adversarial/human-caused hazards. The SHMP sets the mitigation priorities, strategies, and actions for the state. The plan also describes how risk assessment and mitigation strategy information is coordinated and linked from local mitigation plans into the SHMP and provides a resource for local planners of risk information that may affect their planning area. The State of California is required to review and revise its mitigation plan and resubmit for FEMA approval at least every 5 years to ensure continued funding eligibility for certain federal grant programs.

State Emergency Plan

The foundation of California's emergency planning and response is a statewide mutual aid system, designed to ensure that adequate resources, facilities, and other support is provided to jurisdictions whenever their own resources prove to be inadequate to cope with an emergency situation.

The California Disaster and Civil Defense Master Mutual Aid Agreement (California Government Code Sections 8555–8561) requires signatories to the agreement to prepare operational plans to use in their jurisdiction and outside their area. These operational plans include fire and non-fire emergencies related to natural, technological, and war contingencies. The State of California, all State agencies, all political subdivisions, and all fire districts signed this agreement in 1950.

Section 8568 of the California Government Code, the California Emergency Services Act, states that “the State Emergency Plan shall be in effect in each political subdivision of the state, and the governing body of each political subdivision shall take such action as may be necessary to carry out the provisions thereof.” The act provides the basic authorities for conducting emergency operations following the proclamations of emergencies by the Governor or appropriate local authority, such as a City Manager. The provisions of the act are further reflected and expanded on by appropriate local emergency ordinances. The act further describes the function and operations of government at all levels during extraordinary emergencies, including war.

All local emergency plans are extensions of the State of California Emergency Plan. The State Emergency Plan conforms to the requirements of California's Standardized Emergency Management System (SEMS), which is the system required by Government Code 8607(a) for managing emergencies involving multiple jurisdictions and agencies. The SEMS incorporates the functions and principles of the Incident Command System (ICS), the Master Mutual Aid Agreement, existing mutual aid systems, the operational area concept, and multi-agency or inter-agency coordination. Local governments must use SEMS to be eligible for funding of their response-related personnel costs under State disaster assistance programs. The SEMS consists of five organizational levels that are activated as necessary, including: field response, local government, operational area, regional, and State. CalOES divides the state into several mutual aid regions (CalOES 2017).

California Building Code

Wildland-Urban Interface Building Standards

On September 20, 2007, the building Standards Commission approved the Office of the State Fire Marshal's emergency regulations amending the CCR, Title 24, Part 2, known as the 2007 California Building Code (CBC). The provisions of the CBC apply to the construction, alteration, movement, enlargement, replacement, repair, equipment, use and occupancy, location, maintenance, removal, and demolition of every building or structure or any appurtenances connected or attached to such building structures throughout California. These codes include provisions for ignition-resistant construction standards in the wildland-urban interface (WUI) and use a hazard classification system to determine what protective measures are required to ensure fire safety and protect lives. Specifically, CBC (Part 2), Chapter 7A addresses materials and construction methods for exterior wildfire exposure.

California Public Resource Code

The California Public Resource Code (PRC) includes fire safety regulations that restrict the use of equipment that may produce a spark, flame, or fire, require the use of spark arrestors on construction equipment that use an internal combustion engine, specify requirements for the safe use of gasoline-powered tools in fire hazard areas, and specify fire suppression equipment that must be provided on-site for various types of work in fire-prone areas.

These regulations include the following:

- Earthmoving and portable equipment with internal combustion engines would be equipped with a spark arrestor to reduce the potential for igniting a wildland fire (PRC Section 4442)
- Appropriate fire suppression equipment would be maintained during the highest fire danger period—from April 1 to December 1 (PRC Section 4428)
- On days when a burning permit is required, flammable materials would be removed to a distance of 10 feet from any equipment that could produce a spark, fire, or flame, and the construction contractor would maintain the appropriate fire suppression equipment (PRC Section 4427)
- On days when a burning permit is required, portable tools powered by gasoline-fueled internal combustion engines would not be used within 25 feet of any flammable materials (PRC Section 4431)

California PRC Section 4290

The California PRC Section 4290 was adopted to establish minimum wildfire protection standards in conjunction with building, construction, and development in SRAs, and as of July 1, 2021 within the LRA Very High FHSZs. Under PRC Section 4290, the future design and construction of structures, subdivisions, and developments in SRAs must provide for basic emergency access and specified perimeter wildfire protection measures. These measures provide for road standards for emergency access, signing and building numbering, water supply reserves, and fuel breaks and greenbelts and are contained within California Government Code of Regulations, 14 CCR, Division 1.5, Chapter 7 Fire Protection, Subchapter 2, Articles 1-5, and known as the State Minimum Fire Safe Regulations.

Executive Order N-05-19

On January 9, 2019, Governor Gavin Newsom issued Executive Order N-05-19 to address wildfire in California. Executive Order N-05-19 directs CAL FIRE, in consultation with other State agencies and departments, to recommend immediate-, medium-, and long-term actions to help prevent destructive wildfires. In response, CAL FIRE created the Community Wildfire Prevention and Mitigation Report which contains recommendations to reduce the damage from wildfires across the state. Specifically, they focus on reducing wildfire fuel (such as vegetation clearing), long-term community protection (creating defensible space in communities), wildfire prevention, and forest health (CAL FIRE 2019).

Government Code Section 51182

According to Government Code Section 51182 (amended by AB 3074 and AB 63, which created a new 0- to 5-foot ember resistant zone and new definitions and requirements for defensible space, respectively), a person who owns, leases, controls, operates, or maintains an occupied dwelling or occupied structure in, upon, or adjoining a mountainous area, forest-covered land, brush-covered land, grass-covered land, or land that is covered with flammable material, or land that is in a Very High FHSZ shall at all times do all of the following:

1. Maintain defensible space of 100 feet from each side and from the front and rear of the structure.
2. Remove that portion of a tree that extends within 10 feet of the outlet of a chimney or stovepipe.
3. Maintain a tree, shrub, or other plant adjacent to or overhanging a building free of dead or dying wood.
4. Maintain the roof of a structure free of leaves, needles, or other vegetative materials.
5. Prior to constructing a new dwelling or structure that will be occupied or rebuilding an occupied dwelling or occupied structure damaged by a fire in that zone, the construction or rebuilding of which requires a building permit, obtain a certification from the local building official that the dwelling or structure, as proposed to be built, complies with all applicable State and local building standards.

SB 1241 (Kehoe) of 2012

SB 1241 requires cities and counties in SRAs and Very High FHSZs to address fire risk in the safety element of their general plans. The bill also resulted in amendments to the CEQA Guidelines to include questions related to fire hazard impacts for projects located in or near lands classified as SRAs and Very High FHSZs.

AB 2911 (2018)

Following the devastating 2017 fire season, AB 2911 was adopted to improve fire safety in subdivision developments. AB 2911 requires the State Board of Forestry and Fire Protection, in consultation with the State Fire Marshal, to survey local governments including counties, cities, and fire districts to identify existing subdivisions located in SRAs or Very High FHSZs that are without a secondary means of egress route and are at significant fire risk. Through this Subdivision Review Program, the Board, in consultation with the State Fire Marshal and local governments, would develop recommendations to create secondary access to the subdivision, improvements to existing access roads, and other fire safety measures.

California Public Utilities Commission General Orders

General Order 95

The California Public Utilities Commission (CPUC) General Order 95 applies to construction and reconstruction of overhead electric lines in California. The replacement of poles, towers, or other structures is considered reconstruction and requires adherence to all strength and clearance requirements of this order. The CPUC has promulgated various Rules to implement the fire safety requirements of General Order 95, including:

- Rule 18A requires utility companies take appropriate corrective action to remedy Safety Hazards.
- General Order 95 nonconformances requires that each utility company establish an auditable maintenance program.
- Rules 31.2 requires that lines be inspected frequently and thoroughly.
- Rule 35 requires that vegetation management activities be performed in order to establish necessary and reasonable clearances. These requirements apply to all overhead electrical supply and communication facilities that are covered by General Order 95, including facilities on lands owned and maintained by California State and local agencies.
- Rule 38 establishes minimum vertical, horizontal, and radial clearances of wires from other wires.
- Rule 43.2.A.2 requires that for lines located within Tier 2 or Tier 3 zones, the wind loads required in Rule 43.2.A.1 be multiplied by a wind load factor of 1.1. (CPUC 2018)

General Order 165

General Order 165 establishes requirements for the inspection of electric distribution and transmission facilities that are not contained in a substation. Utilities must perform “Patrol” inspections, defined as a simple visual inspection of utility equipment and structures and designed to identify obvious structural problems and hazards, at least once per year for each piece of equipment and structure. “Detailed” inspections, where individual pieces of equipment and structures are carefully examined, are required every 5 years for all overhead conductor and cables, transformers, switching/protective devices, and regulators/capacitors. By July 1 of each year, each utility subject to this General Order must submit an annual report of its inspections for the previous year under penalty of perjury (CPUC 2017a).

General Order 166

General Order 166 Standard 1.E requires that investor-owned utilities develop a fire prevention plan that describes measures that the electric utility will implement to mitigate the threat of power-line fires generally. Additionally, this standard requires that investor-owned utilities outline a plan to mitigate power-line fires when wind conditions exceed the structural design standards of the line during a Red Flag Warning in a high fire threat area. Fire prevention plans created by investor-owned utilities are required to identify specific parts of the utility’s service territory where the conditions described above may occur simultaneously. Standard 11 requires that utilities report annually to the CPUC regarding compliance with General Order 166 (CPUC 2017b).

SB 1028

SB 1028 (2016) requires each electrical corporation to construct, maintain, and operate its electrical lines and equipment in a manner that will minimize the risk of catastrophic wildfire posed by those components, and makes a violation of these provisions by an electrical corporation a crime under State law. The bill also requires each electrical corporation to annually prepare a wildfire mitigation plan submitted to CPUC for review. The plan must include a statement of objectives, a description of preventive strategies and programs that are focused on minimizing risk associated with electric facilities, and a description of the metrics that the electric corporation uses to evaluate the overall wildfire mitigation plan performance and assumptions that underlie the use of the metrics.

c. Local Regulations

Santa Barbara County Multi-Jurisdictional Hazard Mitigation Plan

The Santa Barbara County Multi-Jurisdictional Hazard Mitigation Plan (HMP) contains goals and objectives that are intended to reduce loss of life and property from natural disasters. The HMP was comprehensively updated in 2023, and the City is a participating agency. During the planning process, this plan used FEMA tools to determine the most likely possible threats would be wildfire, earthquakes, drought and water shortage, pandemic/public health emergency, energy shortage and resiliency, extreme heat and freeze, and flooding. The HMP identifies mitigation action items that aim to meet objectives and reduce the impacts of these hazards. The Santa Barbara County Office of Emergency Management leads the responsibility for overseeing the Plan implementation and maintenance strategy. Plan implementation and evaluation will be a shared responsibility among all planning partnership members and agencies identified as lead agencies in the mitigation action plans.

City of Solvang Emergency Management Plan

The City's Emergency Management Plan (EMP) addresses the planned response to extraordinary emergency situations associated with natural disasters, technological and intentional incidents, and national security emergencies in or affecting the City. The EMP addresses emergency management coordination, procedures required to protect the health and safety of the residents and property within Solvang, and emergency management organization required to respond to and mitigate emergencies or disasters within Solvang. The EMP integrates with Santa Barbara County's Operational Area response for area wide emergencies such as fire (City of Solvang 2013).

4.17.3 Impact Analysis

a. Methodology and Significance Thresholds

Methodology

This section describes the potential environmental impacts of the proposed project relevant to wildfire. The impact analysis is based on an assessment of baseline conditions in Solvang, including the risk of exposure to wildland fires and wildfire hazards. This analysis identifies potential impacts based on the predicted interaction between the affected environment and construction, operation, and maintenance activities related to the predicted development that would occur under the proposed project. This section describes wildfire impacts in terms of location, context, duration, and intensity.

Significance Thresholds

California Environmental Quality Act (CEQA) Guidelines Appendix G provides the following significance thresholds to determine if a project would have a potentially significant impact on wildfires. For the purposes of this EIR, implementation of the proposed project may have a significant adverse impact if it would be located in or near state responsibility areas or lands classified as very high fire hazard severity zones, and:

1. Substantially impair an adopted emergency response plan or emergency evacuation plan;
2. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire;
3. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment; or
4. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.

b. Project Impacts and Mitigation Measures

Threshold 1: If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

Impact W-1 **THE 2045 GENERAL PLAN INCLUDES POLICES TO ADDRESS EMERGENCY ACCESS, RESPONSE, AND PREPAREDNESS. THEREFORE, THE PROPOSED PROJECT WOULD NOT SUBSTANTIALLY IMPAIR AN ADOPTED EMERGENCY RESPONSE PLAN OR EMERGENCY EVACUATION PLAN. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.**

Solvang, due to its rural surroundings, is a wildland-urban interface, which includes areas where homes or other structures are built near or among lands prone to wildland fire. The majority of Solvang is within a FHSZ, including the portion of the city south of the Santa Ynez River, as well as the perimeter of the City limits. In addition, Solvang’s SOI is within a FHSZ. The central portion of Solvang with concentrated development, as shown in Figure 4.17-1, is not designated as a FHSZ.

Development within a FHSZ is unsafe when fire suppression activities would be impeded by lack of water, rugged terrain, or delayed response times. One SBCFD fire station, Station 30, serves Solvang and portions of unincorporated Santa Ynez Valley. In Solvang, the average response times from SBCFD are between three to five minutes (City of Solvang 2021).

The 2045 General Plan includes the following policies and programs to ensure safe and efficient evacuation and emergency response:

- **Policy PFS-5.2: Defensible Space.** The City shall coordinate with County Fire Department to work with residents and businesses to provide “defensible space” around structures to provide fire fighters with sufficient room to defend structures and maneuver.
- **Policy SAF-1.2: Community Education and Organization.** The City shall develop and support preparedness programs that educate and organize the community, especially vulnerable populations, to respond appropriately to disasters.

- **Policy SAF-1.4: Law Enforcement and Fire Protection Services.** The City shall continue to work with Santa Barbara County to maintain local law enforcement and fire protection services in a state of readiness to ensure adequate protection for the citizens of Solvang.
- **Policy SAF-1.5: Standardized Emergency Management System.** The City shall continue to support efforts to ensure local agency compliance with the State’s Standardized Emergency Management System.
- **Policy SAF-1.9: Communication and Media Protocols.** The City shall continue to maintain emergency communication resources, protocols, and improve information transfer to the media and public during emergencies.
- **Policy SAF-6.2: Mutual Aid Agreements.** The City shall continue to maintain mutual aid agreements among fire protection and emergency service providers to ensure residents and property are adequately served and to facilitate the efficient use of available resources.
- **Safety Element Program U: Evacuation Plan and Emergency Response Procedures.** The City shall prepare and regularly update an evacuation plan and emergency response procedures, including evacuation routes, for different types of disasters, including dam failure, within the Emergency Management Plan.
- **Safety Element Program V: Roadway Capacity Evaluation.** The City shall periodically evaluate existing roadways, particularly along evacuation and emergency access routes, to ensure roads will have adequate capacity during times of emergency.

The City’s EMP helps maintain the City’s ability to prepare, respond, and recover from a variety of emergency incidents. The 2045 General Plan would not conflict with the EMP or otherwise impair evacuation; implementation of 2045 General Plan policies would enhance SBCFD’s ability to respond to emergencies and existing evacuation routes through implementation of policies listed above. Additionally, development impact fees, as required under AB 1600, would fund the provision of fire protection services in Solvang so that the city may accommodate increased development without a subsequent decrease in fire protection efficiency or emergency response. Any development proposed in FHSZs would be subject to site plan review of the Solvang Emergency Services Coordinator and Fire Marshal during the City’s site plan review process (City of Solvang 2021). During this process, the City would be required to confirm that individual development site plans adequately provide emergency access. Because the Solvang Emergency Services Coordinator and Fire Marshal would review development facilitated by the proposed project to ensure emergency access meets City standards, impacts related to impairing an adopted emergency response plan or emergency evacuation plan would be less than significant.

Mitigation Measures

No mitigation measures are required because this impact would be less than significant.

<p>Threshold 2: If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, due to slope, prevailing winds, and other factors, would the project exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?</p>

Impact W-2 THE 2045 GENERAL PLAN INCLUDES POLICIES TO MINIMIZE WILDFIRE RISK. DEVELOPMENT FACILITATED BY THE PROPOSED PROJECT WOULD ADHERE TO THE CALIFORNIA FIRE CODE AND

BE REVIEWED BY THE SANTA BARBARA COUNTY FIRE DISTRICT TO ENSURE WILDFIRE RISK WOULD NOT BE EXACERBATED. THEREFORE, THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

Development facilitated by the proposed project would occur in urbanized areas of Solvang, as well as more rural areas where fire fuels (i.e., vegetation) are more continuous and abundant. These areas are susceptible to wildfire. Solvang contains a combination of dry, windy conditions, woodlands, brushlands, chaparral, and grasslands that burn readily (City of Solvang 2021).

Plant communities within Solvang include annual grasslands, coastal oak woodlands, coastal scrub, deciduous orchards, mixed chaparral, valley foothill riparian, and valley oak woodlands. Steep hillsides to the south and west, and in the eastern corner of the city, have dense oak woodland and chaparral vegetation (City of Solvang 2021).

Grasslands are capable of generating dangerous fuel behavior, while woody fuel types, such as tree and brush formations, are generally associated with rapid fire front advance, high burn intensities, longer duration at a given location, and generation of airborne embers, especially under extreme fire weather conditions. While existing urban development provides a barrier to the uncontrolled spread of wildfire, undeveloped and open space areas would be susceptible to exacerbated fire conditions. These conditions provide the potential to push wildfire and wildfire smoke through areas of low-fuel volumes and to areas of substantial development, thereby exposing residents to pollutant concentrations associated with wildfire. However, the 2045 General Plan includes policies to enhance the City's ability to respond to wildfire risk listed in Impact W-1. In addition, the 2045 General Plan includes policies that would minimize risk to project occupants, including:

- **Policy SAF-5.1: Protect New Development.** The City shall require new development be designed to protect life and property from the effects of wildfires and structural fires relative to the identified level of risk.
- **Policy SAF-5.5: Fire Safety Improvements.** The City shall encourage fire safety improvements for existing homes and commercial buildings.

SBCFD enforces fire and building codes related to development in FHSZs. Development facilitated by the proposed project would be required to comply with SBCFD development standards that reduce wildfire risk. Standards include, but are not limited to, implementation of a 100-foot minimum defensible space barriers around all buildings or structures, removal of combustible vegetation within 30 feet of a building or structure, prohibition of trees located within 10 feet of a chimney or stovepipe, and removal of combustible vegetation at a minimum of 10 feet from both shoulders of a roadway or driveway. (SBCFD 2010).

Development facilitated by the proposed project would also be required to adhere to State and federal regulations related to reducing wildfire risk. This includes approval of site-specific design plans to verify compliance with applicable codes including, but not limited to, the following:

- Title 24, CCR, Building Regulations
- Uniform Fire Code
- National Fire Codes of the National Fire Protection Association
- Title 19, CCR, Public Safety
- Title 8, CCR, Occupational Safety
- California Health and Safety Code

The CFC includes safety measures that minimize the threat of fire, including ignition-resistant construction with exterior walls of noncombustible or ignition resistant material from the surface of the ground to the roof system and sealing any gaps around doors, windows, eaves and vents to prevent intrusion by flame or embers. Development would also be required to meet California Building Code requirements, including CCR Title 24, Part 2, which includes specific requirements related to exterior wildfire exposure. CCR Title 14 sets forth the minimum development standards for emergency access, fuel modification, setback, signage, and water supply, which help prevent loss of structures or life by reducing wildfire hazards risk. Compliance with these regulations and building standards would reduce the potential for development facilitated by the proposed project to contribute to the exposure to pollutants of persons in or near these developments. Additionally, implementation of the 2045 General Plan would include policies intended to minimize potential wildfire risks. Therefore, this impact would be less than significant.

Mitigation Measures

No mitigation measures are required because this impact would be less than significant.

Threshold 3: If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

Impact W-3 IMPLEMENTATION OF THE 2045 GENERAL PLAN WOULD NOT REQUIRE THE INSTALLATION OR MAINTENANCE OF SUBSTANTIAL INFRASTRUCTURE THAT MAY EXACERBATE FIRE RISK OR RESULT IN TEMPORARY OR ONGOING IMPACTS TO THE ENVIRONMENT ASSOCIATED WITH FIRE RISK. THEREFORE, THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

Minimal additional infrastructure, such as roads, fuel breaks, emergency water sources, power lines, or other utilities, would be required to accommodate development facilitated by the proposed project. Primarily, development facilitated by the proposed project would require lateral infrastructure connection to existing utilities, resulting in negligible temporary or ongoing environmental impacts. Electrical lines pose the greatest potential wildfire risk. Existing electrical lines are maintained in accordance with California Public Utilities Commission (CPUC) requirements. In accordance with Title 8, Chapter 6 of the Municipal Code, in the event the City determines an overhead electric line(s) pose a risk to public safety, the City Council can mandate the overhead electric lines be replaced with underground electric infrastructure. Accordingly, development facilitated by the proposed project would not exacerbate fire risk from electric line installation.

To minimize risks associated with emergency water sources and availability, the 2045 General Plan includes the following policies and programs:

- **Policy PFS-1.1: Water Supply Sources.** The City shall continue to maintain a water supply program consisting of multiple sources of water, water conservation and groundwater management to accommodate projected water demand and provide for reliable water supply.
- **Policy PFS-1.2: Adequate Fire Flows.** The City shall insure the provision of water supply, storage, and adequately sized pipelines to provide fire flows to meet the recommendations of the Fire Chief, City Engineer, and Utilities Director.
- **Policy PFS-1.3: Water Supply and Infrastructure.** The City shall ensure there is adequate water supply and infrastructure in place or that will be available in place and prior to approving any

new development. The City will consider existing and future water supply and demand prior to project approval.

- **Public Facilities, Services and Infrastructure Element Program A: Water System Master Plan.** The City shall update every five-years or as needed the Water System Master Plan to address the development of multiple sources of water, water conservation and groundwater management to accommodate projected water demand and provide for water supply security.
- **Policy SAF-6.3: Peak Fire-Flow.** The City shall continue to ensure that adequate peak load water fire-flows are maintained throughout the city and shall regularly monitor fire-flows to ensure adequacy.
- **Safety Element Program X: Fire Flow Evaluation.** The City shall continue to regularly evaluate fire-flows to ensure they are adequate to serve the community.

Applicable 2045 General Plan policies and SBCFD requirements would ensure development would minimize fire risk through adherence to defensive space requirements, development standards, fire management best practices, and wildfire resilience standards. During site plan review of individual projects, the City’s Emergency Services Coordinator and the Fire Marshal would ensure new development provides adequate fuel breaks or buffer zones that minimize fire risk. The creation of fuel breaks or buffer zones would reduce the potential for severe or catastrophic wildfires, rather than exacerbate them.

Development impact fees, as required under AB 1600, would fund the provision of fire protection services in Solvang. Development facilitated by the proposed project would generally require minimal additional utility infrastructure, and CPUC and SBCFD requirements and policies included in the 2045 General Plan would ensure development facilitated by the proposed project would not result in substantial fire risk or temporary or ongoing impacts to the environment. Therefore, this impact would be less than significant.

Mitigation Measures

No mitigation measures are required because this impact would be less than significant.

Threshold 4: If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

Impact W-4 THE 2045 GENERAL PLAN INCLUDES POLICIES TO ENSURE DEVELOPMENT WOULD NOT EXACERBATE RISKS FROM FLOODING OR LANDSLIDES DUE TO WILDFIRE. THEREFORE, THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

Vegetation on hillsides helps stabilize soil, slow water flow, and support percolation into the soil. Severe wildfires damage trees, the shrub canopy, vegetation, and soil. Once vegetation burns, a greater surface area of soil is exposed to the elements, and the lack of roots decreases the structural integrity of the soil. As a result, wildfire burn areas typically experience increased runoff after intense rainfall, which can put residences and structures downslope of a burned area at risk of localized floods and landslides. Landslide risk in Solvang is highest adjacent to Adobe Canyon Creek. This area as well as others concentrated throughout the eastern and southern portions of Solvang, are classified as a very high landslide risk. There are several flood-prone areas in Solvang, which are

generally located adjacent to the Santa Ynez River, Alamo Pintado Creek, Alisal Creek, and Adobe Creek. These areas are primarily adjacent to open space and residential uses.

As described in Section 4.6, *Geology and Soils*, development would be required to adhere to the standards of the California Building Code to minimize the potential development to result in a landslide. The 2045 General Plan includes the following policies to minimize potential for landslides:

- **Policy SAF-2.3: Geotechnical Reports.** The City shall continue to require the preparation of geotechnical reports and impose appropriate mitigation measures for new development in areas of potential seismic or geologic hazards to ensure, within the limits of technical and economic feasibility, that new structures are able to withstand the effects of seismic activity, including liquefaction, slope instability, expansive soils or other geologic hazards.
- **Policy SAF-3.1: Landslide and Slope Instability Hazard Mitigation.** The City shall continue to require development to avoid and/or mitigate any potential impacts a project contributes to landslides and slope instability hazards on neighboring property, appurtenant structures, utilities, and roads.
- **Policy SAF-3.2: Expansion of Development in Areas of Landslide Activity.** The City shall prohibit the expansion of existing structures or developments in areas of known landslide activity except when the project will incorporate measures to reduce the potential for loss of life and property.
- **Policy SAF-3.3: New Development in Areas of Landslide Activity.** The City shall prohibit new development in areas of known landslide activity unless development plans indicate that the hazard can be reduced to a less than significant level prior to beginning development.

As described in Section 4.9, *Hydrology and Water Quality*, development in a flood hazard zone would be required to adhere to the standards of the California Building Code and Municipal Code which provide design guidelines, construction standards, and encroachments. Development would also be required to comply with State and City regulations for controlling stormwater, including implementation of BMPs to minimize stormwater flows and adverse impacts of flooding following a wildfire. The 2045 General Plan includes the following policies to minimize flood-related impacts:

- **Policy SAF-4.1: Development in Floodplains.** The City shall not approve new development in areas subject to a 100-year flood event, based on Federal Emergency Management Agency (FEMA) mapping or on other updated mapping acceptable to the City, unless and until the flood hazard has been mitigated.
- **Policy SAF-4.2: Mitigate Flooding.** The City shall require new development and redevelopment to incorporate flood reduction measures into the project design in areas known to be prone to flooding.
- **Policy SAF-4.4: Reducing Flood Impacts.** The City shall require mitigation to less than significant levels for new development with the potential to increase flooding impacts.
- **Policy SAF-4.5: 100-Year Flood Plains.** The City shall require development on land subject to a 100-year flood event, based on Federal Emergency Management Agency (FEMA) mapping or on other updated mapping acceptable to the City, to conform to National Flood Insurance Program (NFIP) standards.

Development facilitated by the proposed project would be required to adhere to these State and City regulations and 2045 General Plan policies, which would ensure the proposed project would not expose people or structures to substantial flooding or landslides as a result of runoff, post-fire slope instability, or drainage changes. This impact would be less than significant.

Mitigation Measures

No mitigation measures are required because this impact would be less than significant.

4.17.4 Cumulative Impacts

The analysis in this section examines cumulative impacts involving wildfires throughout the cumulative impact analysis area, and the 2045 General Plan's potential contribution to cumulative wildfire impacts.

A combination of federal, State, and local regulations limit or minimize the potential for exposure to wildfires by reducing the amount of development in wildland urban interface areas, ensuring new development is developed according to California Building Code and California Fire Code, and incorporating requirements for fire-safe construction into the land use planning. Cumulative development may occur in designated FHSZs; however, project construction would adhere to respective SBCFD fire codes designed to provide minimum standards to increase fire-resiliency in buildings, prevent the occurrence of fires, and to provide adequate fire-protection facilities to control the spread of fire which might be caused by recreational, residential, commercial, industrial or other activities conducted in a wildland urban interface area. Adherence to the SBCFD regulations would ensure that California Fire Code standards including automatic sprinkler systems are incorporated into project design and permit requirements. Therefore, the cumulative impact related to wildfire exposure risk would be less than significant.

For the reasons stated above, potential impacts associated with wildfires would not be cumulatively considerable, and cumulative impacts would be less than significant.

4.18 Effects Found Not to be Significant

Section 15128 of the California Environmental Quality Act (CEQA) Guidelines requires that an Environmental Impact Report (EIR) briefly describe any possible effects that were determined not to be significant. The environmental factors discussed below are in response to the checklist questions listed in CEQA Guidelines Appendix G that were not discussed in the impact sections of the EIR.

4.18.1 Agricultural and Forestry Resources

Thresholds of Significance

Pursuant to CEQA Guidelines Appendix G, potentially significant impacts to agricultural and forestry resources would occur if the proposed project would result in any of the following:

1. Convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use;
2. Conflict with existing zoning for agricultural use, or a Williamson Act contract;
3. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220[g]), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104[g]);
4. Result in the loss of forest land or conversion of forest land to non-forest use; and/or
5. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use.

Assessment of Impacts

Currently, there are no active, commercial agricultural uses in Solvang. Of the total 1,968 acres within the Planning Area, 6.1 acres (0.3 percent) have existing agricultural land use designations under the current General Plan. The 2045 General Plan Land Use Element would remove the Agriculture land use designation included in the current General Plan because there are no properties in the Planning Area that are primarily used for agriculture. The 2045 General Plan would redesignate most of these properties from Agriculture to Open Space/Recreation, except the Alisal Guest Ranch which would be designated Guest Ranch (as discussed further below). The Open Space/Recreation designation would allow public parks, indoor and outdoor recreation and entertainment uses, and open space. Redesignation would more closely fit the existing uses of these properties, which are primarily characterized by recreational uses and open space. Because there is no active, commercial agriculture within the city, redesignation of these properties would not result in the conversion of farmland to non-agricultural use.

According to the Farmland Mapping and Monitoring Program, nearly all of the land in Solvang is considered Urban and Built-Up Land, with the exception of the southernmost part of the Planning Area, which contains the Alisal Guest Ranch, which is identified as Prime Farmland (California Department of Conservation 2023). The Alisal Guest Ranch, located at 1054 Alisal Road, is a hotel and resort, is not currently used for agriculture, and is associated with an existing horse and cattle operation located outside of City limits. The 2045 General Plan would add a new designation, Guest Ranch, to recognize the approximately 30 acres of the Alisal Guest Ranch located within the city.

Allowable uses in the Guest Ranch land use designation would include guest lodging, employee housing, restaurants, and recreation and entertainment. Therefore, because the Alisal Guest Ranch cottages and associated buildings are not used for agriculture, implementation of the 2045 General Plan would not result in the conversion of farmland to non-agricultural use.

Mission Santa Inés, located at 1760 Mission Drive, is the only property in the Planning Area that is currently used for limited agriculture. Mission Santa Inés consists of the Mission buildings, a parking lot, and an open field in front of the Mission. Agriculture activities occurring at Mission Santa Inés are not for commercial purposes, but instead are complementary to the recreational uses occurring at the Mission and the surrounding open space. Although the property would be redesignated to Open Space/Recreation under the 2045 General Plan, current agricultural activities at Mission Santa Inés would not change. The proposed land use designation of Open Space/Recreation would more closely fit the existing use of this property and would not result in a physical change to any existing agriculture uses. Therefore, because agriculture activities at Mission Santa Inés are limited and would not change as a result of 2045 General Plan implementation, the 2045 General Plan would not result in the conversion of farmland to non-agricultural use.

The 2045 General Plan would implement the following policies designed to protect existing agricultural uses within Solvang, as well as surrounding agricultural land in unincorporated Santa Barbara County:

- **Policy LU-7.6: Mission Santa Inés** . The City shall support religious, cultural, educational, community oriented, and agricultural uses at Mission Santa Inés that are compatible with existing land uses.
- **Policy LU-8.1: Community Separators**. The City shall work with Santa Barbara County and the City of Buellton to protect the agricultural areas surrounding the city boundaries and Sphere of Influence to serve as "greenbelt" open space to separate communities in the Santa Ynez Valley.
- **Policy ENV-1.3: Maintain Agricultural Lands**. The City shall support Santa Barbara County to retain the Agriculture designation in viable farming units on lands surrounding the City and support implementation of the Santa Ynez Valley Community Plan.

Policy LU-7.6 would ensure that implementation of the 2045 General Plan would not interfere with the limited existing agricultural activities at Mission Santa Inés. Policies LU-8.1 and ENV-1.3 would protect the agricultural areas surrounding the Planning Area within unincorporated Santa Barbara County. As such, 2045 General Plan policies would preserve the limited non-commercial agricultural uses in Solvang and encourage the conservation of adjacent agricultural lands in unincorporated Santa Barbara County.

As part of approval of the 2045 General Plan, current agricultural zoning designations would undergo zone changes to be consistent with the proposed land use designations and the existing non-agricultural uses on the redesignated parcels. As such, the 2045 General Plan would not conflict with existing zoning for agricultural use. As discussed previously, because there is no active, commercial agriculture within the city, the zone change would not result in the conversion of farmland to non-agricultural use. Furthermore, the Planning Area does not contain land under a Williamson Act contract (County of Santa Barbara Department of Planning and Development 2015). Therefore, the 2045 General Plan would not conflict with existing zoning for agricultural use or an existing Williamson Act contract.

The City's Planning Area has a wide diversity of forest habitats, including coastal oak woodland, deciduous orchard, and valley oak woodland. However, the City does not contain any lands zoned

for forest land or timberland zoned Timberland Production (City of Solvang 2021). Therefore, the project would not conflict with existing zoning for, or cause the rezoning of, forest land, timberland, or timberland zoned Timberland Production. The project would not result in the loss of forest land, or the conversion of forest land to non-forest use.

The project would not involve changes in the existing environment that would result in the conversion of farmland to non-agricultural use or forest land to non-forest use. Although the 2045 General Plan would eliminate the Agriculture land use designation, it is not reasonably foreseeable that any of these properties would be converted from their current uses to agriculture because agriculture uses do not fit with the existing uses or envisioned growth and projected uses in Solvang. No impacts related to agricultural or forestry resources would occur as a result of the proposed 2045 General Plan.

4.18.2 Mineral Resources

Thresholds of Significance

Pursuant to the State *CEQA Guidelines*, Appendix G checklist, potentially significant impacts to mineral resources would occur if the proposed 2045 General Plan would result in any of the following:

1. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State; and/or
2. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan.

Assessment of Impacts

Mineral resources occurring in the Solvang area include sand and gravel, limited oil and gas resources used for fuels, and diatomaceous earth that is used as filtering material and for insulation. However, there are no sand and gravel extraction activities, oil and gas fields, or diatomite mining activities within the Planning Area itself (City of Solvang 2016). Neither the current General Plan nor the 2045 General Plan delineate sites containing mineral resources.

The 2045 General Plan would implement the following goal and policies, which are designed to encourage continued accessibility to native minerals while avoiding significant harm to the environment or human health from their extraction:

- **Goal ENV-6:** To achieve environmentally responsible reclamation of mineral extraction sites.
- **Policy ENV-6.1:** Mineral Extraction Site Reclamation. The City shall require the environmentally responsible reclamation of mineral extraction sites within the City and shall work with other agencies in the area to do the same.
- **Policy ENV-6.2:** Prohibit Mineral Extraction in Open Space. The City shall prohibit mineral extraction within open space owned by the City in fee or as an easement.
- **Policy ENV-6.3:** Mineral Extraction. The City shall work with existing mineral extraction operations to minimize impacts to human health and the environment.

With the implementation of the above goal and policies from the 2045 General Plan, the project would have no impact related to mineral resources.

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5 Other CEQA Required Discussions

This section discusses other issues as required by CEQA, in addition to the specific issue area discussed in Section 4, *Environmental Impact Analysis*.

5.1 Growth Inducement

Section 15126(d) of the CEQA Guidelines requires a discussion of a proposed project's potential to foster economic or population growth, including ways in which a project could remove an obstacle to growth. Growth does not necessarily create significant physical changes to the environment. However, depending upon the type, magnitude, and location of growth, it can result in significant adverse environmental effects. The proposed project's growth inducing potential is therefore considered significant if project-induced growth could result in significant physical effects in one or more environmental issue areas.

5.1.1 Population and Economic Growth

As described in Table 2-1 of Section 2, *Project Description*, 2045 General Plan buildout is anticipated to enable an additional 497 residential units and 211 employees. As described in Section 4.12, *Population and Housing*, based on Solvang's average household size of 2.39 persons per household, implementation of the 2045 General Plan could lead to an increase of approximately 1,187 residents in the city, increasing Solvang's total population to 7,042, which is above the Santa Barbara County Association of Governments' (SBCAG) 2045 population forecast of 6,300 residents in Solvang (a difference of 747 people or approximately 11.1 percent) (SBCAG 2019). Therefore, the 2045 General Plan could facilitate population growth in the area. However, implementation of the policies and associated programs included in the 2045 General Plan would assist in managing growth and infill development such that development and redevelopment would occur in an orderly manner. These policies include the following:

- **Policy LU-1.2: Infill Development.** The City shall support and promote infill development that is compact, mixed-use, and pedestrian-friendly.
- **Policy LU-1.3: Residential Land Use.** Although most of the city is built out, the City shall designate a full range of residential land uses that provide for a variety of housing types, locations, and densities, including accessory dwelling units.
- **Policy LU-1.4: Commercial Land Use.** The City shall designate a mix of commercial uses, including retail, general, and tourist commercial, to promote both the tourist economy and the needs of residents of Solvang and the Santa Ynez valley.
- **Policy LU-1.6: Mixed-use.** The City shall encourage mixed-use developments with a residential component to further enhance the range of housing opportunities provided to residents.
- **Policy LU-2.3: Neighborhood Infill.** The City shall allow infill development as required by State Law include ADU's, JADU and density bonus.
- **Policy LU-2.4: High-density Residential Development.** The City shall encourage new high-density residential development located in areas close to services and transit with appropriate site planning, and comply with objective design standards, and landscape criteria.
- **Policy LU-5.3: Pedestrian Orientation.** The City shall require new mixed-use development to include amenities that create a comfortable environment for walking, sitting, and socializing.

- **Policy MOB-1.2: Transportation System Capacity.** The City shall use its discretionary authority over land use development to ensure that development levels do not exceed the capacity of the City's transportation systems.
- **Policy MOB-1.5: New Development Access.** The City shall require new development to be served by roads of adequate capacity and design standards to provide reasonable access in accordance with City standards.
- **Policy MOB-1.15: Roadway Capacity.** The City shall require roads to be of adequate width for use in times of emergency.
- **Policy MOB-3.4: Parking for New Development.** The City shall require new or expanded development to provide adequate off-street parking or offer the financial means for parking to be provided.
- **Policy H-1.2: Residential Rehabilitation.** The City shall encourage homeowners and landlords to maintain properties in sound condition through code enforcement efforts and by implementing a residential rehabilitation assistance program.
- **Policy H-2.1: Housing for All Residents.** The City shall encourage the production of housing that meets the needs of all economic segments, including homeless and extremely low, lower, moderate, and above moderate-income households, to achieve a balanced community.
- **Policy H-2.2: Expanding Workforce Housing.** The City shall encourage housing opportunities for the city's workforce, including seasonal and part-time workers in the tourism sector and public service employees. The City will encourage housing opportunities and assistance to address the needs of local workers.
- **Policy H-2.3: Affordable Senior Housing.** The City shall continue to facilitate the provision of affordable housing for the city's growing senior population, including senior housing with supportive services, assisted living facilities, and second units.
- **Policy H-2.4: Support Special Housing Needs.** The City shall support, as feasible, non-profit and for-profit agencies who provide supportive services and alternative housing options for the homeless and other persons with special housing needs in Solvang.
- **Policy H-2.6: Home Ownership Assistance.** The City shall work with local organizations that identify and pursue State, Federal, and other funding sources to enable home ownership for low- and moderate-income households.
- **Policy H-2.7: Home Ownership Education.** The City shall work with local organizations to encourage first time homebuyers from low- and moderate- income households to participate in home ownership assistance programs available from public agencies and in the private market.
- **Policy H-2.8: Encouraging Accessory Dwelling Units (ADUs)/Junior Accessory Dwelling Units (JADUs).** The City shall allow ADUs and JADUs as a means of providing additional housing opportunities in existing neighborhoods as provided by state law.
- **Policy H-2.9: Rental Assistance.** The City shall continue to support local organizations that provide rental assistance to extremely low and lower-income households and encourage property-owners to list units with the Santa Barbara County Housing Authority.
- **Policy H-2.10: Special Needs Housing.** The City shall support the development and conservation of housing that meets the special needs of large families, families with children, seasonal workers, persons with disabilities, elderly persons, homeless, and agricultural workers.

Growth in Solvang would occur regardless of implementation of the 2045 General Plan. While growth is anticipated by the 2045 General Plan that would exceed current projections by SBCAG, the

growth would not be unplanned since it is contemplated by the 2045 General Plan. As described in the 2045 General Plan, the proposed project's vision for Solvang was developed with extensive community input and in recognition of the State's planning and housing priorities. The 2045 General Plan identifies major strategies and physical improvements for Solvang through 2045, including, but not limited to, use of mixed-use areas, strengthening locally owned business and community-supported tourism, enhancing existing neighborhoods, and maintaining adequate public facilities and services for anticipated growth. Because the 2045 General Plan is designed for orderly growth, as mandated by the state, the 2045 General Plan would not result in substantial impacts related to population and economic growth.

5.1.2 Removal of Obstacles to Growth

Development facilitated by the 2045 General Plan would require new utility connections, including connections to water, hydrants, sewers, electricity, telecommunications, or other utilities like stormwater facilities. The 2045 General Plan promotes mixed-use and infill development where existing infrastructure, including roads, water mains, and sewer mains, are present. Utility connections would generally occur within individual footprints or rights-of-way that were previously disturbed, minimizing the impact of development on existing infrastructure and services. The policies and programs of the 2045 General Plan would facilitate development in the Planning Area, thereby providing a roadmap for sustainable growth in Solvang. Therefore, the 2045 General Plan would not result in significant growth inducement due to the removal of an obstacle to growth.

5.2 Irreversible Environmental Effects

CEQA Guidelines Section 15126(c) requires a discussion of significant irreversible environmental changes that could result from a project, should a project be implemented. This section addresses non-renewable resources, the commitment of future generations to the proposed uses, environmental accidents, and irreversible impacts associated with the 2045 General Plan.

Implementation of the 2045 General Plan could irreversibly increase local demand for non-renewable energy resources such as petroleum products and natural gas. However, increasingly efficient building design would offset this demand to some degree by reducing energy demands of future development. As described in Section 4.5, *Energy*, development facilitated by the 2045 General Plan would be subject to the energy conservation requirements of the California Energy Code (Title 24, Part 6 of the California Code of Regulations, California's Energy Efficiency Standards for Residential and Nonresidential Buildings) and Green Building Standards Code (CALGreen; California Code of Regulations, Title 24, Part 11). The California Energy Code provides energy conservation standards for all new and renovated buildings, and CALGreen requires solar access, natural ventilation, and stormwater capture. New and existing development in Solvang is provided electricity procured by Central Coast Community Energy (3CE), which emphasizes the use of renewable energy resources. In accordance with Senate Bill 100, new and existing development will eventually be powered entirely by renewable energy procured by 3CE. Furthermore, the 2045 General Plan would implement several policies which would require efficient energy use and promote renewable energy programs. Consequently, development facilitated by the 2045 General Plan would not use unusual amounts of energy or construction materials. Consumption of these resources would occur with any development in the region and is not unique to the 2045 General Plan. Therefore, implementation of the 2045 General Plan would not result in significant irreversible environmental changes related to energy use.

Growth facilitated by the 2045 General Plan could require an irreversible commitment of fire protection, law enforcement, water supply, wastewater treatment, and solid waste disposal services. As discussed in Section 4.13, *Public Services and Recreation*, and Section 4.16, *Utilities and Service Systems*, potential impacts to public services and utilities and service systems would be less than significant following implementation of policies included in the 2045 General Plan, as well as future project-specific environmental review that would be required for any future public service or utility facility constructed in accordance with the 2045 General Plan.

The anticipated increase in buildout associated with the 2045 General Plan could contribute to air quality. As described in Section 4.2, *Air Quality*, the 2045 General Plan has the potential to result in the irreversible emission of cumulatively considerable criteria pollutant emissions and exposure of sensitive receptors to substantial pollutant concentrations. Even with implementation of Mitigation Measures AQ-1 and AQ-2, which require use of emission reduction measures, Tier 3 or higher emission standard equipment, and Level 3 diesel particulate filters during construction of future development projects, construction of those projects could result in an irreversible environmental effect in the Planning Area with regards to air quality emissions.

Demolition and ground-disturbing activities facilitated by the 2045 General Plan could cause a substantial adverse change in the significance of a historical resource. Even with implementation of applicable 2045 General Plan policies and Mitigation Measure CUL-1, damage to or destruction of a known or previously unknown historical resource could occur because of the proposed project. Therefore, the 2045 General Plan could irreversibly impact historical resources in the Planning Area.

5.2.1 Significant Unavoidable Impacts

Section 15126.2(b) of the CEQA Guidelines requires that an EIR describe any significant impacts, including those that can be mitigated but not reduced to less-than-significant levels, as a result of implementation of the project. The following environmental issues were determined to result in potential significant and unavoidable impacts:

- Impact AQ-2: Development facilitated by the 2045 General Plan could generate construction emissions above applicable thresholds of significance.
- Impact AQ-3: Development facilitated by the 2045 General Plan could result in construction activity that could produce toxic air contaminant emissions in proximity to residential receptors.
- Impact CUL-1: Development facilitated by the 2045 General Plan could cause adverse changes to the significance of historical resources.
- Impact NOI-1: Short term Construction noise generated by development facilitated by the 2045 General Plan could exceed applicable City noise standards.
- Impact TRA-2: VMT per capita and per employee with the 2045 General Plan would likely not achieve a reduction of at least 15 percent below the existing regional average.

6 Alternatives

As required by Section 15126.6 of the *CEQA Guidelines*, this Environmental Impact Report (EIR) examines a range of reasonable alternatives to the proposed project that would attain most of the basic project objectives but would avoid or substantially lessen the significant adverse impacts. As discussed in Section 2, *Project Description*, the objectives for the 2045 General Plan are as follows:

- **Support strategic land uses.** Strategically accommodate future growth and change while preserving and enhancing the qualities that make Solvang a desirable place to live and work through strategic land use designations and zoning.
- **Foster a distinct community character.** Maintain Solvang’s urban form and architectural style in order to maintain the city’s distinct community character.
- **Promote economic diversity and sustainability.** Promote a vibrant business mix, supportive workforce development, 21st century communications infrastructure, and regional collaboration to connect Solvang to the broader economy and enhance the fiscal health of the community.
- **Improve mobility.** Improve the mobility of people and goods within and through Solvang while emphasizing improving accessibility for visitors to park and move around Solvang.
- **Provide adequate facilities.** Ensure the provision of adequate public facilities, including water, wastewater, stormwater, solid waste and recycling, emergency response, community health, parks and recreation, education, and medical services.
- **Conserve open space.** Conserve and protect open space to preserve the scenic beauty of Solvang’s natural surroundings.
- **Ensure public safety.** Provide a safe community through public safety services, resilient infrastructure, public awareness, preparedness, and action plans for both human-caused and natural disasters.
- **Support diverse housing options.** Conserve and improve the quality of existing housing while facilitating the development of a range of housing types, densities, and affordability levels to meet the diverse needs of the community.

Included in this analysis are four alternatives, including the CEQA-required “no project” alternative, that involve changes to the project that may reduce the project-related environmental impacts as identified in this EIR. Alternatives have been developed to provide a reasonable range of options to consider that would help decision makers and the public understand the general implications of revising or eliminating certain components of the proposed project. Alternatives that were considered, but rejected from further analysis, include increasing the density of the High Density Residential land use designation and the Tourist Commercial land use designation. These alternatives are further discussed in Section 6.6, *Alternatives Considered but Rejected*.

The following alternatives are evaluated in this EIR:

- Alternative 1: No Project/No 2045 General Plan
- Alternative 2: No Old Lumberyard Project
- Alternative 3: No Alamo Pintado Project
- Alternative 4: Neither Project Implemented (No Old Lumberyard Project and No Alamo Pintado Project)

Table 6-1 provides a summary comparison of the development characteristics of the 2045 General Plan and each of the alternatives considered. Appendix B provides renderings for the Old Lumberyard Project and the Alamo Pintado Project. Detailed descriptions of the alternatives are included in the impact analysis for each alternative. The potential environmental impacts of each alternative are analyzed in Sections 6.1 through 6.4.

Table 6-1 Comparison of Project Alternatives' Buildout Characteristics

Feature	Proposed Project	Alternative 1: No Project/No 2045 General Plan	Alternative 2: No Old Lumberyard Project	Alternative 3: No Alamo Pintado Project	Alternative 4: Neither Project
2045 Population	7,253	6,300 ¹	7,251	6,997	6,995
2045 Housing Units	3,019	2,700 ¹	3,018	2,912	2,911

¹ Source: SBCAG 2019

6.1 Alternative 1: No Project Alternative

6.1.1 Description

The No Project Alternative involves continued implementation of the City's current General Plan, originally adopted in 1988. The No Project Alternative assumes the 2045 General Plan would not be adopted and therefore future development would be carried out in accordance with the City's existing General Plan policies and land use designations through the horizon year of 2045. Thus, while growth in the region and in the Planning Area would still occur, any new development in Solvang would occur consistent with the existing land use designations and the allowed uses in each designation. Similarly, any new infrastructure would occur as envisioned in the existing General Plan. The Santa Barbara County Association of Governments (SBCAG) has projected Solvang would have a population of approximately 6,300 and a housing stock of approximately 2,700 units in 2045 (SBCAG 2019). The No Project Alternative's build out would occur in accordance with SBCAG's population and housing projections.

In comparison to the 2045 General Plan's anticipated 2045 population of 7,253 and housing stock of 3,019 units, the No Project Alternative would result in 953 fewer additional residents and 319 fewer housing units in Solvang in 2045. As a result, the anticipated growth in Solvang under the No Project Alternative would be less than under 2045 General Plan.

This alternative would not remove the Agriculture Land Use designation, focus on affordable housing, or result in other updates to comply with current State law, or updates to address preservation of natural resources. Under the No Project Alternative, the existing zoning would not provide adequate residential zones and capacity necessary to meet the housing needs identified under the current Regional Housing Needs Allocation (RHNA) 6th Cycle. This could result in inconsistency between the 2045 General Plan and the adopted Housing Element, which was adopted in December 2023. Considering the 2045 General Plan would guide development through 2045, land use decisions made now would impact the City's ability not only to meet the State's current 6th Cycle RHNA, but also future RHNA cycles through 2045.

The proposed 2045 General Plan includes specific new land use policies that will lead to 497 potential new housing units, which allows the ability to plan for RHNA housing cycles out to 2045. Under the No Project Alternative, proposed 2045 General Plan policies would not be implemented.

6.1.2 Impact Analysis

a. Aesthetics

The No Project Alternative would result in reduced buildout potential compared to the 2045 General Plan and therefore would introduce less development with the potential to cause a substantial impact related to aesthetics. Growth envisioned in the 2045 General Plan encourages mixed uses through Solvang, focuses on affordability, and would facilitate development for housing and mixed uses on existing vacant and underutilized parcels. In comparison, the No Project Alternative would continue the currently planned development pattern throughout Solvang. For example, the No Project Alternative would not provide a focus on conserving the existing housing stock and character or improving the commercial and pedestrian environment of Solvang, as well as supporting uses such as commercial, mixed-use, high-density residential, and recreation. Thus, under the No Project Alternative, visibility from and of scenic vistas, the city's visual character, and light and glare conditions would not be changed to the extent anticipated under the 2045 General Plan. In addition, the No Project Alternative would not create substantial changes to the existing pattern of development for Solvang as would the 2045 General Plan, impacting fewer aesthetic resources, and reducing the potential change in visual character. Overall, impacts to aesthetic resources would be reduced under the No Project Alternative when compared to the 2045 General Plan. Aesthetic impacts would remain less than significant, similar to the proposed project.

b. Air Quality

The No Project Alternative would result in reduced buildout potential compared to the 2045 General Plan. Therefore, the No Project Alternative would involve fewer residents compared to the 2045 General Plan. While the proposed project's exceed SBCAG's 2045 Regional Growth Forecast which would require SBCAG to update their growth projections, the No Project Alternative would be consistent with the growth projections in the SBCAG's 2045 Regional Growth Forecast for the City of Solvang. Therefore, growth under the No Project Alternative would not conflict with the 2022 Ozone Plan. Impacts involving conflict with an air quality management plan under the No Project Alternative would be less than significant, compared to the proposed project's less than significant impact with mitigation incorporated.

The No Project Alternative would result in fewer construction emissions, compared to the 2045 General Plan, as there would be less overall development under the No Project Alternative. SBCAPCD does not have quantitative thresholds of significance for plan-level activity that would apply to the 2045 General Plan. Therefore, construction impacts for the 2045 General Plan are discussed qualitatively. As described in Section 4.2, *Air Quality*, there is not sufficient data to allow project-level construction analysis. Therefore, the No Project Alternative, with adherence to SBCAPCD's fugitive dust control measures, may still exceed SBCAPCD's threshold and construction air quality impacts would be significant and unavoidable, similar to the proposed project.

Using methodology described in Section 4.2, *Air Quality*, California Emissions Estimator Model (CalEEMod) was used to estimate approximate emissions during No Project Alternative operations. As shown in Appendix C, the No Project Alternative would result in an approximate six to eighteen percent decrease in ROC, NO_x, CO, PM₁₀, and PM_{2.5} emissions compared to the proposed project as a result of the reduced buildout. Therefore, similar to the 2045 General Plan, the No Project Alternative would not result in a cumulatively conservable net increase of any criteria pollutant for which the project region is in non-attainment, and impacts would be less than significant, similar to the proposed project.

Similar to the 2045 General Plan, the No Project Alternative would potentially expose sensitive receptors to substantial pollutant concentrations in the form of toxic air contaminants (TACs) during construction. Considering the No Project Alternative would involve reduced buildout when compared to the 2045 General Plan, impacts would be lesser than the 2045 General Plan. However, construction impacts from TAC emissions would likely be significant and unavoidable, similar to the proposed project. The buildout of the No Project Alternative would not include land uses that would emit substantial amount of operational TAC emissions, and stationary sources would be required to be permitted by SBCPACD. Therefore, the No Project Alternative would not expose sensitive receptors to substantial operational TAC emissions and impacts would be the similar to the 2045 General Plan. Operational impacts would be less than significant, similar to the proposed project.

Similar to the proposed project, construction-related odors would be short-term and temporary, and the No Project Alternative would not result in other emissions that would adversely affect a substantial number of people. Considering the No Project Alternative would involve reduced buildout when compared to the 2045 General Plan, construction-related odor impacts would be lesser than the 2045 General Plan. Odor impacts would be less than significant, similar to the proposed project.

Overall, impacts related to air quality would be reduced under No Project Alternative compared to the 2045 General Plan; however, impacts would remain significant and unavoidable, similar to the proposed project.

c. Biological Resources

The No Project Alternative would result in reduced buildout potential compared to the 2045 General Plan. Therefore, the No Project Alternative would involve less overall new development as compared to the 2045 General Plan. While the existing General Plan includes objectives and policies aimed towards reducing potential impacts to sensitive biological resources from development, several new goals and policies in the proposed 2045 General Plan would minimize, and often avoid, impacts from potential direct and indirect effects to biological resources, such as Policy ENV-3.3, Minimize Impacts of Development. Development under both the No Project Alternative and the 2045 General Plan would be subject to the provisions of federal and State natural resources regulations and their respective permitting processes and would comply with applicable federal and state laws and regulations pertaining to reduce potential impacts to biological resources. Overall, the No Project Alternative would result in reduced impacts to biological resources as compared to the 2045 General Plan because overall development under this alternative is anticipated to be reduced compared to the 2045 General Plan. Additionally, each individual project under the No Project Alternative would be required to implement mitigation to reduce impacts to a less-than-significant level, similar to the 2045 General Plan. Therefore, impacts to biological resources under the No Project Alternative would be less than significant with mitigation incorporated, similar to the proposed project.

d. Cultural Resources

The No Project Alternative would result in reduced buildout potential compared to the 2045 General Plan. Therefore, the No Project Alternative would involve less overall new development as compared to the 2045 General Plan. The goals, policies, and actions in the 2045 General Plan that would protect archaeological and historic resources would not be implemented under the No Project Alternative. Although 2045 General Plan updated goals and policies would not be implemented, existing regulations would still be in effect. Development under both the No Project

Alternative and the 2045 General Plan would be required to comply with federal and State regulations as well as the City's Municipal Code, which would require identification, evaluation, and protection of historic resources throughout the City. Overall, the No Project Alternative would result in reduced impacts to archaeological and historic resources compared to the 2045 General Plan because development under this alternative is anticipated to be reduced compared to the 2045 General Plan. Additionally, each individual project under the No Project Alternative would be required to implement mitigation to reduce impacts to a less-than-significant level, similar to the 2045 General Plan. Therefore, impacts to cultural resources under the No Project Alternative would be less than significant with mitigation incorporated, similar to the proposed project.

e. Energy

Overall energy usage would be reduced under the No Project Alternative as compared to the 2045 General Plan because less overall new development would be constructed. Due to the overall reduction in development, the No Project Alternative would result in a reduction in energy usage during construction and operation of new development in Solvang. The No Project Alternative would retain the existing General Plan, and thus would not implement 2045 General Plan updated goals and policies that would reduce inefficient, wasteful, and unnecessary energy consumption during construction and operation of development; encourage infill and compact mixed-use development; encourage multimodal transportation to reduce overall energy consumption and result in greater energy efficiency; promote a reduction in VMT through support of alternative transportation; prioritize upgrades to bicycle facilities, sidewalks, and other amenities for alternative modes of transportation; and, promote greater energy efficiency in municipal and community operations and development. Although 2045 General Plan updated goals and policies would not be implemented, existing regulations, such as the California Energy Code and Building Code, would still be in effect. Development under both the No Project Alternative and the 2045 General Plan would be required to comply with federal and State regulations as well as the City's Municipal Code. Overall, impacts related to energy consumption under the No Project Alternative would be slightly lower than the 2045 General Plan due to the reduction in overall development. Energy impacts would remain less than significant, similar to the proposed project.

f. Geology and Soils

The No Project Alternative would result in reduced buildout potential compared to the 2045 General Plan. Reduced construction activities under the No Project Alternative would include a reduction in stockpiling, grading, excavation, paving and other earth-disturbing activities that could result in loose and disturbed soils in Solvang, decreasing the potential for erosion, loss of topsoil, and disturbance to paleontological resources. However, implementation of the 2045 General Plan would, in some cases, replace older buildings that are subject to seismic damage with newer structures built to current seismic standards that could better withstand the adverse effects of strong ground shaking. Both the No Project Alternative and the 2045 General Plan would be required to comply with requirements outlined by the California Building Code and the Solvang Municipal Code and would require compliance with existing State and federal regulatory requirements to avoid and minimize geology and soil hazards associated with new development, which would reduce potential impacts to a less-than-significant level.

Because the No Project Alternative would result in reduced buildout potential, it would result in less ground disturbance. Therefore, the No Project Alternative would result in fewer potential impacts to paleontological resources than the 2045 General Plan. Similar to the 2045 General Plan, mitigation

may be applied to individual projects that require CEQA review to identify and reduce impacts to paleontological resources. Impacts would be less than significant, similar to the proposed project.

g. Greenhouse Gas Emissions

The No Project Alternative would result in reduced buildout potential compared to the 2045 General Plan. Therefore, when compared to the 2045 General Plan, the No Project Alternative would generate fewer temporary greenhouse gas (GHG) emissions during construction and long-term increases in GHG emissions associated with operation. As discussed in Section 4.7, *Greenhouse Gas Emissions*, there is no quantitative threshold to assess the impacts of a plan-level documentation such as the 2045 General Plan. Therefore, GHG impacts associated with the implementation of the 2045 General Plan and alternatives are discussed qualitatively by comparing to statewide emission reduction targets established in the California Air Resources Board's (CARB's) 2022 Scoping Plan and SBCAG 2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Although the No Project Alternative would result in reduced buildout potential compared to the 2045 General Plan, the No Project Alternative would not implement new policies to reduce GHG emissions, such as prioritizing GHG reduction in development (Policy ENV-10.5) and renewable energy for homes (Policy ENV-13.2). Therefore, the No Project Alternative would be inconsistent with the 2022 Scoping Plan goal to achieve carbon neutrality by excluding strategies that would reduce fossil fuel use and building decarbonization. In addition, new policies from the 2045 General Plan Mobility Element, such as complete streets (Policy MOB-4.1) and Regional Transit Network (Policy MOB-6.2) would not be implemented in the No Project Alternative; therefore, the No Project Alternative would not be consistent with SBCAG 2050 RTP/SCS. Thus, the No Project Alternative impacts would be significant and unavoidable, which would be a greater level of impact than the proposed project's less than significant impact.

h. Hazards and Hazardous Materials

Full buildout of both the No Project Alternative and the 2045 General Plan would facilitate an increase in development in Solvang, which could involve the routine use, storage, and disposal of hazardous materials. Additional development in Solvang could also increase the transport of hazardous materials along the transportation corridors within the City. Therefore, the additional development that would occur under both the No Project Alternative and the 2045 General Plan could result in an increased risk of accidental release of hazardous materials on a transportation route and exposure of hazardous materials to existing development within Solvang. However, the No Project Alternative would result in reduced buildout potential compared to the 2045 General Plan. Additionally, the 2045 General Plan would increase mixed-use development in Solvang, which could result in new residential units adjacent to commercial land uses. Therefore, impacts related to hazards and hazardous materials would be reduced under the No Project Alternative as compared to the 2045 General Plan. Both the No Project Alternative and the 2045 General Plan would be required to comply with the regulations, standards, and guidelines established by the United States Environmental Protection Agency, the State of California, Santa Barbara County, and the City of Solvang related to storage, use, and disposal of hazardous materials. Under both the No Project Alternative and the 2045 General Plan, compliance with all applicable federal and State laws related to the storage of hazardous materials would maximize containment (through safe handling and storage practices described above), provide for prompt and effective cleanup if an accidental release occurs, and minimize risks from routine use, transport, handling, storage, disposal, and release of hazardous materials. Overall, the No Project Alternative would result in reduced potential impacts related to hazards and hazardous materials compared to the 2045 General Plan. Impacts

related to hazards and hazardous materials under the No Project Alternative would remain less than significant, similar to the 2045 General Plan.

i. Hydrology and Water Quality

Full buildout of both the No Project Alternative and the 2045 General Plan would facilitate an increase in development in Solvang, which could result in long-term alterations of existing drainage patterns, such as changes in ground surface permeability, and increased soil erosion due to new paving, earth-moving activities, and changes in topography that would result from excavation, cut and fill activities, and grading. However, the No Project Alternative would result in reduced buildout potential compared to the 2045 General Plan. Therefore, implementation of the No Project Alternative would involve a reduced amount of construction as compared to the 2045 General Plan. As a result, impacts related to hydrology and water quality would be reduced under the No Project Alternative as compared to the proposed project, as the No Project Alternative would involve less ground disturbance and less addition of impervious surfaces. Under both the No Project Alternative and the 2045 General Plan, individual construction activities that disturb one or more acres would be subject to the requirements of the General Construction Permit, including the development and implementation of a Stormwater Pollution Prevention Plan (SWPPP) that describes the erosion and sediment control Best Management Practices (BMPs), good housekeeping BMPs, runoff water quality monitoring, BMP inspections, means of waste disposal, maintenance responsibilities, and non-storm water management controls to be implemented during construction. The No Project Alternative would also require compliance with existing local, State, and federal regulatory requirements and policies, including the Solvang Municipal Code, which would reduce potential impacts related to hydrology and water quality during construction and operation through implementation of water quality BMPs, similar to the 2045 General Plan. Overall, the No Project Alternative would result in reduced potential impacts to hydrology and water quality compared to the 2045 General Plan. Impacts related to hydrology and water quality under this alternative would remain less than significant, similar to the 2045 General Plan.

j. Land Use and Planning

Development facilitated by the No Project Alternative would be guided by the existing General Plan, which is the basis for SBCAG's growth projections, and new or updated policies included in the 2045 General Plan, such as those that would promote mixed-use design and complete streets that would increase connectivity throughout Solvang, would not be implemented. Under the 2045 General Plan, connectivity would be provided through equitable access for residents, employees, and tourists to address daily needs, strategic land use planning for new development and redevelopment, and reduction in conflict between land uses. Therefore, the No Project Alternative would have greater impacts related to long-term land use and planning compared to the 2045 General Plan, although impacts would remain less than significant, similar to the 2045 General Plan.

k. Noise

Buildout under the No Project Alternative would result in reduced development compared to the 2045 General Plan. Therefore, less construction and associated construction noise and vibration would occur from the No Project Alternative, compared to the 2045 General Plan. Similar to the 2045 General Plan, construction noise under the No Project Alternative could temporarily increase noise levels, potentially affecting nearby noise-sensitive land uses and leading to a significant and unavoidable impact. Similar to the 2045 General Plan, mitigation may be applied to individual

projects that require CEQA review to implement construction noise reduction measures. However, while construction noise impacts would be less than the proposed project, construction noise could still exceed the significance thresholds and like the proposed project, impacts would be significant and unavoidable.

Noise generated by on-site stationary equipment for new development would be subject to the City's noise limits, like the proposed project. Adherence to Solvang Municipal Code noise limits for heating, ventilation, and air conditioning (HVAC) units and other stationary noise sources associated with future development would ensure that operational stationary noise under the No Project Alternative is less than significant. However, the No Project Alternative would not include 2045 General Plan proposed policies designed to reduce operational noise impacts such as proposed SAF-11.3, which includes requirements for considering noise in land use compatibility.

- **SAF-11.3: Sensitive Areas.** The City shall ensure acceptable noise levels are maintained near schools, hospitals and other noise sensitive areas through proper land use decisions and site plan review.

The No Project Alternative would slightly reduce operational noise sources since the No Project Alternative would have reduced buildout potential. Similar to the 2045 General Plan, mitigation may be applied to individual projects that require CEQA review to implement operational noise reduction measures. Therefore, operational noise impacts would be less than the proposed project, but operational noise could still exceed the significance thresholds and like the proposed project, impacts would be significant and unavoidable.

Implementation of the No Project Alternative would result in buildout, which would generate new vehicle trips that could incrementally increase the exposure of land uses along roadways to traffic noise. Estimated traffic noise levels under the No Project Alternative are included in Appendix G. Considering the No Project Alternative would result in reduced buildout when compared to the 2045 General Plan, and thus fewer new vehicle trips, the No Project Alternative would have lesser impacts than the 2045 General Plan. Overall, the No Project Alternative would have a less than significant traffic noise impact, similar to the proposed project.

Development facilitated under the No Project Alternative could temporarily generate groundborne vibration during construction, potentially affecting nearby land uses. Similar to the 2045 General Plan, mitigation may be applied to individual projects that require CEQA review to prepare a construction vibration control plan. However, the No Project Alternative would not include 2045 General Plan proposed policies designed to reduce groundborne vibration noise impacts such as proposed Policies SAF-11.4, which includes requirements for considering vibration impacts during construction activity.

- **SAF-11.4: Vibration Impacts.** For projects involving the use of major vibration generating equipment (e.g. pile drivers, vibratory rollers) that could generate groundborne vibration levels in excess of 0.2 in/sec PPV, the City may require a project-specific vibration impact assessment to analyze potential groundborne vibrational impacts and may require measures to reduce ground vibration levels.

Operation of future development under the No Project Alternative would not involve substantial vibration or groundborne noise. Therefore, impacts would be similar to the 2045 General Plan. Overall, impacts involving groundborne vibration and noise would be less than significant, similar to the proposed project.

The Planning Area is not in a 65 CNEL or higher noise contour of any nearby airport and continued regulation of airport noise consistent with State and federal regulations would minimize disturbance to people residing or working within proximity of the Santa Ynez Airport. Similar to the 2045 General Plan there would be no impact.

The No Project Alternative would not have the benefits associated with implementing the updated policies in the 2045 General Plan. However, when considering the reduced buildout and consequent reduction in construction and operational noise, impacts under the No Project Alternative would be lesser than the 2045 General Plan.

l. Population and Housing

Growth facilitated by the No Project Alternative is anticipated to be less than the 2045 General Plan, consistent with SBCAG's 2045 growth projections for Solvang. Growth would be guided by the policies in the existing General Plan rather than the 2045 General Plan. Because the No Project Alternative's anticipated growth is consistent with SBCAG projections, the No Project Alternative would not result in substantial unplanned population growth, and the No Project Alternative would have fewer impacts on population and housing than the 2045 General Plan. These impacts would be less than significant, similar to the proposed project.

m. Public Services and Recreation

The No Project Alternative would have a reduced buildout potential compared to the 2045 General Plan. Consequently, the increase in demand for public services under the No Project Alternative would be less than the 2045 General Plan due to the smaller increase in population growth. Both the No Project Alternative and growth under the 2045 General Plan are subject to policies that would ensure that public services continue to be provided to the city commensurate with population growth and need. Similar to the 2045 General Plan, buildout of the No Project Alternative would occur in areas served by existing public service facilities and, rather than requiring new facilities, would instead be expected to require the expansion of personnel or improvements to existing facilities, if needed to serve future development. Similar to the 2045 General Plan, the No Project Alternative would not include specific development proposals for parks and recreational facilities. Due to the No Project Alternative's reduced buildout, the No Project Alternative would result in fewer impacts related to the construction of public service and recreational facilities, and these impacts would be less than significant, similar to the proposed project.

n. Transportation

The No Project Alternative would have a reduced buildout potential compared to the 2045 General Plan and therefore would generate less vehicle trips; however, the No Project Alternative would not implement the 2045 General Plan policies and implementation actions to reduce VMT. Unlike the 2045 General Plan, the No Project Alternative would not place an emphasis on mixed-use and infill development in Solvang. Without policies to guide mixed-use and infill development, it is anticipated that regional VMT would increase as residents and employees commute at longer distances. Based on the *Traffic Analysis Data Memorandum* prepared by DKS Associates in December 2023 (Appendix G), the No Project Alternative would result in a VMT per capita of 22.49 and a VMT per employee of 22.14. These VMT values are greater than the VMT per capita and VMT per employee of Solvang with implementation of the 2045 General Plan, which would be 22.18 and 21.52, respectively. Therefore, the No Project Alternative would have greater impacts on

transportation, including VMT, and these impacts would remain significant and unavoidable, similar to the proposed project.

o. Tribal Cultural Resources

Development under both the No Project Alternative and the 2045 General Plan would be subject to laws and regulations requiring Native American consultation and protection of tribal cultural resources. Overall, the No Project Alternative would result in reduced impacts to tribal cultural resources compared to the 2045 General Plan because development under this alternative is anticipated to be reduced compared to the 2045 General Plan. Additionally, each individual project under the No Project Alternative would be required to implement mitigation to reduce impacts to a less-than-significant level, similar to the 2045 General Plan. Therefore, impacts to tribal cultural resources under the No Project Alternative would be less than significant with mitigation incorporated, similar to the proposed project.

p. Utilities and Service Systems

As discussed in Section 4.16, *Utilities and Service Systems*, the 2045 General Plan's potential impacts related to the provision of utilities and service systems would be less than significant. The No Project Alternative would generate less demand for utilities and service systems than the 2045 General Plan due to the No Project Alternative's reduced buildout potential. In addition, the No Project Alternative would facilitate a decrease in anticipated population growth compared to the 2045 General Plan. As a result, the No Project Alternative would result in a reduced demand for water, wastewater treatment capacity, and other utilities. Overall, impacts to utilities and service systems would be reduced in comparison to the 2045 General Plan. Impacts to utilities and service systems would remain less than significant, similar to the proposed project.

q. Wildfire

The No Project Alternative would result in reduced buildout potential compared to the 2045 General Plan. However, the No Project Alternative would not implement the 2045 General Plan's goals and policies, which include additional fire-safety requirements designed to minimize wildfire risks, achieve wildfire resilience, and adequately prepare for wildfire response in Solvang, such as implementation of Policy SAF-5.5, Fire Safety Improvements. Although 2045 General Plan updated goals and policies would not be implemented, existing regulations, such as the California Fire Code and Building Code, would still be in effect. Development under both the No Project Alternative and the 2045 General Plan would be required to comply with federal and State regulations as well as the City's Municipal Code. As a result, the No Project Alternative would have a greater impact related to wildfire than the 2045 General Plan, and these impacts would be significant and unavoidable, in contrast to the proposed project's less-than-significant impact.

6.2 Alternative 2: No Old Lumberyard Project

6.2.1 Description

Alternative 2, No Old Lumberyard Project, involves implementation of the 2045 General Plan and exclusion of the Old Lumberyard site as an area of potential growth. As described in Section 2, *Project Description*, Subsection 2.6.1, *Land Use Allowance*, the proposed Old Lumberyard Project is a mixed-use development on an approximately 2.5-acre site located at 1783 and 1793 Mission Drive

and 533 Pine Street in Solvang. The existing zoning for the Old Lumberyard Project site is Design Residential (DR-20), which allows for 20 units per acre, for a total potential of 50 residential units. Although the Old Lumberyard Project would not be included under Alternative 2, this would not preclude development from occurring on the site in the future.

As part of the Old Lumberyard Project, three existing parcels would be merged into one lot. The Old Lumberyard Project includes demolition of the existing uses on site, including the Solvang Mill and Lumberyard building and several accessory structures. The existing single-family home at 1793 Mission Drive would not be demolished, but instead would be relocated to a different location. The six proposed hotel buildings on the site would include a total of 50 guest rooms. One, three-story, multiple-family residential building would be constructed along Maple Avenue and would include 51 micro-studio apartments. The Old Lumberyard Project would include amenities, a courtyard, a trash enclosure, and 107 parking spaces, and the project site would have a land use designation of Tourist Commercial.

Under Alternative 2, the proposed Old Lumberyard Project would not be implemented, and the zoning and General Plan designations would not change from the existing designations. However, housing could still be built on the Old Lumberyard Project site, for a total of 50 units and 120 new residents. Therefore, in comparison to the 2045 General Plan's anticipated 2045 population of 7,253 and housing stock of 3,019 units, and assuming the Old Lumberyard site would be developed under existing conditions, Alternative 2 would result in 2 fewer residents and 1 fewer housing unit in Solvang in 2045. As a result, the anticipated growth in Solvang would be less than the 2045 General Plan. Furthermore, Alternative 2 would not fulfill the Project Objectives of supporting strategic land uses and diverse housing options.

6.2.2 Impact Analysis

a. Aesthetics

Alternative 2 would result in reduced buildout potential compared to the 2045 General Plan and therefore would introduce less development with the potential to cause a substantial impact related to aesthetics, specifically through the exclusion of the proposed multi-story hotel buildings and residential apartments on the Old Lumberyard site. The Old Lumberyard site is currently developed with single-story buildings, and the addition of multi-story hotel buildings and residential apartments, as proposed in the 2045 General Plan, may detract from northward scenic views experienced by travelers on SR 246. Under Alternative 2, these buildings would not be constructed, and the existing views would be preserved. Although the Old Lumberyard Project would not be included under Alternative 2, this would not preclude development from occurring on the site in the future. Both the 2045 General Plan and Alternative 2 would include policies that could facilitate the enhancement of visual gateways, preserve hillsides and scenic views, expand the network of parks and trails, and maintain Solvang's urban form and architectural style to preserve the city's distinct community character. Therefore, Alternative 2 would have fewer impacts than the 2045 General Plan, and this alternative's impact on aesthetics would be less than significant, similar to the proposed project.

b. Air Quality

Alternative 2 would result in reduced residential buildout potential compared to the 2045 General Plan. Alternative 2 would not include the Old Lumberyard development project, which would include 50 hotel rooms, 51 micro-apartment units, and 107 parking spaces; therefore, growth under

Alternative 2 would be less than under the 2045 General Plan. Alternative 2 would not conflict with or obstruct implementation of the 2022 Ozone Plan since the 2045 General Plan is designed for planned and orderly growth, as mandated by the State, and SBCAG would update their growth projections to be consistent with the 2045 General Plan during the next planning cycle. In addition, similar to the proposed project, Alternative 2 would implement Mitigation Measure AQ-1, SBCAPCD's fugitive dust control measures; therefore, growth from the Alternative 2 would not conflict with the 2022 Ozone Plan and impacts would be less than significant with mitigation, similar to the proposed project.

SBCAPCD does not have quantitative thresholds of significance for plan-level activity that would apply to the 2045 General Plan. Therefore, construction impacts for the 2045 General Plan are discussed qualitatively. As described in 4.2, *Air Quality*, there is not sufficient data to allow project-level construction analysis. Therefore, Alternative 2, with adherence to SBCAPCD fugitive dust control measures, may still exceed SBCAPCD's threshold and impacts would be significant and unavoidable. Although, due to the reduced buildout potential, Alternative 2 would result in a minor emissions reduction compared to the 2045 General Plan. Using methodology described in Section 4.2, *Air Quality*, CalEEMod was used to estimate approximate emissions during Alternative 2 operations. As shown in Appendix C, Alternative 2 would result in an approximate two percent decrease in ROC, NO_x, CO, PM₁₀, and PM_{2.5} emissions compared to the proposed project because of a reduction of area and energy consumption, due to a reduced residential buildout. Therefore, similar to the 2045 General Plan, Alternative 2 would not result in a cumulatively conservable net increase of any criteria pollutant for which the project region is in non-attainment, and impacts would be less than significant, similar to the proposed project.

Similar to the 2045 General Plan, Alternative 2 would potentially expose sensitive receptors to substantial pollutant concentrations in the form of TACs during construction. Mitigation Measure AQ-2 would still be required under Alternative 2 and DPM and TAC emissions would be substantially reduced at sensitive receptors. However, Tier 3 or higher engine tiers or Level 3 diesel particulate filters cannot be guaranteed to be commercially available. Therefore, impacts are conservatively assessed as significant and unavoidable. Although, due to the reduced buildout potential, Alternative 2 would result in a minor TAC emission reduction, specifically near single-family residences that are north and east of the Old Lumberyard site, compared to the 2045 General Plan. The buildout of Alternative 2 would not include land uses that would emit substantial amount of operational TAC emissions, and stationary sources would be required to be permitted by SBCAPCD. Therefore, the Alternative 2 would not expose sensitive receptors to substantial operational TAC emissions. As with the 2045 General Plan, construction-related odors would be short-term and temporary, and the Alternative 2 would not result in other emissions that would adversely affect a substantial number of people.

Overall, impacts related to air quality would be reduced under Alternative 2 compared to the 2045 General Plan; however, impacts would remain significant and unavoidable, similar to the proposed project.

c. Biological Resources

Alternative 2 would result in reduced buildout potential compared to the 2045 General Plan, and would implement policies to enhance the protection of biological resources, such as development review (Policy ENV-3.3) and creek protection (Policy ENV-3.5). Similar to the 2045 General Plan, Alternative 2 would implement Mitigation Measure BIO-1, which requires pre-construction nesting bird surveys and subsequent implementation of avoidance and minimization measures. Therefore,

Alternative 2 would have similar impacts as the 2045 General Plan, and this alternative's impact on biological resources would be less than significant with mitigation, similar to the proposed project.

d. Cultural Resources

Alternative 2 would result in reduced buildout potential compared to the 2045 General Plan. Nonetheless, Alternative 2 would have similar potential as the proposed project to affect historical resources substantially and adversely since this alternative could still facilitate development on parcels containing historic structures. Similar to the 2045 General Plan, Alternative 2 would implement policies to protect historical and culturally significant resources and would implement Mitigation Measure CUL-1 to identify historic-age features that an individual development would alter or demolish. Therefore, Alternative 2 would have similar impacts as the 2045 General Plan, and this alternative's impact on historical resources would be less than significant with mitigation, similar to the proposed project.

As Alternative 2 would result in reduced buildout potential, this alternative would therefore have less potential to disturb subsurface archaeological resources, as development and ground-disturbing activities would not occur on the Old Lumberyard site. Similar to the 2045 General Plan, Alternative 2 would implement Mitigation Measures CUL-2 through CUL-4 and would require archaeological resources assessments, archaeological resources monitoring, or implementation of unanticipated discovery procedures for development involving ground-disturbing activities. Therefore, Alternative 2 would have fewer impacts than the 2045 General Plan, and this alternative's impact on archaeological resources would be less than significant with mitigation, similar to the proposed project.

e. Energy

Overall energy usage would be reduced under Alternative 2 as compared to the 2045 General Plan because less overall new development would be constructed. Due to the overall reduction in development, Alternative 2 would result in a reduction in energy usage during construction and operation of new development in Solvang. Additionally, Alternative 2 would implement 2045 General Plan goals and policies that would reduce inefficient, wasteful, and unnecessary energy consumption during construction and operation of development; encourage infill and compact mixed-use development; encourage multimodal transportation to reduce overall energy consumption and result in greater energy efficiency; promote a reduction in VMT through support of alternative transportation; prioritize upgrades to bicycle facilities, sidewalks, and other amenities for alternative modes of transportation; and, promote greater energy efficiency in municipal and community operations and development. Overall, impacts related to energy consumption under Alternative 2 would be lower than the 2045 General Plan due to the reduction in overall development and decrease in energy consumption related to reduced VMT. Energy impacts would remain less than significant, similar to the proposed project.

f. Geology and Soils

Alternative 2 would result in reduced buildout potential compared to the 2045 General Plan. Reduced construction activities under Alternative 2 would include a reduction in stockpiling, grading, excavation, paving and other earth-disturbing activities that could result in loose and disturbed soils in Solvang, decreasing the potential for erosion, loss of topsoil, and disturbance to paleontological resources. Similar to the 2045 General Plan, implementation of Alternative 2 would, in some cases, replace older buildings that are subject to seismic damage with newer structures

built to current seismic standards that could better withstand the adverse effects of strong ground shaking. Additionally, Alternative 2 would implement 2045 General Plan goals and policies that would further reduce the potential for loss, injury, or death from seismic hazards by prohibiting development in areas of landslide risk or liquefaction without site-specific analysis, or minimize risks associated with potential fault rupture, seismic shaking, and other geologic hazards in the City. Both Alternative 2 and the 2045 General Plan would be required to comply with requirements outlined by the California Building Code and the Solvang Municipal Code, and would require compliance with existing state and federal regulatory requirements to avoid and minimize geology and soil hazards associated with new development, which would reduce potential impacts. Overall, as Alternative 2 would involve reduced buildout potential, and less construction, grading, and stockpiling that may affect erosion or loss of topsoil, this alternative would have fewer impacts to geology and soils than the proposed project.

Similar to the 2045 General Plan, Alternative 2 would implement Mitigation Measure GEO-1, related to protection of paleontological resources. However, Alternative 2 would not develop the Old Lumberyard site to the extent as the proposed project, and would thus involve fewer ground-disturbing activities that may impact subsurface paleontological resources. Therefore, Alternative 2 would have fewer impacts than the 2045 General Plan, and this alternative's impact on geology and soils, including paleontological resources, would be less than significant with mitigation, similar to the proposed project.

g. Greenhouse Gas Emissions

Similar to the 2045 General Plan, Alternative 2 would generate temporary GHG emissions during construction and long-term increases in GHG emissions associated with operation. As discussed in Section 4.7, *Greenhouse Gas Emissions*, there is no quantitative threshold to assess the impacts of a plan-level documentation such as the 2045 General Plan. Therefore, GHG impacts associated with the implementation of the 2045 General Plan and alternatives are discussed qualitatively by comparing to statewide emission reduction targets established in CARB's 2022 Scoping Plan and SBCAG 2050 RTP/SCS. Alternative 2 would result in reduced buildout potential compared to the 2045 General Plan and would implement policies to reduce GHG emissions, such as electric vehicle infrastructure (Policy ENV-9.4), prioritize GHG reduction in development (Policy ENV-10.5), and renewable energy for homes (Policy ENV-13.2). Therefore, development facilitated by the Alternative 2 would be consistent with the 2022 Scoping Plan to reduce fossil fuel use and building carbonization. In addition, Alternative 2 would implement policies from the Mobility Element, such as Bicycle Master Plan (Policy-MOB 2.1), complete streets (Policy MOB-4.1), TDM (Policy MOB-5.2), and Regional Transit Network (Policy MOB-6.2) which would be consistent with SBCAG 2050 RTP/SCS. Therefore, Alternative 2 impacts would be less than significant, similar to the proposed project. In addition, Alternative 2 would emit less GHG during construction and operational activity, due to less overall buildout compared to the 2045 General Plan.

h. Hazards and Hazardous Materials

Full buildout of both Alternative 2 and the 2045 General Plan would facilitate an increase in development in Solvang, which could involve the routine use, storage, and disposal of hazardous materials. Additional development in Solvang could also increase the transport of hazardous materials along the transportation corridors within the City. Therefore, the additional development that would occur under both Alternative 2 and the 2045 General Plan could result in an increased risk of accidental release of hazardous materials on a transportation route and exposure of

hazardous materials to existing development within Solvang. However, Alternative 2 would result in reduced buildout potential compared to the 2045 General Plan. Alternative 2 would not result in the demolition of structures on the Old Lumberyard site, and would thus result in less potential for demolition-related hazards and hazardous materials. Therefore, impacts related to hazards and hazardous materials would be reduced under Alternative 2 as compared to the 2045 General Plan. Overall impacts would remain less than significant.

Both Alternative 2 and the 2045 General Plan would increase mixed-use development in Solvang, which could result in new residential units adjacent to existing commercial and industrial land uses. Alternative 2 would implement 2045 General Plan goals and policies developed to minimize impacts related to the use, storage, transport, and release of hazardous materials in the City. Both Alternative 2 and the 2045 General Plan would be required to comply with the regulations, standards, and guidelines established by the United States Environmental Protection Agency, the State of California, Santa Barbara County, and the City of Solvang related to storage, use, and disposal of hazardous materials. Under both Alternative 2 and the 2045 General Plan, compliance with all applicable federal and State laws related to the storage of hazardous materials would maximize containment (through safe handling and storage practices described above), provide for prompt and effective cleanup if an accidental release occurs, and minimize risks from routine use, transport, handling, storage, disposal, and release of hazardous materials. Overall, as Alternative 2 would result in less buildout than the 2045 General Plan, Alternative 2 would result in reduced potential impacts related to hazards and hazardous materials compared to the 2045 General Plan. Impacts related to hazards and hazardous materials under Alternative 2 would remain less than significant, similar to the proposed project.

i. Hydrology and Water Quality

Full buildout of both Alternative 2 and the 2045 General Plan would facilitate an increase in development in Solvang, which could result in long-term alterations of existing drainage patterns, such as changes in ground surface permeability, and increased soil erosion due to new paving, earth-moving activities, and changes in topography that would result from excavation, cut and fill activities, and grading. Alternative 2 would result in reduced buildout potential compared to the 2045 General Plan. Therefore, implementation of Alternative 2 would involve a reduced amount of construction as compared to the 2045 General Plan. As a result, impacts related to hydrology and water quality would be reduced under Alternative 2 as compared to the 2045 General Plan. Additionally, Alternative 2 would implement 2045 General Plan goals and policies that would reduce the potential for water quality degradation during construction activities; reduce the potential for hydrology and water quality impacts during operation of new development or redevelopment; reduce discharge of additional stormwater runoff and associated pollutants from new development and redevelopment; and reduce the risk of pollutant release in areas of flood hazard. Under both Alternative 2 and the 2045 General Plan, individual construction activities that disturb one or more acres would be subject to the requirements of the General Construction Permit, including the development and implementation of a Stormwater Pollution Prevention Plan (SWPPP) that describes the erosion and sediment control Best Management Practices (BMPs), good housekeeping BMPs, runoff water quality monitoring, BMP inspections, means of waste disposal, maintenance responsibilities, and non-storm water management controls to be implemented during construction and operation. Alternative 2 would also require compliance with existing local, state, and federal regulatory requirements and policies, including the Solvang Municipal Code, which would reduce potential impacts related to hydrology and water quality, similar to the 2045 General Plan. Overall, Alternative 2 would result in reduced potential impacts to hydrology and water quality compared to

the 2045 General Plan. Impacts related to hydrology and water quality under this alternative would remain less than significant, similar to the proposed project.

j. Land Use and Planning

Development facilitated by Alternative 2 would be guided by the updated policies of the 2045 General Plan, which would provide a framework for the orderly development of Solvang. Similar to the 2045 General Plan, Alternative 2's policies would exceed SBCAG's growth projections, but would assist in meeting the housing needs of Solvang. Therefore, Alternative 2's impacts on land use and planning would be similar to the 2045 General Plan, and these impacts would remain less than significant, similar to the proposed project.

k. Noise

Buildout under Alternative 2 would result in reduced development compared to the 2045 General Plan. Therefore, less construction and associated construction noise and vibration would occur from Alternative 2, compared to the 2045 General Plan, as construction-related noise would not occur in the vicinity of single-family residences that surround the Old Lumberyard site. Like the 2045 General Plan, construction noise under Alternative 2 could temporarily increase noise levels, potentially affecting nearby noise-sensitive land uses and leading to a significant and unavoidable impact. Alternative 2 would implement Mitigation Measure NOI-1 (Include And Implement Construction Noise Reduction Measures), which would reduce construction noise. Although Alternative 2 would entail less construction than the 2045 General Plan, and would thus have fewer impacts to noise than the 2045 General Plan, construction noise could still exceed the significance thresholds and impacts would be significant and unavoidable, similar to the proposed project.

Noise generated by on-site stationary equipment for new development would be subject to the City's noise limits, like the 2045 General Plan. Under Alternative 2, the Old Lumberyard site would not be developed with a hotel land use, and thus, would not result in the potential for on-site noise sources from the proposed hotel use to affect residential receptors in the vicinity of the site. Therefore, operational noise impacts under Alternative 2 would be less than the proposed project. Adherence to Solvang Municipal Code noise limits for HVAC units and other stationary noise sources associated with future development would ensure that operational stationary noise under Alternative 2 is less than significant, similar to the proposed project.

Implementation of Alternative 2 would result in buildout, which would generate new vehicle trips that could incrementally increase the exposure of land uses along roadways to traffic noise. Although Alternative 2 would result in reduced overall operational noise, shown in Appendix F, there would still be an increase in noise compared to existing conditions. Similar to the proposed project, Alternative 2 would implement 2045 General Plan policies and actions that would reduce roadway vehicle noise. Under Alternative 2, impacts involving roadway vehicle noise would be less than the 2045 General Plan due to the reduced buildout and population increase, and less than significant, similar to the proposed project.

Development facilitated under Alternative 2 could temporarily generate groundborne vibration during construction, potentially affecting nearby land uses. Mitigation Measure NOI-2 (Adopt and Implement a New General Plan Policy to reduce Construction Vibration) would require implementation of measures to reduce vibration impacts during construction. Operation of future development under Alternative 2 would not involve substantial vibration or groundborne noise. However, Alternative 2 would not result in development of the Old Lumberyard site, and

groundborne vibration during construction on the Old Lumberyard site would not affect residential receptors in the vicinity of the site. Thus, Alternative 2 would ultimately result in fewer impacts involving groundborne vibration than the proposed project. However, overall impacts would be less than significant with mitigation incorporated, similar to the proposed project.

Residents and businesses facilitated by Alternative 2 would not be served by the Santa Ynez Airport. The Planning Area is not in a 65 CNEL or higher noise contour of any nearby airport and continued regulation of airport noise consistent with State and federal regulations would minimize disturbance to people residing or working within proximity of the Santa Ynez Airport. Similar to the 2045 General Plan, there would be no impact. Therefore, impacts would be similar under this alternative as compared to the 2045 General Plan.

Overall, impacts from Alternative 2 would be reduced compared to the 2045 General Plan due to the reduction in buildout.

I. Population and Housing

In comparison to the 2045 General Plan's anticipated 2045 population of 7,253 and housing stock of 3,109 units, Alternative 2 would result in 2 fewer additional residents and 1 fewer housing unit in Solvang in 2045. As a result, the anticipated growth in Solvang would be less than the 2045 General Plan. Additionally, Alternative 2 would not result in full development of the Old Lumberyard site, including the relocation of the existing single-family residence at 1793 Mission Drive. Similar to the 2045 General Plan, growth under Alternative 2 would be guided by the policies in the 2045 General Plan, and such growth would exceed SBCAG's projections. However, this growth would occur in an orderly and controlled manner, such that Alternative 2 would not result in substantial unplanned population growth. As Alternative 2 would result in less growth in Solvang and would not involve the temporary displacement of an existing residence, Alternative 2 would have fewer impacts involving population and housing than the 2045 General Plan. Under Alternative 2, impacts would be less than significant, similar to the proposed project.

m. Public Services and Recreation

Alternative 2 would generate less demand for public services and recreational opportunities compared to the 2045 General Plan due to Alternative 2's reduced buildout potential. Additionally, Alternative 2 would implement policies included in the 2045 General Plan that ensure adequate public services are provided in Solvang. Similar to the 2045 General Plan, buildout of Alternative 2 would occur in areas served by existing public service facilities and, rather than requiring new facilities, would instead be expected to require the expansion of personnel or improvements to existing facilities, if needed to accommodate this future development. Similar to the 2045 General Plan, Alternative 2 would not include specific development proposals for parks and recreational facilities. Due to the Alternative 2's reduced buildout, Alternative 2 would result in fewer impacts related to the construction of public service and recreational facilities, and these impacts would remain less than significant, similar to the proposed project.

n. Transportation

Alternative 2 would have a reduced buildout potential compared to the 2045 General Plan and therefore would generate less overall vehicle trips. However, Alternative 2 would result in reduced density, as the proposed hotel use on the Old Lumberyard site would not be implemented. This reduced density would result in visitors and residents of Solvang traveling greater lengths to reach

destinations, as the Old Lumberyard site is located in close proximity to several commercial areas to which visitors and residents would be expected to travel. Based on the *Traffic Analysis Data Memorandum* prepared by DKS Associates in December 2023 (Appendix G), Alternative 2 would result in a VMT per capita of 22.19 and a VMT per employee of 21.54. These VMT values are greater than the VMT per capita and VMT per employee of Solvang with implementation of the 2045 General Plan, which would be 22.18 and 21.52, respectively. Therefore, Alternative 2 would have greater impacts to transportation, including VMT, and these impacts would be significant and unavoidable, similar to the proposed project.

o. Tribal Cultural Resources

Similar to the 2045 General Plan, development facilitated by Alternative 2 would be subject to the requirements of AB 52. Alternative 2 would implement Mitigation Measures TCR-1 through TCR-5, and thus would ensure project-specific tribal cultural resource identification and consultation, and the appropriate avoidance, minimization, or mitigation. Alternative 2 would not result in full development of the Old Lumberyard site, and thus would involve less ground-disturbing activities that may have the potential to affect subsurface tribal cultural resources. Therefore, Alternative 2 would have fewer impacts than the 2045 General Plan, and this alternative's impact on tribal cultural resources would be less than significant with mitigation, similar to the proposed project.

p. Utilities and Service Systems

Alternative 2 would generate demand for utilities and service systems similar to the 2045 General Plan due to Alternative 2's reduced buildout potential. Additionally, similar to the 2045 General Plan, Alternative 2 would implement 2045 General Plan policies to ensure citywide utility infrastructure supports development. Alternative 2's anticipated growth would exceed SBCAG's growth projections that function as the basis for water providers serving Solvang to project future water demand; however, similar to the 2045 General Plan, implementation of 2045 General Plan policies, which require the City to restrict development until adequate water supplies are available to serve additional development, would reduce impact to water supplies. In addition, development facilitated by Alternative 2 would comply with existing State and local water conservation and water efficiency requirements, including drought resilience measures. As a result, Alternative 2 would not place additional burdens on water purveyors serving the city in comparison to the 2045 General Plan. Therefore, Alternative 2 would have fewer impacts on utilities and service systems. These impacts would be less than significant, similar to the proposed project.

q. Wildfire

Alternative 2 would result in reduced buildout potential compared to the 2045 General Plan. Similar to the 2045 General Plan, Alternative 2 would implement 2045 General Plan policies that provide necessary prevention services to reduce loss and damage due to wildfire. Accordingly, development facilitated by Alternative 2 would meet the 2045 General Plan's additional fire-safety requirements designed to minimize wildfire risks, achieve wildfire resilience, and adequately prepare for wildfire response in Solvang. However, the Old Lumberyard site is located in a moderate Fire Hazard Severity Zone, as identified by the 2045 General Plan. As Alternative 2 would not result in redevelopment of this site with high-density hotel use, Alternative 2 would result in fewer potential impacts involving wildfire when compared to the 2045 General Plan, as less exposure to wildfire hazards would occur. Under Alternative 2, impacts would be less than significant, similar to the proposed project.

6.3 Alternative 3: No Alamo Pintado Project

6.3.1 Description

Alternative 3, No Alamo Pintado Project, involves implementation of the 2045 General Plan and exclusion of the Alamo Pintado site as an area of potential growth. As described in Section 2, *Project Description*, Subsection 2.6.1, *Land Use Allowance*, the proposed Alamo Pintado Project is a multiple-family residential development on an approximately 5.5-acre site located at the northwestern corner of Alamo Pintado and Old Mission Drive. The Alamo Pintado Project site is currently vacant. The Alamo Pintado Project involves construction of three, three-story apartment buildings featuring one- and two-bedroom units. Building A would include 25 units, Building B would include 38 units, and Building C would include 46 units (for a total of 109 units). The project would include amenities, an open space/drainage basin area, trash enclosures, and 143 parking spaces including 24 private garages. The project site is currently zoned Residential, 20,000 square feet (20-R-1), which allows for single-family residential development, and has a General Plan land use designation of Low/Medium Residential (2 dwelling units per acre). The project would involve a zone change to Design Residential 20 (DR-20). Under the proposed General Plan Update, the project site would have a land use designation of High Density Residential. Although the Alamo Pintado Project would not be included under Alternative 3, this would not preclude development from occurring on the site in the future.

Under Alternative 3, the proposed Alamo Pintado Project would not be implemented, and the zoning and General Plan designations would not change from the existing designations. However, housing could still be built on the Alamo Pintado Project site, for a total of 2 units and 5 new residents. Therefore, in comparison to the 2045 General Plan's anticipated 2045 population of 7,253 and housing stock of 3,019 units, Alternative 3 would result in 256 fewer additional residents and 107 fewer housing units in Solvang in 2045. As a result, the anticipated growth in Solvang would be less than the 2045 General Plan. Furthermore, Alternative 3 would not fulfill the Project Objectives of supporting strategic land uses and diverse housing options.

6.3.2 Impact Analysis

a. Aesthetics

Alternative 3 would result in reduced buildout potential compared to the 2045 General Plan and therefore would introduce less development with the potential to cause a substantial impact related to aesthetics, specifically through the exclusion of the proposed multi-story residential buildings on the Alamo Pintado site. The Alamo Pintado site is currently vacant, and the addition of multi-story residential apartments, as proposed in the 2045 General Plan, may detract from westward scenic views of vegetation experienced by travelers on Alamo Pintado Road and northward scenic views of vegetation and mountains experienced by travelers on Old Mission Drive. Under Alternative 3, these buildings would not be constructed, and the existing views would be preserved. Although the Alamo Pintado Project would not be included under Alternative 3, this would not preclude development from occurring on the site in the future. Both the 2045 General Plan and Alternative 3 would include policies that could facilitate the enhancement of visual gateways, preserve hillsides and scenic views, expand the network of parks and trails, and maintain Solvang's urban form and architectural style to preserve the city's distinct community character. Therefore, Alternative 3 would have fewer impacts than the 2045 General Plan, and this alternative's impact on aesthetics would be less than significant, similar to the proposed project.

b. Air Quality

Alternative 3 would result in reduced buildout potential compared to the 2045 General Plan. Alternative 3 would not include the Alamo Pintado development project, which would include 109-apartment units, 119 parking lot spaces, and 24 enclosed parking spaces; therefore, growth under Alternative 3 would be less than under the 2045 General Plan. Alternative 3 would not conflict with or obstruct implementation of the 2022 Ozone Plan since the 2045 General Plan is designed for planned and orderly growth, as mandated by the State, and SBCAG would update their growth projections to be consistent with the 2045 General Plan during the next planning cycle. In addition, similar to the proposed project, Alternative 3 would implement Mitigation Measure AQ-1, SBCAPCD's fugitive dust control measures; therefore, growth from Alternative 3 would not conflict with the 2022 Ozone Plan and impacts would be less than significant with mitigation, similar to the proposed project.

SBCAPCD does not have quantitative thresholds of significance for plan-level activity that would apply to the 2045 General Plan. Therefore, construction impacts for the 2045 General Plan are discussed qualitatively. As described in 4.2, *Air Quality*, there is not sufficient data to allow project-level construction analysis. Therefore, Alternative 3, with adherence to SBCAPCD fugitive dust control measures, may still exceed SBCAPCD's threshold and impacts would be significant and unavoidable. Although, due to the reduced buildout potential, Alternative 3 would result in a minor emissions reduction compared to the 2045 General Plan. Using methodology described in Section 4.2, *Air Quality*, CalEEMod was used to estimate approximate emissions during Alternative 3 operations. As shown in Appendix C, Alternative 3 would result in an approximate one to six percent decrease in ROC, NO_x, CO, PM₁₀, and PM_{2.5} emissions compared to the proposed project because of a reduction of area and energy consumption, due to a reduced residential buildout. Therefore, similar to the 2045 General Plan, Alternative 3 would not result in a cumulatively conservable net increase of any criteria pollutant for which the project region is in non-attainment, and impacts would be less than significant, similar to the proposed project.

Similar to the 2045 General Plan, Alternative 3 would potentially expose sensitive receptors to substantial pollutant concentrations in the form of TACs during construction. Mitigation Measure AQ-2 would still be required under Alternative 3 and DPM and TAC emissions would be substantially reduced at sensitive receptors. However, Tier 3 or higher engine tiers or Level 3 diesel particulate filters cannot be guaranteed to be commercially available. Therefore, impacts are conservatively assessed as significant and unavoidable. Although, due to the reduced buildout potential, Alternative 3 would result in a minor TAC emission reduction, specifically near single-family residences that are north, west, and southwest of the Alamo Pintado site, compared to the 2045 General Plan. The buildout of Alternative 3 would not include land uses that would emit substantial amount of operational TAC emissions, and stationary sources would be required to be permitted by SBCAPCD. Therefore, Alternative 3 would not expose sensitive receptors to substantial operational TAC emissions. As with the proposed project, construction-related odors would be short-term and temporary, and the Alternative 3 would not result in other emissions that would adversely affect a substantial number of people.

Overall, impacts related to air quality would be reduced under Alternative 3 compared to the 2045 General Plan; however, impacts would remain significant and unavoidable, similar to the proposed project.

c. Biological Resources

Alternative 3 would result in reduced buildout potential compared to the 2045 General Plan, and would implement policies to enhance the protection of biological resources, such as development review (Policy ENV-3.3) and creek protection (Policy ENV-3.5). Similar to the 2045 General Plan, Alternative 3 would implement Mitigation Measure BIO-1, which requires pre-construction nesting bird surveys and subsequent implementation of avoidance and minimization measures. The Alamo Pintado site is vacant, are several mature trees on the site, which may provide habitat for nesting birds. Under Alternative 3, this site would not be developed, and the removal of mature trees during development (and subsequent, potential impacts to nesting birds) would not occur. Therefore, Alternative 3 would have fewer impacts than the 2045 General Plan, and this alternative's impact on biological resources would be less than significant with mitigation, similar to the proposed project.

d. Cultural Resources

Alternative 3 would result in reduced buildout potential compared to the 2045 General Plan; however, the Alamo Pintado site is currently vacant and therefore does not contain historical resources. Therefore, both the 2045 General Plan and Alternative 3 would have a similar potential impact on historical resources, as development that could impact pre-existing historical resources would be identical in location. Similar to the 2045 General Plan, Alternative 3 would implement policies to protect historical and culturally significant resources, and would implement Mitigation Measure CUL-1 to identify historic-age features that an individual development would alter or demolish. Therefore, Alternative 3 would have a similar level of impact when compared to the 2045 General Plan, and this alternative's impact on historical resources would be less than significant with mitigation, similar to the proposed project.

As Alternative 3 would result in reduced buildout potential, this alternative would therefore have less potential to disturb subsurface archaeological resources, as development and ground-disturbing activities would not occur on the Alamo Pintado site. Similar to the 2045 General Plan, Alternative 3 would implement Mitigation Measures CUL-2 through CUL-4 and would require archaeological resources assessments, archaeological resources monitoring, or implementation of unanticipated discovery procedures for development involving ground-disturbing activities. Therefore, Alternative 3 would have fewer impacts than the 2045 General Plan, and this alternative's impact on archaeological resources would be less than significant with mitigation, similar to the proposed project.

e. Energy

Overall energy usage would be reduced under Alternative 3 as compared to the 2045 General Plan because less overall new development would be constructed. Due to the overall reduction in development, Alternative 3 would result in a reduction in energy usage during construction and operation of new development in Solvang. Additionally, Alternative 3 would implement 2045 General Plan goals and policies that would reduce inefficient, wasteful, and unnecessary energy consumption during construction and operation of development; encourage infill and compact mixed-use development; encourage multimodal transportation to reduce overall energy consumption and result in greater energy efficiency; promote a reduction in VMT through support of alternative transportation; prioritize upgrades to bicycle facilities, sidewalks, and other amenities for alternative modes of transportation; and, promote greater energy efficiency in municipal and community operations and development. Overall, impacts related to energy consumption under Alternative 3 would be lower than the 2045 General Plan due to the reduction in overall

development and decrease in energy consumption related to reduced VMT. Energy impacts would remain less than significant, similar to the 2045 General Plan.

f. Geology and Soils

Alternative 3 would result in reduced buildout potential compared to the 2045 General Plan. Reduced construction activities under Alternative 3 would include a reduction in stockpiling, grading, excavation, paving and other earth-disturbing activities that could result in loose and disturbed soils in Solvang, decreasing the potential for erosion, loss of topsoil, and disturbance to paleontological resources. Similar to the 2045 General Plan, implementation of Alternative 3 would, in some cases, replace older buildings that are subject to seismic damage with newer structures built to current seismic standards that could better withstand the adverse effects of strong ground shaking. Additionally, Alternative 3 would implement 2045 General Plan goals and policies that would further reduce the potential for loss, injury, or death from seismic hazards by prohibiting development in areas of landslide risk or liquefaction without site-specific analysis, or minimize risks associated with potential fault rupture, seismic shaking, and other geologic hazards in the City. Both Alternative 3 and the 2045 General Plan would be required to comply with requirements outlined by the California Building Code and the Solvang Municipal Code, and would require compliance with existing state and federal regulatory requirements to avoid and minimize geology and soil hazards associated with new development, which would reduce potential impacts. Overall, as Alternative 3 would involve reduced buildout potential, and less construction, grading, and stockpiling that may affect erosion or loss of topsoil, this alternative would have fewer impacts to geology and soils than the proposed project.

Similar to the 2045 General Plan, Alternative 3 would implement Mitigation Measure GEO-1, related to protection of paleontological resources. However, Alternative 3 would not develop the Alamo Pintado site, and would thus involve fewer ground-disturbing activities that may impact subsurface paleontological resources. Therefore, Alternative 3 would have fewer impacts than the 2045 General Plan, and this alternative's impact on geology and soils, including paleontological resources, would be less than significant with mitigation, similar to the proposed project.

g. Greenhouse Gas Emissions

Similar to the 2045 General Plan, Alternative 3 would generate temporary GHG emissions during construction and long-term increases in GHG emissions associated with operation. As discussed in Section 4.7, *Greenhouse Gas Emissions*, there is no quantitative threshold to assess the impacts of a plan-level documentation such as the 2045 General Plan. Therefore, GHG impacts associated with the implementation of the 2045 General Plan and alternatives are discussed qualitatively by comparing to statewide emission reduction targets established in CARB's 2022 Scoping Plan and SBCAG 2050 RTP/SCS. Alternative 3 would result in reduced buildout potential compared to the 2045 General Plan and would implement policies to reduce GHG emissions, such as electric vehicle infrastructure (Policy ENV-9.4), prioritize GHG reduction in development (Policy ENV-10.5), and renewable energy for homes (Policy ENV-13.2). Therefore, development facilitated by Alternative 3 would be consistent with the 2022 Scoping Plan to reduce fossil fuel use and building carbonization. In addition, Alternative 3 would implement policies from the new Mobility Element, such as Bicycle Master Plan (Policy-MOB 2.1), complete streets (Policy MOB-4.1), TDM (Policy MOB-5.2), and Regional Transit Network (Policy MOB-6.2) which would be consistent with SBCAG 2050 RTP/SCS. Therefore, Alternative 3 impacts would be less than significant, similar to the proposed project. In

addition, Alternative 3 would emit less GHG during construction and operational activity, due to less overall buildout compared to the 2045 General Plan.

h. Hazards and Hazardous Materials

Full buildout of both Alternative 3 and the 2045 General Plan would facilitate an increase in development in Solvang, which could involve the routine use, storage, and disposal of hazardous materials. Additional development in Solvang could also increase the transport of hazardous materials along the transportation corridors within the City. Therefore, the additional development that would occur under both Alternative 3 and the 2045 General Plan could result in an increased risk of accidental release of hazardous materials on a transportation route and exposure of hazardous materials to existing development within Solvang. However, Alternative 3 would result in reduced buildout potential compared to the 2045 General Plan. Therefore, impacts related to hazards and hazardous materials would be reduced under Alternative 3 as compared to the 2045 General Plan. Overall impacts would remain less than significant.

Both Alternative 3 and the 2045 General Plan would increase mixed-use development in Solvang, which could result in new residential units adjacent to existing commercial and industrial land uses. Alternative 3 would implement 2045 General Plan goals and policies developed to minimize impacts related to the use, storage, transport, and release of hazardous materials in the City. Both Alternative 3 and the 2045 General Plan would be required to comply with the regulations, standards, and guidelines established by the United States Environmental Protection Agency, the State of California, Santa Barbara County, and the City of Solvang related to storage, use, and disposal of hazardous materials. Under both Alternative 3 and the 2045 General Plan, compliance with all applicable federal and State laws related to the storage of hazardous materials would maximize containment (through safe handling and storage practices described above), provide for prompt and effective cleanup if an accidental release occurs, and minimize risks from routine use, transport, handling, storage, disposal, and release of hazardous materials. Overall, Alternative 3 would result in reduced potential impacts related to hazards and hazardous materials compared to the 2045 General Plan. Impacts related to hazards and hazardous materials under Alternative 3 would remain less than significant, similar to the proposed project.

i. Hydrology and Water Quality

Full buildout of both Alternative 3 and the 2045 General Plan would facilitate an increase in development in Solvang, which could result in long-term alterations of existing drainage patterns, such as changes in ground surface permeability, and increased soil erosion due to new paving, earth-moving activities, and changes in topography that would result from excavation, cut and fill activities, and grading. Alternative 3 would result in reduced buildout potential compared to the 2045 General Plan. Therefore, implementation of Alternative 3 would involve a reduced amount of construction as compared to the 2045 General Plan. As a result, impacts related to hydrology and water quality would be reduced under Alternative 3 as compared to the 2045 General Plan. Additionally, Alternative 3 would implement 2045 General Plan goals and policies that would reduce the potential for water quality degradation during construction activities; reduce the potential for hydrology and water quality impacts during operation of new development or redevelopment; reduce discharge of additional stormwater runoff and associated pollutants from new development and redevelopment; and reduce the risk of pollutant release in areas of flood hazard. Under both Alternative 3 and the 2045 General Plan, individual construction activities that disturb one or more acres would be subject to the requirements of the General Construction Permit, including the

development and implementation of a Stormwater Pollution Prevention Plan (SWPPP) that describes the erosion and sediment control Best Management Practices (BMPs), good housekeeping BMPs, runoff water quality monitoring, BMP inspections, means of waste disposal, maintenance responsibilities, and non-storm water management controls to be implemented during construction and operation. Alternative 3 would also require compliance with existing local, state, and federal regulatory requirements and policies, including the Solvang Municipal Code, which would reduce potential impacts related to hydrology and water quality, similar to the 2045 General Plan. Overall, Alternative 3 would result in reduced potential impacts to hydrology and water quality compared to the 2045 General Plan. Impacts related to hydrology and water quality under this alternative would remain less than significant, similar to the proposed project.

j. Land Use and Planning

Development facilitated by Alternative 3 would be guided by the updated policies of the 2045 General Plan, which would provide a framework for the orderly development of Solvang. Similar to the 2045 General Plan, Alternative 3's policies would exceed SBCAG's growth projections, but would assist in meeting the housing needs of Solvang. Therefore, Alternative 3's impacts on land use and planning would be similar to the 2045 General Plan, and these impacts would remain less than significant, similar to the proposed project.

k. Noise

Buildout under Alternative 3 would result in reduced development compared to the 2045 General Plan. Therefore, less construction and associated construction noise and vibration would occur from Alternative 3, compared to the 2045 General Plan, as construction-related noise would not occur in the vicinity of single-family residences that border the Alamo Pintado site to the north, west, and southwest. Like the 2045 General Plan, construction noise under Alternative 3 could temporarily increase noise levels, potentially affecting nearby noise-sensitive land uses and leading to a significant and unavoidable impact. Alternative 3 would implement Mitigation Measure NOI-1 (Include And Implement Construction Noise Reduction Measures), which would reduce construction noise. Although Alternative 3 would entail less construction than the 2045 General Plan, and would thus have fewer impacts to noise than the 2045 General Plan, construction noise could still exceed the significance thresholds and impacts would be significant and unavoidable, similar to the proposed project.

Noise generated by on-site stationary equipment for new development would be subject to the City's noise limits, like the 2045 General Plan. Under Alternative 3, the Alamo Pintado site would not be developed with a high-density residential land use, and thus, would not result in the potential for on-site noise sources from the proposed residential use to affect single-family residential receptors in the vicinity of the site. Therefore, operational noise impacts under Alternative 3 would be less than the proposed project. Adherence to Solvang Municipal Code noise limits for HVAC units and other stationary noise sources associated with future development would ensure that operational stationary noise under Alternative 3 is less than significant, similar to the proposed project.

Implementation of Alternative 3 would result in buildout, which would generate new vehicle trips that could incrementally increase the exposure of land uses along roadways to traffic noise. Although Alternative 3 would result in reduced overall operational noise, shown in Appendix F, there would still be an increase in noise compared to existing conditions and a less than significant traffic noise impact would occur.

Development facilitated under Alternative 3 could temporarily generate groundborne vibration during construction, potentially affecting nearby land uses. Mitigation Measure NOI-2 (Adopt and Implement a New General Plan Policy to reduce Construction Vibration) would require implementation of measures to reduce vibration impacts during construction. Operation of future development under Alternative 3 would not involve substantial vibration or groundborne noise. However, Alternative 3 would not result in development of the Alamo Pintado site, and groundborne vibration during construction on the Alamo Pintado site would not affect residential receptors in the vicinity of the site. Thus, Alternative 3 would ultimately result in fewer impacts involving groundborne vibration than the proposed project. However, overall impacts would be less than significant with mitigation incorporated, similar to the proposed project.

Residents and businesses facilitated by Alternative 3 would not be served by the Santa Ynez Airport. The Planning Area is not in a 65 CNEL or higher noise contour of any nearby airport and continued regulation of airport noise consistent with State and federal regulations would minimize disturbance to people residing or working within proximity of the Santa Ynez Airport. Similar to the 2045 General Plan, there would be no impact. Therefore, impacts would be similar under this alternative as compared to the 2045 General Plan.

Overall, impacts from Alternative 3 would be reduced, compared to the 2045 General Plan due to the reduction in buildout.

I. Population and Housing

In comparison to the 2045 General Plan's anticipated 2045 population of 7,253 and housing stock of 3,019 units, Alternative 3 would result in 256 fewer additional residents and 107 fewer housing units in Solvang in 2045. As a result, the anticipated growth in Solvang would be less than the 2045 General Plan. Similar to the 2045 General Plan, growth under Alternative 3 would be guided by the policies in the 2045 General Plan, and such growth would exceed SBCAG's projections. However, this growth would occur in an orderly and controlled manner, such that Alternative 3 would not result in substantial unplanned population growth. As growth in Solvang would be lesser under Alternative 3 than the 2045 General Plan, Alternative 3 would have fewer impacts on population and housing than the 2045 General Plan, and these impacts would be less than significant, similar to the proposed project.

m. Public Services and Recreation

Alternative 3 would generate less demand for public services and recreational opportunities compared to the 2045 General Plan due to Alternative 3's reduced buildout potential. Additionally, Alternative 3 would implement policies included in the 2045 General Plan that ensure adequate public services are provided in Solvang. Similar to the 2045 General Plan, buildout of Alternative 3 would occur in areas served by existing public service facilities and, rather than requiring new facilities, would instead be expected to require the expansion of personnel or improvements to existing facilities, if needed to accommodate this future development. Similar to the 2045 General Plan, Alternative 3 would not include specific development proposals for parks and recreational facilities. Due to the Alternative 3's reduced buildout, Alternative 3 would result in fewer impacts related to the construction of public service and recreational facilities, and these impacts would remain less than significant, similar to the proposed project.

n. Transportation

Alternative 3 would have a reduced buildout potential compared to the 2045 General Plan and therefore would generate less overall vehicle trips. However, Alternative 3 would result in reduced density, as the proposed high-density residential land use on the Alamo Pintado site would not be implemented. This reduced density would result in residents of Solvang traveling greater lengths to reach destinations, as the Alamo Pintado site is located in close proximity to several commercial areas to which residents would be expected to travel. Based on the *Traffic Analysis Data Memorandum* prepared by DKS Associates in December 2023 (Appendix G), Alternative 3 would result in a VMT per capita of 22.21 and a VMT per employee of 21.55. These VMT values are greater than the VMT per capita and VMT per employee of Solvang with implementation of the 2045 General Plan, which would be 22.18 and 21.52, respectively. Therefore, Alternative 3 would have greater impacts to transportation, including VMT, and these impacts would be significant and unavoidable, similar to the proposed project.

o. Tribal Cultural Resources

Similar to the 2045 General Plan, development facilitated by Alternative 3 would be subject to the requirements of AB 52. Alternative 3 would implement Mitigation Measures TCR-1 through TCR-5, and thus would ensure project-specific tribal cultural resource identification and consultation, and the appropriate avoidance, minimization, or mitigation. Alternative 3 would not result in redevelopment of the Alamo Pintado site, and thus would involve less ground-disturbing activities that may have the potential to affect subsurface tribal cultural resources. Therefore, Alternative 3 would have fewer impacts than the 2045 General Plan, and this alternative's impact on tribal cultural resources would be less than significant with mitigation, similar to the proposed project.

p. Utilities and Service Systems

Alternative 3 would generate less demand for utilities and service systems than the 2045 General Plan due to Alternative 3's reduced buildout potential. Additionally, similar to the 2045 General Plan, Alternative 3 would implement 2045 General Plan policies to ensure citywide utility infrastructure supports development. Alternative 3's anticipated growth would exceed SBCAG's growth projections that function as the basis for water providers serving Solvang to project future water demand; however, similar to the 2045 General Plan, implementation of 2045 General Plan policies, which require the City to restrict development until adequate water supplies are available to serve additional development, would reduce impact to water supplies. In addition, development facilitated by Alternative 3 would comply with existing State and local water conservation and water efficiency requirements, including drought resilience measures. As a result, Alternative 3 would not place additional burdens on water purveyors serving the city in comparison to the 2045 General Plan. Therefore, Alternative 3 would have fewer impacts on utilities and service systems. These impacts would be less than significant, similar to the proposed project.

q. Wildfire

Alternative 3 would result in reduced buildout potential compared to the 2045 General Plan. Similar to the 2045 General Plan, Alternative 3 would implement 2045 General Plan policies that provide necessary prevention services to reduce loss and damage due to wildfire. Accordingly, development facilitated by Alternative 3 would meet the 2045 General Plan's additional fire-safety requirements designed to minimize wildfire risks, achieve wildfire resilience, and adequately prepare for wildfire response in Solvang. However, the Alamo Pintado site is located in a moderate Fire Hazard Severity

Zone, as identified by the 2045 General Plan. As Alternative 3 would not result in redevelopment of this site with high-density land uses, Alternative 3 would result in fewer potential impacts involving wildfire when compared to the 2045 General Plan, as less exposure to wildfire hazards would occur. Under Alternative 3, impacts would be less than significant, similar to the proposed project.

6.4 Alternative 4: Neither Project Implemented

6.4.1 Description

Under Alternative 4, both the proposed Old Lumberyard Project and the Alamo Pintado Project would not be implemented, and the zoning and General Plan designations would not change from the existing designations. Although the Old Lumberyard Project and the Alamo Pintado Project would not be included under Alternative 4, this would not preclude development from occurring on these sites in the future. Therefore, in comparison to the 2045 General Plan's anticipated 2045 population of 7,253 and housing stock of 3,019 units, Alternative 4 would result in 258 fewer additional residents and 108 fewer housing units in Solvang in 2045. As a result, the anticipated growth in Solvang would be less than the 2045 General Plan. Furthermore, Alternative 4 would not fulfill the Project Objectives of supporting strategic land uses and diverse housing options.

6.5 Impact Analysis

a. Aesthetics

Alternative 4 would result in reduced buildout potential compared to the 2045 General Plan and therefore would introduce less development with the potential to cause a substantial impact related to aesthetics, specifically through the exclusion of the proposed multi-story hotel and residential buildings on the Old Lumberyard site, and the proposed multi-story residential buildings on the Alamo Pintado site. Development of multi-story buildings on both of these sites, as proposed under the 2045 General Plan, would potentially detract from scenic views experienced by travelers on adjacent roadways. Under Alternative 4, these buildings would not be constructed, and the existing views would be preserved. Both the 2045 General Plan and Alternative 4 would include policies that could facilitate the enhancement of visual gateways, preserve hillsides and scenic views, expand the network of parks and trails, and maintain Solvang's urban form and architectural style to preserve the city's distinct community character. Therefore, Alternative 4 would have fewer impacts than the 2045 General Plan, and this alternative's impact on aesthetics would be less than significant, similar to the proposed project.

b. Air Quality

Alternative 4 would result in reduced buildout potential compared to the 2045 General Plan. Alternative 4 would not include the Alamo Pintado and Old Lumberyard development projects, which would include 160-apartment units, 50 hotel rooms, 226 parking lot spaces, and 24 enclosed parking spaces; therefore, growth under Alternative 4 would be less than under the 2045 General Plan. Accordingly, Alternative 4 would not conflict with or obstruct implementation of the 2022 Ozone Plan since the 2045 General Plan is designed for planned and orderly growth, as mandated by the State, and SBCAG would update their growth projections to be consistent with the 2045 General Plan during the next planning cycle. In addition, similar to the proposed project, Alternative 4 would implement Mitigation Measure AQ-1, SBCAPCD's fugitive dust control measures; therefore, growth

from Alternative 4 would not conflict with the 2022 Ozone Plan and impacts would be less than significant with mitigation, similar to the proposed project.

SBCAPCD does not have quantitative thresholds of significance for plan-level activity that would apply to the 2045 General Plan. Therefore, construction impacts for the 2045 General Plan are discussed qualitatively. As described in 4.2, *Air Quality*, there is not sufficient data to allow project-level construction analysis. Therefore, Alternative 4, with adherence to SBCAPCD fugitive dust control measures, may still exceed SBCAPCD's threshold and impacts would be significant and unavoidable. Although, due to the reduced buildout potential, Alternative 4 would result in a minor emissions reduction compared to the 2045 General Plan. Using methodology described in Section 4.2, *Air Quality*, CalEEMod was used to estimate approximate emissions during Alternative 4 operations. As shown in Appendix C, Alternative 4 would result in an approximate one to seven percent decrease in ROC, NO_x, CO, PM₁₀, and PM_{2.5} emissions compared to the proposed project because of a reduction of area and energy consumption, due to a reduced residential buildout. Therefore, similar to the 2045 General Plan, Alternative 4 would not result in a cumulatively conservable net increase of any criteria pollutant for which the project region is in non-attainment, and impacts would be less than significant, similar to the proposed project.

Similar to the 2045 General Plan, Alternative 4 would potentially expose sensitive receptors to substantial pollutant concentrations in the form of TACs during construction. Mitigation Measure AQ-2 would still be required under Alternative 4 and DPM and TAC emissions would be substantially reduced at sensitive receptors. However, Tier 3 or higher engine tiers or Level 3 diesel particulate filters cannot be guaranteed to be commercially available. Therefore, impacts are conservatively assessed as significant and unavoidable. Although, due to the reduced buildout potential, Alternative 4 would result in a minor TAC emission reduction, specifically near single-family residences that are adjacent to the Old Lumberyard and Alamo Pintado sites, compared to the 2045 General Plan. The buildout of Alternative 4 would not include land uses that would emit substantial amount of TAC emissions, and stationary sources would be required to be permitted by SBCAPCD. Therefore, Alternative 4 would not expose sensitive receptors to substantial TAC emissions. As with the 2045 General Plan, construction-related odors would be short-term and temporary, and the Alternative 4 would not result in other emissions that would adversely affect a substantial number of people.

Overall, impacts related to air quality would be reduced under Alternative 4 compared to the 2045 General Plan; however, impacts would remain significant and unavoidable, similar to the proposed project.

c. Biological Resources

Alternative 4 would result in reduced buildout potential compared to the 2045 General Plan, and would implement policies to enhance the protection of biological resources, such as development review (Policy ENV-3.3) and creek protection (Policy ENV-3.5). Similar to the 2045 General Plan, Alternative 4 would implement Mitigation Measure BIO-1, which requires pre-construction nesting bird surveys and subsequent implementation of avoidance and minimization measures. However, there are several mature trees on both the Old Lumberyard site and the Alamo Pintado site, which may provide habitat for nesting birds. Under Alternative 4, these sites would not be developed, and the removal of mature trees during development (and subsequent, potential impacts to nesting birds) would not occur. Therefore, Alternative 4 would have fewer impacts than the 2045 General Plan, and this alternative's impact on biological resources would be less than significant with mitigation, similar to the proposed project.

d. Cultural Resources

Alternative 4 would result in reduced buildout potential compared to the 2045 General Plan. Additionally, the existing Solvang Mill, Lumberyard building, and single-family residence located on the Old Lumberyard site would not be demolished or relocated. These buildings are not listed on the National Register of Historic Places or the California Register of Historic Resources (See Section 4.4, *Cultural Resources*); however, these structures could meet the age threshold (45 years or older) for potential historical resources, pursuant to CEQA. Additionally, the Alamo Pintado site is vacant and does not contain historical resources. Nonetheless, Alternative 4 would have similar potential as the proposed project to affect historical resources substantially and adversely since this alternative could still facilitate development on parcels containing historic structures. Similar to the 2045 General Plan, Alternative 4 would implement policies to protect historical and culturally significant resources, and would implement Mitigation Measure CUL-1 to identify historic-age features that an individual development would alter or demolish. Therefore, Alternative 4 would have a similar level of impact when compared to the 2045 General Plan, and this alternative's impact on historical resources would be less than significant with mitigation, similar to the proposed project.

As Alternative 4 would result in reduced buildout potential, this alternative would therefore have less potential to disturb subsurface archaeological resources, as development and ground-disturbing activities would not occur on the Old Lumberyard and Alamo Pintado sites. Similar to the 2045 General Plan, Alternative 4 would implement Mitigation Measures CUL-2 through CUL-4 and would require archaeological resources assessments, archaeological resources monitoring, or implementation of unanticipated discovery procedures for development involving ground-disturbing activities. Therefore, Alternative 4 would have fewer impacts than the 2045 General Plan, and this alternative's impact on archaeological resources would be less than significant with mitigation, similar to the proposed project.

e. Energy

Overall energy usage would be reduced under Alternative 4 as compared to the 2045 General Plan because less overall new development would be constructed. Due to the overall reduction in development, Alternative 4 would result in a reduction in energy usage during construction and operation of new development in Solvang. Additionally, Alternative 4 would implement 2045 General Plan goals and policies that would reduce inefficient, wasteful, and unnecessary energy consumption during construction and operation of development; encourage infill and compact mixed-use development; encourage multimodal transportation to reduce overall energy consumption and result in greater energy efficiency; promote a reduction in VMT through support of alternative transportation; prioritize upgrades to bicycle facilities, sidewalks, and other amenities for alternative modes of transportation; and, promote greater energy efficiency in municipal and community operations and development. Overall, impacts related to energy consumption under Alternative 4 would be lower than the 2045 General Plan due to the reduction in overall development and decrease in energy consumption related to reduced VMT. Energy impacts would remain less than significant, similar to the 2045 General Plan.

f. Geology and Soils

Alternative 4 would result in reduced buildout potential compared to the 2045 General Plan. Reduced construction activities under Alternative 4 would include a reduction in stockpiling, grading, excavation, paving and other earth-disturbing activities that could result in loose and disturbed soils in Solvang, decreasing the potential for erosion, loss of topsoil, and disturbance to

paleontological resources. Similar to the 2045 General Plan, implementation of Alternative 4 would, in some cases, replace older buildings that are subject to seismic damage with newer structures built to current seismic standards that could better withstand the adverse effects of strong ground shaking. Additionally, Alternative 4 would implement 2045 General Plan goals and policies that would further reduce the potential for loss, injury, or death from seismic hazards by prohibiting development in areas of landslide risk or liquefaction without site-specific analysis, or minimize risks associated with potential fault rupture, seismic shaking, and other geologic hazards in the City. Both Alternative 4 and the 2045 General Plan would be required to comply with requirements outlined by the California Building Code and the Solvang Municipal Code, and would require compliance with existing state and federal regulatory requirements to avoid and minimize geology and soil hazards associated with new development, which would reduce potential impacts. Overall, as Alternative 4 would involve reduced buildout potential, and less construction, grading, and stockpiling that may affect erosion or loss of topsoil, this alternative would have fewer impacts to geology and soils than the proposed project.

Similar to the 2045 General Plan, Alternative 4 would implement Mitigation Measure GEO-1, related to protection of paleontological resources. However, Alternative 4 would not develop the Old Lumberyard site and the Alamo Pintado site, and would thus involve fewer ground-disturbing activities that may impact subsurface paleontological resources. Therefore, Alternative 4 would have fewer impacts than the 2045 General Plan, and this alternative's impact on geology and soils, including paleontological resources, would be less than significant with mitigation, similar to the proposed project.

g. Greenhouse Gas Emissions

Similar to the 2045 General Plan, Alternative 4 would generate temporary GHG emissions during construction and long-term increases in GHG emissions associated with operation. As discussed in Section 4.7, *Greenhouse Gas Emissions*, there is no quantitative threshold to assess the impacts of a plan-level documentation such as the 2045 General Plan. Therefore, GHG impacts associated with the implementation of the 2045 General Plan and alternatives are discussed qualitatively by comparing to statewide emission reduction targets established in CARB's 2022 Scoping Plan and SBCAG 2050 RTP/SCS. Alternative 4 would result in reduced buildout potential compared to the 2045 General Plan and would implement policies to reduce GHG emissions, such as electric vehicle infrastructure (Policy ENV-9.4), prioritize GHG reduction in development (Policy ENV-10.5), and renewable energy for homes (Policy ENV-13.2). Therefore, development facilitated by Alternative 4 would be consistent with the 2022 Scoping Plan to reduce fossil fuel use and building carbonization. In addition, Alternative 4 would implement policies from the new Mobility Element, such as Bicycle Master Plan (Policy-MOB 2.1), complete streets (Policy MOB-4.1), TDM (Policy MOB-5.2), and Regional Transit Network (Policy MOB-6.2) which would be consistent with SBCAG 2050 RTP/SCS. Therefore, the Alternative 4 impacts would be less than significant, similar to the proposed project. In addition, Alternative 4 would emit less GHG during construction and operational activity, due to less overall buildout compared to the 2045 General Plan.

h. Hazards and Hazardous Materials

Full buildout of both Alternative 4 and the 2045 General Plan would facilitate an increase in development in Solvang, which could involve the routine use, storage, and disposal of hazardous materials. Additional development in Solvang could also increase the transport of hazardous materials along the transportation corridors within the City. Therefore, the additional development

that would occur under both Alternative 4 and the 2045 General Plan could result in an increased risk of accidental release of hazardous materials on a transportation route and exposure of hazardous materials to existing development within Solvang. However, Alternative 4 would result in reduced buildout potential compared to the 2045 General Plan. Alternative 4 would not result in the demolition of structures on the Old Lumberyard site, and would thus result in less potential for demolition-related hazards and hazardous materials. Therefore, impacts related to hazards and hazardous materials would be reduced under Alternative 4 as compared to the 2045 General Plan. Overall impacts would remain less than significant.

Both Alternative 4 and the 2045 General Plan would increase mixed-use development in Solvang, which could result in new residential units adjacent to existing commercial and industrial land uses. Alternative 4 would implement 2045 General Plan goals and policies developed to minimize impacts related to the use, storage, transport, and release of hazardous materials in the City. Both Alternative 4 and the 2045 General Plan would be required to comply with the regulations, standards, and guidelines established by the United States Environmental Protection Agency, the State of California, Santa Barbara County, and the City of Solvang related to storage, use, and disposal of hazardous materials. Under both Alternative 4 and the 2045 General Plan, compliance with all applicable federal and State laws related to the storage of hazardous materials would maximize containment (through safe handling and storage practices described above), provide for prompt and effective cleanup if an accidental release occurs, and minimize risks from routine use, transport, handling, storage, disposal, and release of hazardous materials. Overall, as Alternative 4 would result in less buildout than the 2045 General Plan, Alternative 4 would result in reduced potential impacts related to hazards and hazardous materials compared to the 2045 General Plan. Impacts related to hazards and hazardous materials under Alternative 4 would remain less than significant, similar to the proposed project.

i. Hydrology and Water Quality

Full buildout of both Alternative 4 and the 2045 General Plan would facilitate an increase in development in Solvang, which could result in long-term alterations of existing drainage patterns, such as changes in ground surface permeability, and increased soil erosion due to new paving, earth-moving activities, and changes in topography that would result from excavation, cut and fill activities, and grading. Alternative 4 would result in reduced buildout potential compared to the 2045 General Plan. Therefore, implementation of Alternative 4 would involve a reduced amount of construction as compared to the 2045 General Plan. As a result, impacts related to hydrology and water quality would be reduced under Alternative 4 as compared to the 2045 General Plan. Additionally, Alternative 4 would implement 2045 General Plan goals and policies that would reduce the potential for water quality degradation during construction activities; reduce the potential for hydrology and water quality impacts during operation of new development or redevelopment; reduce discharge of additional stormwater runoff and associated pollutants from new development and redevelopment; and reduce the risk of pollutant release in areas of flood hazard. Under both Alternative 4 and the 2045 General Plan, individual construction activities that disturb one or more acres would be subject to the requirements of the General Construction Permit, including the development and implementation of a Stormwater Pollution Prevention Plan (SWPPP) that describes the erosion and sediment control Best Management Practices (BMPs), good housekeeping BMPs, runoff water quality monitoring, BMP inspections, means of waste disposal, maintenance responsibilities, and non-storm water management controls to be implemented during construction and operation. Alternative 4 would also require compliance with existing local, state, and federal regulatory requirements and policies, including the Solvang Municipal Code, which would reduce

potential impacts related to hydrology and water quality, similar to the 2045 General Plan. Overall, Alternative 4 would result in reduced potential impacts to hydrology and water quality compared to the 2045 General Plan. Impacts related to hydrology and water quality under this alternative would remain less than significant, similar to the proposed project.

j. Land Use and Planning

Development facilitated by Alternative 4 would be guided by the updated policies of the 2045 General Plan, which would provide a framework for the orderly development of Solvang. Similar to the 2045 General Plan, Alternative 4's policies would exceed SBCAG's growth projections, but would assist in meeting the housing needs of Solvang. Therefore, Alternative 4's impacts on land use and planning would be similar to the 2045 General Plan, and these impacts would remain less than significant, similar to the proposed project.

k. Noise

Buildout under Alternative 4 would result in reduced development compared to the 2045 General Plan. Therefore, less construction and associated construction noise and vibration would occur from the Alternative 4, compared to the 2045 General Plan, as construction-related noise would not occur in the vicinity of single-family residences adjacent to the Old Lumberyard and Alamo Pintado sites. Like the 2045 General Plan, construction noise under Alternative 4 could temporarily increase noise levels, potentially affecting nearby noise-sensitive land uses and leading to a significant and unavoidable impact. Alternative 4 would implement Mitigation Measure NOI-1 (Include And Implement Construction Noise Reduction Measures), which would reduce construction noise. Although Alternative 4 would entail less construction than the 2045 General Plan, and would thus have fewer impacts to noise than the 2045 General Plan, construction noise could still exceed the significance thresholds and impacts would be significant and unavoidable, similar to the proposed project.

Noise generated by on-site stationary equipment for new development would be subject to the City's noise limits, like the 2045 General Plan. Under Alternative 4, the Old Lumberyard and Alamo Pintado sites would not be developed with high-density land uses, and thus, would not result in the potential for on-site noise sources from the proposed high-density uses to affect residential receptors in the vicinity of the site. Therefore, operational noise impacts under Alternative 4 would be less than the proposed project. Adherence to Solvang Municipal Code noise limits for HVAC units and other stationary noise sources associated with future development would ensure that operational stationary noise under Alternative 4 is less than significant, similar to the proposed project.

Implementation of Alternative 4 would result in buildout, which would generate new vehicle trips that could incrementally increase the exposure of land uses along roadways to traffic noise. Although Alternative 4 would result in reduced overall operational noise, shown in Appendix F, there would still be an increase in noise compared to existing conditions. Similar to the proposed project, Alternative 4 would implement 2045 General Plan policies and actions that would reduce roadway vehicle noise. Under Alternative 4, impacts involving roadway vehicle noise would be less than the 2045 General Plan due to the reduced buildout and population increase, and less than significant, similar to the proposed project.

Development facilitated under Alternative 4 could temporarily generate groundborne vibration during construction, potentially affecting nearby land uses. Mitigation Measure NOI-2 (Adopt and Implement a New General Plan Policy to reduce Construction Vibration) would require

implementation of measures to reduce vibration impacts during construction. Operation of future development under Alternative 4 would not involve substantial vibration or groundborne noise. However, Alternative 4 would not result in development of the Old Lumberyard and Alamo Pintado sites, and groundborne vibration during construction on these sites would not affect residential receptors in the vicinity of the sites. Thus, Alternative 4 would ultimately result in fewer impacts involving groundborne vibration than the proposed project. However, overall impacts would be less than significant with mitigation incorporated, similar to the proposed project.

Residents and businesses facilitated by Alternative 4 would not be served by the Santa Ynez Airport. The Planning Area is not in a 65 CNEL or higher noise contour of any nearby airport and continued regulation of airport noise consistent with State and federal regulations would minimize disturbance to people residing or working within proximity of the Santa Ynez Airport. Similar to the 2045 General Plan, there would be no impact. Therefore, impacts would be similar under this alternative as compared to the 2045 General Plan.

Overall, impacts from Alternative 4 would be reduced, compared to the 2045 General Plan due to the reduction in buildout.

I. Population and Housing

In comparison to the 2045 General Plan's anticipated 2045 population of 7,253 and housing stock of 3,019 units, Alternative 4 would result in 258 fewer additional residents and 108 fewer housing units in Solvang in 2045. As a result, the anticipated growth in Solvang would be less than the 2045 General Plan. Additionally, Alternative 4 would not result in redevelopment of the Old Lumberyard site, including the relocation of the existing single-family residence at 1793 Mission Drive. Similar to the 2045 General Plan, growth under Alternative 4 would be guided by the policies in the 2045 General Plan, and such growth would exceed SBCAG's projections. However, this growth would occur in an orderly and controlled manner, such that Alternative 4 would not result in substantial unplanned population growth. As Alternative 4 would result in less growth in Solvang and would not involve the temporary displacement of an existing residence, Alternative 4 would have fewer impacts involving population and housing than the 2045 General Plan. Under Alternative 4, impacts would be less than significant, similar to the proposed project.

m. Public Services and Recreation

Alternative 4 would generate less demand for public services and recreational opportunities compared to the 2045 General Plan due to Alternative 4's reduced buildout potential. Additionally, Alternative 4 would implement policies included in the 2045 General Plan that ensure adequate public services are provided in Solvang. Similar to the 2045 General Plan, buildout of Alternative 4 would occur in areas served by existing public service facilities and, rather than requiring new facilities, would instead be expected to require the expansion of personnel or improvements to existing facilities, if needed to accommodate this future development. Similar to the 2045 General Plan, Alternative 4 would not include specific development proposals for parks and recreational facilities. Due to the Alternative 4's reduced buildout, Alternative 4 would result in fewer impacts related to the construction of public service and recreational facilities, and these impacts would remain less than significant, similar to the proposed project.

n. Transportation

Alternative 4 would have a reduced buildout potential compared to the 2045 General Plan and therefore would generate less overall vehicle trips. However, Alternative 4 would result in reduced

density, as the proposed hotel and high-density residential land uses on the Old Lumberyard site and Alamo Pintado site would not be implemented. This reduced density would result in visitors and residents of Solvang traveling greater lengths to reach destinations, as the Old Lumberyard and Alamo Pintado sites are located in close proximity to several commercial areas to which visitors and residents would be expected to travel. Based on the *Traffic Analysis Data Memorandum* prepared by DKS Associates in December 2023 (Appendix G), Alternative 4 would result in a VMT per capita of 22.21 and a VMT per employee of 21.55. These VMT values are greater than the VMT per capita and VMT per employee of Solvang with implementation of the 2045 General Plan, which would be 22.18 and 21.52, respectively. Therefore, Alternative 4 would have greater impacts to transportation, including VMT, and these impacts would be significant and unavoidable, similar to the proposed project.

o. Tribal Cultural Resources

Similar to the 2045 General Plan, development facilitated by Alternative 4 would be subject to the requirements of AB 52. Alternative 4 would implement Mitigation Measures TCR-1 through TCR-5, and thus would ensure project-specific tribal cultural resource identification and consultation, and the appropriate avoidance, minimization, or mitigation. Alternative 4 would not result in redevelopment of the Old Lumberyard site and development of the Alamo Pintado site, and thus would involve less ground-disturbing activities that may have the potential to affect subsurface tribal cultural resources. Therefore, Alternative 4 would have fewer impacts than the 2045 General Plan, and this alternative's impact on tribal cultural resources would be less than significant with mitigation, similar to the proposed project.

p. Utilities and Service Systems

Alternative 4 would generate less demand for utilities and service systems than the 2045 General Plan due to Alternative 4's reduced buildout potential. Additionally, similar to the 2045 General Plan, Alternative 4 would implement 2045 General Plan policies to ensure citywide utility infrastructure supports development. Alternative 4's anticipated growth would exceed SBCAG's growth projections that function as the basis for water providers serving Solvang to project future water demand; however, similar to the 2045 General Plan, implementation of 2045 General Plan policies, which require the City to restrict development until adequate water supplies are available to serve additional development, would reduce impact to water supplies. In addition, development facilitated by Alternative 4 would comply with existing State and local water conservation and water efficiency requirements, including drought resilience measures. As a result, Alternative 4 would not place additional burdens on water purveyors serving the city in comparison to the 2045 General Plan. Therefore, Alternative 4 would have fewer impacts on utilities and service systems. These impacts would be less than significant, similar to the proposed project.

q. Wildfire

Alternative 4 would result in reduced buildout potential compared to the 2045 General Plan. Similar to the 2045 General Plan, Alternative 4 would implement 2045 General Plan policies that provide necessary prevention services to reduce loss and damage due to wildfire. Accordingly, development facilitated by Alternative 4 would meet the 2045 General Plan's additional fire-safety requirements designed to minimize wildfire risks, achieve wildfire resilience, and adequately prepare for wildfire response in Solvang. However, both the Old Lumberyard site and the Alamo Pintado site are located in a moderate Fire Hazard Severity Zone, as identified by the 2045 General Plan. As Alternative 4

would not result in development of these sites with high-density land uses, Alternative 4 would result in fewer potential impacts involving wildfire when compared to the 2045 General Plan, as less exposure to wildfire hazards would occur. Under Alternative 4, impacts would be less than significant, similar to the proposed project.

6.6 Alternatives Considered but Rejected

Another alternative considered would involve increasing the density of the High Density Residential land use designation from 20 dwelling units per acre to 24 dwelling units per acre. This alternative would increase infill and medium-density housing throughout Solvang. An additional alternative considered would involve increasing the density of the High Density Residential land use designation from 20 dwelling units per acre to 32 dwelling units per acre, allowing multi-family residential development in the Tourist Commercial land use designation at a maximum density of 32 dwelling units per acre, and increasing the maximum allowable height of buildings designated as Tourist Commercial to 45 feet. This alternative would also increase infill, and would emphasize high-density housing throughout Solvang.

These alternatives were considered but ultimately rejected during the public outreach process, due to public opposition to the proposed degree of increased density.

6.7 Environmentally Superior Alternative

Table 6-2 indicates whether each alternative's environmental impact is greater than, less than, or similar to that of the 2045 General Plan for each of the issue areas studied. Based on the alternatives analysis provided above, Alternative 4 would be the environmentally superior alternative.

The No Project Alternative assumes development in Solvang would occur under the City's current General Plan. Under this alternative, the City would experience reduced buildout when compared to the 2045 General Plan, and population and housing growth would be within SBCAG's anticipated projections. However, this alternative would not implement 2045 General Plan policies and Mitigation Measures BIO-1, CUL-1 through CUL-4, GEO-1, and TCR-1 through TCR-5, and would result in significant and unavoidable impacts to air quality, noise, transportation, and wildfire. The No Project Alternative would fulfill Project Objectives to a lesser extent than the proposed 2045 General Plan. Specifically, while the No Project Alternative would foster a distinct community character, promote economic diversity and sustainability, provide adequate facilities, conserve open space, ensure public safety, improve mobility, support strategic land uses, and support diverse housing options, this alternative would not include new 2045 goals and policies designed to specifically further these objectives in Solvang.

Alternative 2 would involve implementation of the 2045 General Plan and exclusion of the Old Lumberyard site as an area of potential growth. Although the Old Lumberyard Project would not be included under Alternative 2, this would not preclude development from occurring on the site in the future. Under Alternative 2, the proposed Old Lumberyard Project would not be implemented, and the zoning and General Plan designations would not change from the existing designations. However, housing could still be built on the Old Lumberyard Project site, for a total of 50 units and 120 new residents. Therefore, in comparison to the 2045 General Plan's anticipated 2045 population of 7,253 and housing stock of 3,019 units, and assuming the Old Lumberyard site would be developed under existing conditions, Alternative 2 would result in 2 fewer residents and 1 fewer

housing unit in Solvang in 2045. As a result, the anticipated growth in Solvang would be less than the 2045 General Plan. This alternative would implement both 2045 General Plan policies and Mitigation Measures BIO-1, CUL-1 through CUL-4, GEO-1, and TCR-1 through TCR-5, and would result in fewer impacts to all environmental issue areas, except for land use and planning, where impacts would be comparable to the 2045 General Plan, and transportation, where impacts would be greater than the 2045 General Plan. Alternative 2 would fulfill Project Objectives of fostering a distinct community character, promoting economic diversity and sustainability, providing adequate facilities, conserving open space, and ensuring public safety. As Alternative 2 would not involve high-density development on the Old Lumberyard site, it would fulfill Project Objectives of supporting strategic land uses, improving mobility, and supporting diverse housing options, to a lesser extent than the 2045 General Plan. Alternative 2 would fulfill these Project Objectives to a lesser extent as the exclusion of the Old Lumberyard site would result in a decreased emphasis on the provision of housing units, an increase in VMT per capita, and less strategic land use decision-making, when compared to the 2045 General Plan.

Alternative 3 would involve implementation of the 2045 General Plan and exclusion of the Alamo Pintado site as an area of potential growth. Although the Alamo Pintado Project would not be included under Alternative 3, this would not preclude development from occurring on the site in the future. Under Alternative 3, the proposed Alamo Pintado Project would not be implemented, and the zoning and General Plan designations would not change from the existing designations. However, housing could still be built on the Alamo Pintado Project site, for a total of 2 units and 5 new residents. Therefore, in comparison to the 2045 General Plan's anticipated 2045 population of 7,253 and housing stock of 3,019 units, Alternative 3 would result in 256 fewer additional residents and 107 fewer housing units in Solvang in 2045. As a result, the anticipated growth in Solvang would be less than the 2045 General Plan. This alternative would implement both 2045 General Plan policies and Mitigation Measures BIO-1, CUL-1 through CUL-4, GEO-1, and TCR-1 through TCR-5, and would result in fewer impacts to all environmental issue areas, except for land use and planning, where impacts would be comparable to the 2045 General Plan, and transportation, where impacts would be greater than the 2045 General Plan. Alternative 3 would fulfill Project Objectives of fostering a distinct community character, promoting economic diversity and sustainability, providing adequate facilities, conserving open space, and ensuring public safety. As Alternative 3 would not involve high-density development on the Alamo Pintado site, it would fulfill Project Objectives of supporting strategic land uses, improving mobility, and supporting diverse housing options, to a lesser extent than the 2045 General Plan. Alternative 3 would fulfill these Project Objectives to a lesser extent as the exclusion of the Alamo Pintado site would result in a decreased emphasis on the provision of housing units, an increase in VMT per capita, and less strategic land use decision-making, when compared to the 2045 General Plan. However, Alternative 3 would fulfill the Project Objective of conserving open space to a greater extent than the 2045 General Plan, as the Alamo Pintado site is currently vacant and consists of a grassy field with mature trees that would be preserved.

Alternative 4 would involve implementation of the 2045 General Plan and exclusion of both the Old Lumberyard site and the Alamo Pintado site as areas of potential growth. Under Alternative 4, both the proposed Old Lumberyard Project and the Alamo Pintado Project would not be implemented, and the zoning and General Plan designations would not change from the existing designations. Although the Old Lumberyard Project and the Alamo Pintado Project would not be included under Alternative 4, this would not preclude development from occurring on these sites in the future. Therefore, in comparison to the 2045 General Plan's anticipated 2045 population of 7,253 and housing stock of 3,019 units, Alternative 4 would result in 258 fewer additional residents and 108

fewer housing units in Solvang in 2045. As a result, the anticipated growth in Solvang would be less than the 2045 General Plan. This alternative would implement both 2045 General Plan policies and Mitigation Measures BIO-1, CUL-1 through CUL-4, GEO-1, and TCR-1 through TCR-5, and would result in fewer impacts to all environmental issue areas, except for land use and planning, where impacts would be comparable to the 2045 General Plan, and transportation, where impacts would be greater than the 2045 General Plan. Alternative 4 would fulfill Project Objectives of fostering a distinct community character, promoting economic diversity and sustainability, providing adequate facilities, conserving open space, and ensuring public safety. As Alternative 4 would not involve high-density development on the Old Lumberyard and Alamo Pintado sites, it would fulfill Project Objectives of supporting strategic land uses, improving mobility, and supporting diverse housing options, to a lesser extent than the 2045 General Plan. Alternative 4 would fulfill these Project Objectives to a lesser extent as the exclusion of the Old Lumberyard and Alamo Pintado sites would result in a decreased emphasis on the provision of housing units, an increase in VMT per capita, and less strategic land use decision-making, when compared to the 2045 General Plan. However, Alternative 4 would fulfill the Project Objective of conserving open space to a greater extent than the 2045 General Plan, as the Alamo Pintado site is currently vacant and consists of a grassy field with mature trees that would be preserved.

While Alternative 4 would not fulfill Project Objectives to the same extent as the 2045 General Plan, the decreased buildout associated with Alternative 4, when paired with general furtherance of Project Objectives, would result in Alternative 4 being the environmentally superior alternative. Specifically, Alternative 4 would not involve development to the same extent on the Old Lumberyard site and Alamo Pintado site, and thus would involve a reduced buildout when compared to the proposed project, Alternative 2, and Alternative 3. This reduced buildout would result in lesser impacts to all environmental issue areas except land use and planning (where impacts would be similar) and transportation (where impacts would be greater). Considering Alternative 4 would have fewer overall impacts than the proposed project, Alternative 2, and Alternative 3, and would fulfill Project Objectives to a similar extent as both Alternative 2 and Alternative 3, this alternative would be environmentally superior.

Table 6-2 Impact Comparison of Alternatives

Issue	Proposed Project Impact Classification	Alternative 1: No Project/No 2045 General Plan	Alternative 2: No Old Lumberyard Project	Alternative 3: No Alamo Pintado Project	Alternative 4: Neither Project
Aesthetics	Less than Significant	+	+	+	+
Air Quality	Significant and Unavoidable	+	+	+	+
Biological Resources	Less than Significant with Mitigation Incorporated	+	+	+	+
Cultural Resources	Less than Significant with Mitigation Incorporated	+	+	+	+
Energy	Less than Significant	+	+	+	+
Geology and Soils	Less than Significant with Mitigation Incorporated	+	+	+	+
Greenhouse Gas Emissions	Less than Significant	-	+	+	+
Hazards and Hazardous Materials	Less than Significant	+	+	+	+
Hydrology and Water Quality	Less than Significant	+	+	+	+
Land Use and Planning	Less than Significant	-	=	=	=
Noise	Significant and Unavoidable	+	+	+	+
Population and Housing	Less than Significant	+	+	+	+
Public Services and Recreation	Less than Significant	+	+	+	+
Transportation	Significant and Unavoidable	-	-	-	-
Tribal Cultural Resources	Less than Significant with Mitigation Incorporated	+	+	+	+
Utilities and Service Systems	Less than Significant	+	+	+	+
Wildfire	Less than Significant	-	+	+	+
Overall		13 Superior, 4 Inferior, 0 Similar	15 Superior, 1 Inferior, 1 Similar	15 Superior, 1 Inferior, 1 Similar	15 Superior, 1 Inferior, 1 Similar

+ Superior to the 2045 General Plan (reduced level of impact)
 - Inferior to the 2045 General Plan (increased level of impact)
 = Similar level of impact to the 2045 General Plan

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