

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).

2045 General Plan Consistency

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.