



2045 GENERAL PLAN



PlanSOLVANG
Embracing our Heritage | Planning our Future
— DANISH CAPITAL OF AMERICA —

FINAL APPROVAL
JULY 8, 2024



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List of General Plan Amendments

Resolution No.	Effective Date	Summary of Amendment
24-1254	07/08/2024	Adoption of General Plan
24-1273	11/25/2024	Amended Table 2-1 for consistency with zoning and land use map changes.



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1

Introduction

This Introduction to the 2045 Solvang General Plan begins with the purpose and use of the General Plan; explains how the General Plan was prepared; states the vision and guiding principles of the General Plan; describes the different analyses that informed the General Plan; gives an overview of the City of Solvang; explains the organization of the General Plan; and lastly, provides a guide on how to read the General Plan.



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Purpose and Use of the General Plan

What is a General Plan?

Every jurisdiction in California must have a General Plan, which is the local government's long-term framework or "constitution" for future growth and development. The General Plan is prepared with extensive community engagement to create a plan that expresses the community's vision for its future. California State law requires that each town, city, and county must adopt a General Plan for the physical development of the jurisdiction and any land outside its boundaries that bears relation to its planning. Typically, a General Plan is designed to address the issues facing the jurisdiction for the next 25 years. A General Plan typically has four defining features:

- **General.** A General Plan provides general policy guidance that will be used to direct future land use and resource decisions.
- **Comprehensive.** A General Plan consists of various Elements that are comprehensive, covering topics such as land use; housing; mobility/circulation economic development; sustainability and resiliency; public safety; recreation; natural resources; racial, social, and environmental justice ;and much more.
- **Long-Range.** A General Plan provides guidance on reaching a future envisioned 20 or more years in the future. To achieve the vision, a General Plan includes goals, policies, and implementation programs that address both immediate and long-term needs.
- **Integrated and Coherent.** The goals, policies, and implementation programs in a General Plan present a comprehensive, unified program for development, resource conservation, and other issues that impact the community. A General Plan uses a consistent set of assumptions and projections to assess future demands for housing, employment, and public services (e.g., infrastructure). A General Plan has a coherent set of policies and implementation programs that enables citizens to understand the vision of the General Plan, and enables landowners, businesses, and industry to be more certain about how policies will be implemented.

A General Plan is made up of a collection of "elements" that cover mandatory topics as well as topics important to the community. Eight elements are



required to be included in the General Plan by the State. These are: land use, circulation, housing, conservation, open space, noise, safety, and environmental justice. Though the required topics must be addressed in the General Plan, communities can organize their General Plan anyway they choose. Communities may also include other optional elements that address issues of local interest, such as Community Design and Economic Development for Solvang.

The General Plan is not to be confused with zoning. Although both the General Plan and the zoning ordinance designate how land may be developed, they do so in different ways. The General Plan has a long-term outlook. It identifies the types of development that will be allowed, the spatial relationships among land uses, and the general pattern of future development. Zoning regulates development through specific standards such as lot size, building setbacks, and allowable uses. However, the land uses shown on the General Plan diagrams will typically be reflected in the local zoning maps as well, as they are both required to be consistent per State law. Development must not only meet the specific requirements of the zoning ordinance, but also the broader policies set forth in the General Plan.

The 2045 Solvang General Plan meets the requirements of State law by containing the required elements and two optional elements as described in more detail later in this chapter under “Organization of the General Plan.” Some of the required elements address additional issues of local interest. Each element contains goals and policies that will guide future decisions within the City. They each also identify a set of implementation programs that will be used to ensure the goals and policies in the General Plan are carried out.

Using the General Plan

The General Plan is used by the City Council, Planning Commission, and City staff to make decisions with direct or indirect land use implications. It also provides a framework for inter-jurisdictional coordination of planning efforts among officials and staff of the City and other Federal, State, county, and local agencies. City residents, property owners, and businesses use the General Plan for guidance on City policies for particular geographic areas or for particular subjects of interest to them.

The General Plan is the basis for a variety of regulatory measures and administrative procedures. California planning law requires consistency between the General Plan and its implementing programs, such as zoning and subdivision ordinances, capital improvement programs, specific plans, environmental impact procedures, and building and housing codes. The

specific roles of the City Council, Planning Commission, and City Departments with respect to the approval and use of the General Plan are described below.

City Council

The City Council is the political body which adopts policies in Solvang. It is the City Council, through its decision-making authority, that affirms the policy direction and priorities contained within this General Plan. The City Council is ultimately responsible for adoption of the General Plan, as well as the regulations, capital improvement programs, and financing mechanisms that implement the General Plan.

Planning Commission

The Planning Commission is responsible for conducting public hearings on the General Plan and Zoning Code modifications, considering the input of the public, and making recommendations to the City Council on these matters. After the General Plan is adopted, the Planning Commission must ensure that all following land use ordinances, policies, guidelines, and development applications are consistent with the goals, objectives, and policies in the General Plan.

Other City Departments

All City Departments use the General Plan for policy guidance as it pertains to their operations, service delivery, and planning for future capital projects and potential service level changes. The City's Planning staff ensure that that the General Plan is implemented on an everyday basis so that: the right land uses are proposed in the right locations, the right levels of service are provided, proposed land uses conform to development regulations, and the environment has been adequately protected. The General Plan is a resource for all City services and provides an internally consistent checkpoint for assessing alternatives for the future of Solvang.

Maintaining the General Plan

Over time, the City's population will probably increase, its goals will develop, and the physical environment in which its residents live, and work will change. In order for the General Plan to be a helpful document, it must be monitored and periodically revised to respond to and reflect changing conditions and needs over time.

The General Plan should be reviewed every year, with a more comprehensive and thorough review and revision done every ten to twenty years, as needed, to



reflect changes in local conditions, new local priorities, or State law. State law permits the General Plan to be amended up to four times in any calendar year, unless special conditions apply as defined by Government Code Sections 65358(c) and (d). Each amendment may contain more than one change to the General Plan.

General Plan Amendments can be initiated by the City or at the request of a property owner. Each General Plan Amendment goes through a public review process, including hearings with the Planning Commission and City Council. Each Amendment is also subject to review under the California Environmental Quality Act (CEQA).

Preparing the 2045 General Plan

The development of the General Plan began in October 2020. The 2045 General Plan was shaped over a three-year period by an extensive public outreach process that engaged residents, businesses, developers, and decision-makers (see Community Engagement section later in this chapter).

Through the update process, the City and its consultants (General Plan Team), with input from the public and stakeholders, considered new, pertinent topics, such as climate change and resiliency, environmental justice, and public health, to ensure that Solvang is positioned to achieve its vision for the future.

Community Engagement

The update process involved multiple opportunities for the public to engage in the development of the 2045 General Plan. The City gathered community input through the following methods:

- In-person and virtual community workshops;
- General Plan Update website – www.plansolvang.com;
- eBlasts;
- General Plan Advisory Committee meetings;
- Design Review Committee meetings; and
- Planning Commission and City Council meetings, study sessions, and public hearings.

Community Workshops

The City hosted five community workshops for residents and stakeholders to share their ideas on how to shape the future of Solvang.

- On **February 6, 2021**, the City hosted (via Zoom) their first workshop. The purpose of the workshop was to provide an overview of the General Plan Update (PlanSolvang), relay opportunities to get involved in the process, collect input on issues and opportunities that should be addressed through the Plan, and receive initial feedback on a citywide vision for Solvang through 2045. The first workshop also included a series of interactive online activities to assist in identifying overarching challenges and opportunities, establishing a clear vision for the future of the city, and assist in setting expectations for the project.
- On **April 8 and 9, 2021**, the City held three identical workshops, two of which were held on the same day, at the Solvang Veterans Memorial Hall and via Zoom simultaneously. The purpose of these workshops was to provide an overview of the General Plan update process, present information on the existing conditions and trends that influences the future of Solvang and provide an opportunity for the public to provide input and ideas on the issue and opportunities that are addressed in the General Plan. During the workshops, we also gathered community input to help establish a long-term vision for Solvang's future. In-person attendees were asked to participate in five workshop activity stations, whereas virtual attendees were encouraged to take part in the online workshop exercises.
- On **January 13, 2022**, the City hosted (via Zoom) their third workshop. The purpose of the workshop was for the community to learn about the General Plan and provide their input on the City's future, specifically related to future land use choices/mobility options and findings presented in the Land use Alternatives Report.
- On **March 24, 2022**, the City hosted (via Zoom) their fourth workshop. The purpose of this workshop was to introduce the Housing Element and new State requirements, as well as an opportunity for the public to provide comments on housing concerns in the community.
- On **May 11, 2022**, the City hosted (via Zoom) their fifth workshop. This workshop had the same purpose as the fourth workshop, however there was a discussion on potential housing sites with residential capacity.



- On **July 18, 2022**, the City hosted their sixth workshop, which was an in-person. The workshop focused on the whether the City should consider development of a pedestrian-oriented European Plaza in Downtown.

General Plan Update Website

To help expand the outreach efforts of the General Plan, this project included a project website (www.plansolvang.com) to provide information on the process including information on the General Plan, meeting dates and locations, and related documents. The City used regular updates to the project website throughout the update process to keep community members informed and involved.

eBlasts

Throughout the update process, the City sent timely eBlasts announcing every workshop, all Planning commission and city council meetings, and announcing the availability on the Project Website of new publications. to the General Plan contact list, which included elected and appointed officials, City Staff, stakeholders, and engaged community members. People could join the contact list through a link on the project website, by signing-in at a General Plan community workshop or public meeting, or by directly contacting the City of Solvang.

General Plan Advisory Committee (GPAC) Meetings

To help City staff and the consulting team develop the update to the General Plan, the City formed a General Plan Advisory Committee (GPAC). The GPAC serves as a sounding board for the discussion of issues, opportunities, and the development of the General Plan that will guide the community's future.

Design Review Committee Meetings

To help preserve and enhance historical Danish and northern European architectural styles and the streetscape and the inherent qualities of a livable community that Solvang has, the Design Review Committee gave the City staff and the consulting team guidance on community design.

Planning Commission and City Council Meetings, Study Sessions, and Public Hearings

The City held various Planning Commission and City Council meetings, study sessions, and public hearings throughout the update process to inform decision-makers and the public, discuss key milestones, and provide direction for the next steps.

General Plan Guiding Principles

On August 23, 2021, at a Joint Study Session, the City Council and Planning Commission adopted a set of General Plan Guiding Principles for the Solvang General Plan Update.

Guiding Principles

Heritage and Identity

We welcome visitors while maintaining our small-town character and honoring our multi-cultural heritage. Although originally established as a Danish community, we honor the positive traditions and values modeled by those who preceded our founders and their successors.

The Village

The Village is a small charming, safe, and walkable environment modeled on an Old World Danish village that attracts visitors while supporting the social interaction, community events, and commerce of residents.

Economic Vitality

Our resilient, diverse, and sustainable economy supports both existing and new locally-owned businesses, including community-supported tourism. Residents and visitors continue to enjoy the benefits of a healthy business environment.

Neighborhoods

Our diverse residential neighborhoods are safe and quiet, buffered from the impacts of traffic, overflow visitor parking, and events. Residents enjoy the quality of life and social interaction provided by our multi-generational neighborhoods.

Cultural Resources

Residents and visitors value the unique character of our historic and cultural assets. The Danish Village, library, museums, art venues, theaters, and historic structures provide social, educational, and emotional richness.



Natural Environment

Our entire community values and champions the natural beauty of the Santa Ynez Valley and its agricultural traditions. The Santa Ynez River is recognized as a life-sustaining resource to be valued and protected. Our tree-lined streets, open spaces, parks, and landscaping continue to connect us to the natural environment and provide healthy living spaces and recreational opportunities despite the challenge of a changing climate.

Mobility and Access

Safe and accessible streets, multi-purpose trails, and sustainable multimodal transportation options conveniently connect people and places throughout town and to surrounding destinations in the broader Santa Ynez Valley while reducing the impacts of traffic on the community.

Regional Cooperation

Our community continues to avail itself of opportunities provided by regional planning and partnership to support the quality of life and safety of residents, and the experience of visitors.

Infrastructure and Amenities

Solvang maintains sustainable, efficient, equitable, site-appropriate, and resilient infrastructure and public amenities. We prioritize conserving all natural resources.

Resident Services

We provide a range of public services that support a diverse and multigenerational community.

Jobs and Housing

A wide range of housing options and living wage jobs provide a high quality of life. Solvang is committed to providing a variety of obtainable amenity-rich housing and sustainable neighborhoods for its residents.

Good Governance

Our government is transparent, supportive, and collaborative. It responds to the needs of all segments of the population with fair and equal protection.

Analyses Informing the 2045 General Plan

As part of the City of Solvang General Plan update process, the City prepared the following General Plan supporting documents:

- **Existing Conditions and Trends Workbook.** The Existing Conditions and Trends Workbook tells the story of Solvang – where it has been, where it is today, and the trends that will shape its future and focuses on providing the foundational information about the physical, natural, cultural, and economic conditions and trends that set the stage for updating the General Plan.
- **Land Use Alternatives Report.** The Land Use Alternatives Report contains a series of potential land use alternatives, specifically related to future land use choices (alternatives) and circulation/mobility options. The potential land use alternatives are based on community feedback collected at the beginning of the project. This Report outlines a range of scenarios and the impact of each for the community's consideration.
- **Environmental Impact Report.** The Environmental Impact Report (EIR) responds to the requirements of the CEQA as set forth in Sections 15126, 15175, and 15176 of the CEQA Guidelines Act. The Planning Commission and City Council will use the EIR during the General Plan update process to consider potential environmental implications associated with implementing the General Plan and to identify feasible mitigation measures for significant impacts. The General Plan EIR may also be used in the environmental evaluation of future projects. Future projects may be able to build (tier) their environmental review on the General Plan EIR if they are consistent with the General Plan.

The Solvang Community

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 Californian Danish-American colony. In January 1911, the Corporation purchased approximately 9,000 acres from the Santa Ynez Development Company, which had been instrumental in



founding the towns of Santa Ynez and Los Olivos. The three founders named the colony Solvang, meaning “Sunny Fields” in Danish.

Early settlers in Solvang moved fast to create a strong and independent community. By 1914, Solvang constructed a hotel, multiple schools, a general store, a bank, and a vehicle repair shop to service vehicles on their way to southern California. During this period, Solvang established itself as a self-reliant agricultural community, in which many of the early settlers founded dairies and creameries.

With the arrival of electricity and the automobile in the 1920s, Solvang continued to grow. As its economy grew, so did its population. To meet the needs of the 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). Most of the residences were built along Lompoc Road, which is today’s Mission Drive (Highway 246).

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 torch-light procession, plays, pageants, a parade, and folk dancing and singing. In 1937, Solvang organized another communitywide celebration tied to its Danish history and the tradition of Danish Days was created.

By the mid to late 1940s, Solvang was losing its economic base. With World War II in full swing, many residents either joined the war effort or moved out of the area to find better job opportunities. After being named the “Danish Capital of America” by the Saturday Evening Post magazine in 1947, Solvang decided to fully embrace the concept of tourism. Businesses remodeled their storefronts and new buildings were constructed in the traditional Danish provincial style. Danish style windmills, thatched roofs, and Danish street names became commonplace.

Solvang residents voted to incorporate May 1, 1985. The driving factors in the successful incorporation effort was independence from Santa Barbara County, making decisions locally, and control of the community’s finances. The first Mayor was Willi Campbell, and the first city Administrator was Leo Mathieson.

Today, Solvang is much like it has been for the past several decades. Most neighborhoods consist of single-family homes. Solvang has evolved into a widely recognized tourist destination due to its unique architecture, surrounding wine country, and its proximity to Mission Santa Inés. The city’s

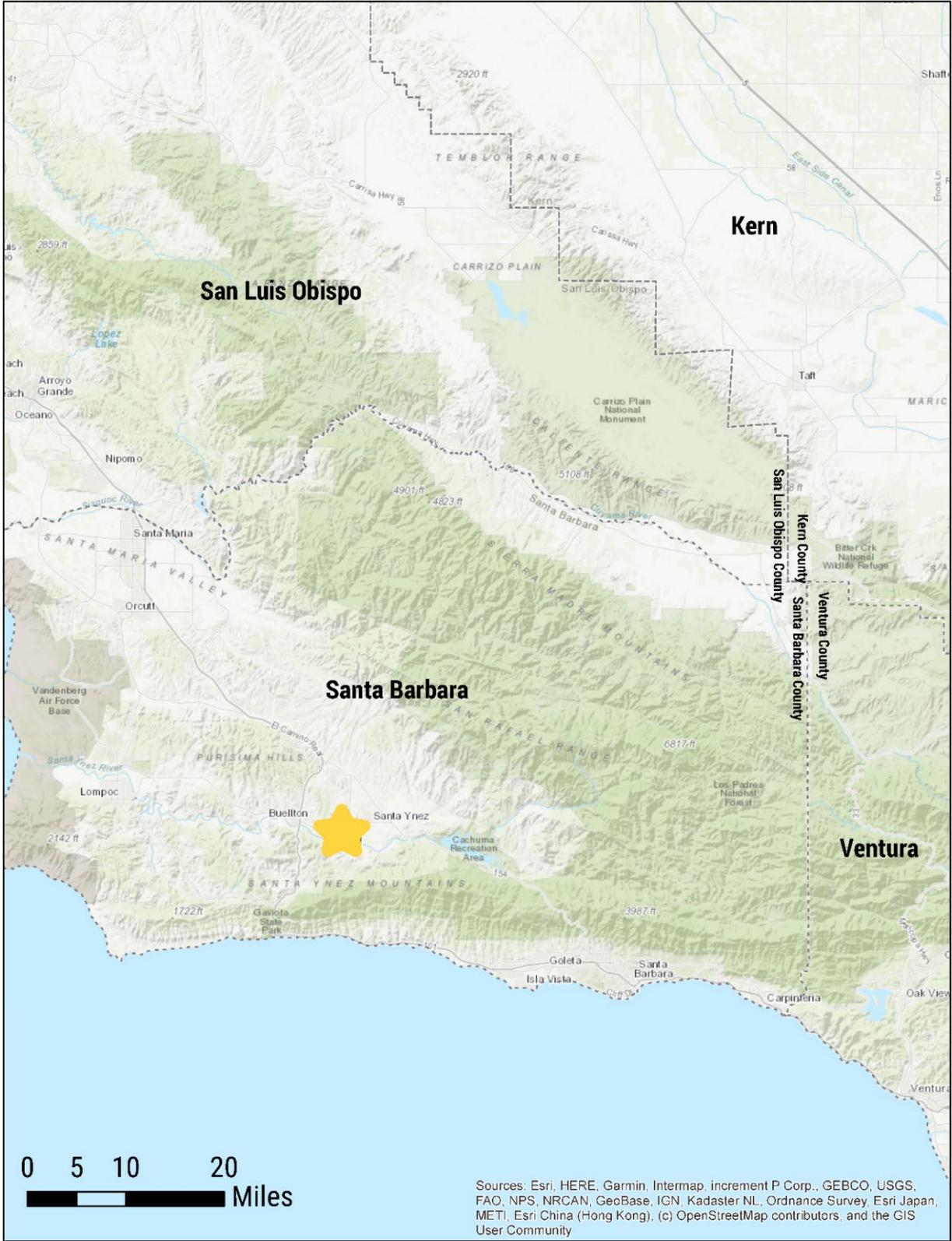
economy and approximately 5,800 residents rely heavily on tourism. The city's architecture and setting are well known throughout California and the nation, and the city's identity and economic vitality are aligned closely to the aesthetic character of the community. The city's compact development contributes to its charm and pedestrian-friendly atmosphere.

Regional Setting

The city is located in Santa Barbara County, approximately 35 miles northwest of Santa Barbara and 15 miles north of the Pacific coast as shown in Figure I-1. The city of Buellton is located to the west, the town of Santa Ynez to the east, and the communities of Los Olivos and Ballard to the north. Solvang is located in the Santa Ynez Valley in the central part of Santa Barbara County. The city 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. Solvang is situated primarily along an alluvial plain formed by the Santa Ynez River and on the southeastern edge of the Purisima Hills. State Route 246 bisects Solvang and provides a key regional east-west link between Highway 101 and State Route 154.



Figure 1: Regional Context



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Solvang Planning Boundaries

Established as a General law city in 1985, and approved by the voters in November 2006 as a charter City, Solvang encompasses approximately 2.4 square miles. Existing land uses in the city consist primarily of the Village commercial, single-family homes, and open space. The area surrounding the city consists primarily of low density residential, open space, and agricultural uses.

The Solvang General Plan uses several terms to describe the city and its planning boundaries:

- **City Boundary.** The political boundary that defines land that has been incorporated into a city. Solvang has land use authority over all land within its city boundary.
- **Sphere of Influence.** A sphere of influence (SOI) is the probable physical boundary and service area of the city, as adopted by a Local Agency Formation Commission (LAFCO). An SOI typically includes both incorporated and unincorporated areas within which the City will have primary responsibility for the provision of public facilities and services.
- **Planning Area.** A General Plan, pursuant to State law, must address all areas within the jurisdiction's Planning Area. The Planning Area encompasses all incorporated and unincorporated territory that bears a relationship to the long-term physical planning of the city.
- **Urban Growth Boundary.** Cities use urban growth boundaries (UGBs) to establish where they intend to encourage and discourage land development through public-infrastructure investments, land-use regulations, land acquisitions, and other actions. Within the UGB, cities typically adopt land use policies that encourage urban development. Solvang adopted its UGB in June 2020. The UGB is the same boundary as the Solvang city boundary.

Organization of the General Plan

The Solvang 2045 General Plan addresses the mandatory elements and includes several optional elements. Table 1 lists the elements of the Solvang 2045 General Plan and shows how the elements are organized to meet the mandatory requirements of State law.

Table 1: Elements of The Solvang 2045 General Plan

Solvang Elements	State-Mandated Elements								Optional
	Land Use	Circulation	Housing	Conservation	Noise	Open Space	Safety	Air Quality	
Land Use	■								
Community Design									■
Economic Development									■
Mobility		■							
Public Facilities, Services, and Infrastructure									■
Environment and Sustainability				■		■		■	
Safety					■		■		
Housing			■						



The 2045 General Plan is organized into 11 chapters (an introductory chapter, eight elements, a glossary, and an administration chapter), allowing users to find topics or sections that interest them. The policies throughout all elements work together and users must consider them comprehensively when making planning decisions. The chapters of the General Plan are as follows.

1. Introduction

The Introduction to the 2045 Solvang General Plan begins with the purpose and use of the General Plan; explains how the General Plan was prepared; states the vision and guiding principles of the General Plan; describes the different analyses that informed the General Plan; gives an overview of the City of Solvang; explains the organization of the General Plan; and lastly, provides a guide on how to read the General Plan.

2. Land Use (LU)

The Land Use Element establishes the pattern and intensity of land use in the city and sets forth policies and standards to guide future development. This Element serves as the primary vehicle for ensuring that new land uses are logically organized and developed in a way that preserves Solvang's small-town charm.

3. Community Design (CD)

The Community Design Element looks at the key components of the City's unique Danish style architecture as well as the overall physical environment and describes the features that, together, contribute to the distinct community character of Solvang.

4. Economic Development (ED)

The Economic Development Element focuses on supporting traditional employment sectors, including tourism, retail and service industries, manufacturing, construction, transportation, and warehousing, while ensuring the City is responsive to cost pressures, shifting consumer demands, and competition.

5. Mobility/Circulation (MOB)

The Mobility Element is designed to address all aspects of safely moving people and goods. This Element serves to meet the requirements of the Circulation Element as required for a General Plan. Mobility in tandem with land use

patterns, infrastructure, and access to active transportation options influence the character of neighborhoods, the location of specific land uses, and the overall form of the city.

6. Public Facilities, Services, and Infrastructure (PFS)

The Public Facilities, Services, and Infrastructure Element guides decision-making concerning public and private infrastructure, utilities, and services.

7. Environment and Sustainability (E&S)

The Environment Element aims to preserve, protect, and enhance the natural and historical resources that make Solvang a unique place.

8. Safety (SAF)

The Safety Element establishes a policy framework for protecting people and property from unreasonable risks from natural disasters, noise, and other events. It also focuses on disaster and emergency response.

9. Housing (HE)

The Housing Element ensures that there is adequate land in place to accommodate Solvang's fair share of new residents. The Housing Element focuses on a pre-determined eight-year cycle extending from 2023-2031. The Housing Element will identify and address housing needs in the city in compliance with State housing law.

10. Glossary

This chapter provides a definition of the key terms and acronyms used in the Solvang 2045 General Plan.

11. Administration

This chapter contains a consolidated list of all implementation programs.

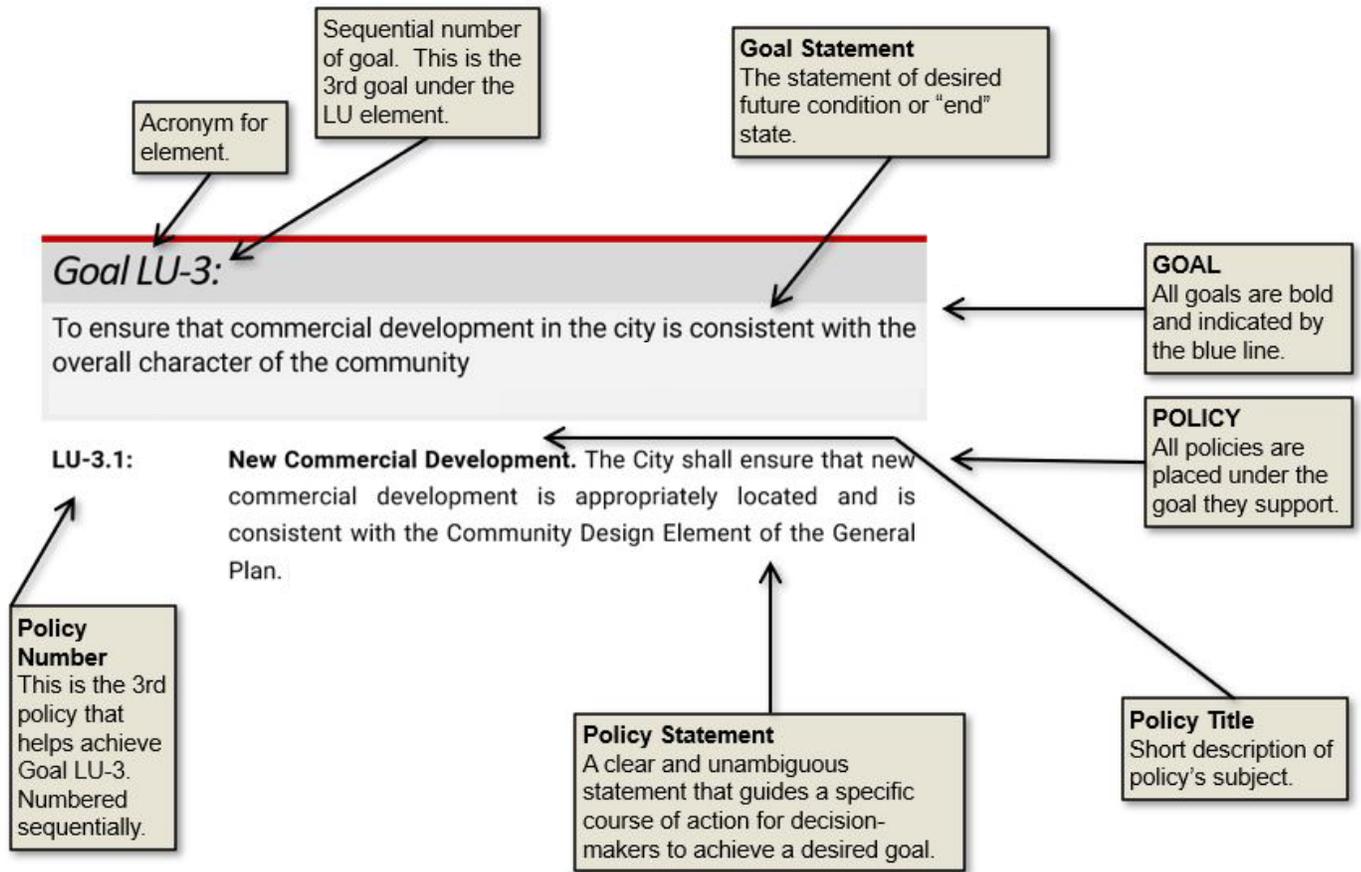


Readers' Guide

Goals and Policies

Each element contains the goals and policies that the City will use to guide future land use, development, resource management, and environmental protection decisions. Figure 2 explains the standard format for goals and policies, using a sample goal and policy.

Figure 2: How to Read Goals and Policies



Goal

A goal is a statement that describes in general terms a desired future condition or "end" state. Goals describe ideal future conditions for a topic and tend to be very general and broad.

Policy

A policy is a clear and unambiguous statement that guides a specific course of action for decision-makers to achieve a desired goal.

“Policies and implementation measures throughout the General Plan use terms such as “shall” and “should” to define the intentions of the City relative to these components. These modifiers are used as follows in the General Plan:

“Must” or “shall” or “required” are used to signify a mandatory requirement that the City will follow. For example, Policy SAF-4.2 says: “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.”

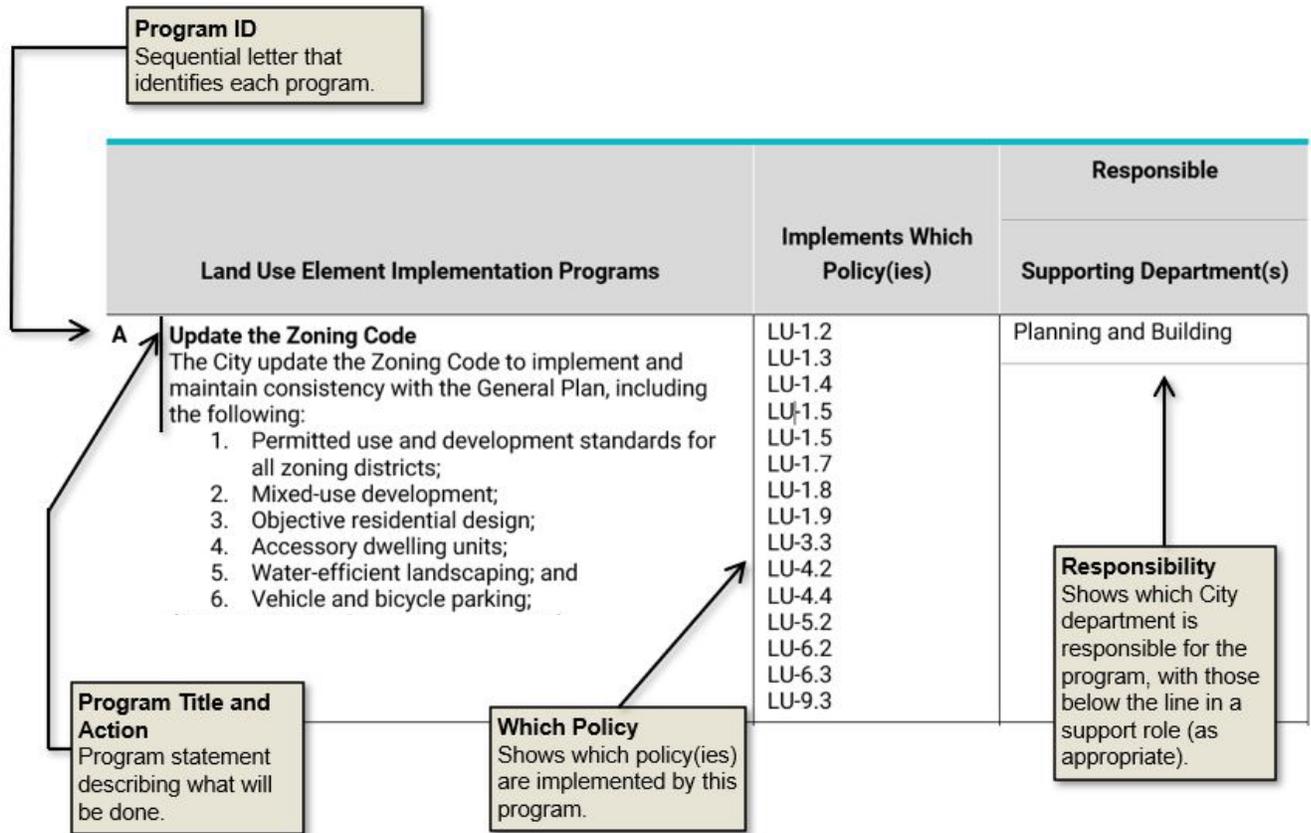
Words such as “should” or “may” are used to signify a less rigid directive, that will be honored in the absence of compelling or contravening considerations. For example, Policy ENV-14.5 says: “The City should promote and encourage co-generation projects for commercial and industrial facilities, provided they meet all applicable air quality standards and provide a net reduction in GHG emissions associated with energy production.” This provides flexibility in addressing the policy in the context of the project or proposal.



Implementation Programs

While many policies can be implemented as part of standard City operations, some policies require specific programs to ensure their implementation. The last section of each element includes a table of implementation programs in a format illustrated on Figure 3. Similar to policies, implementation programs that address one or both of the cross-cutting topics include an icon to highlight the implementation program’s relationship to these topics, as applicable.

Figure 3: How to Read Implementation Programs





2

Land Use

The Land Use Element establishes goals, policies, and programs to strategically accommodate future growth and change while preserving and enhancing the qualities that make Solvang a desirable place to live and work. The Element also contains the Land Use Diagram, a map of land uses within the planning area, and a description of the land use designations.



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Land Use Diagram and Designations

The 2040 General Plan designates land uses defining the type of development planned to occur throughout the city through the planning horizon year of 2040 (approximately 20 years). Development projections for the General Plan were determined by analyzing vacant and underutilized parcels within the city and the realistic level of development potential based on what is allowed under the applicable land use designation factoring for known physical constraints and/or regulatory requirements.

The core of the Land Use Element is the land use diagram and description of land use designations that classify and distinguish the various land uses in the City. Corresponding levels of intensity, density, and allowable uses are defined in this section, as required by Government Code Section 65302(a).

Important Note

It is common for the Land Use Diagram to be updated over time. Please check with the Solvang Planning Department to ensure you have the current version.

Planning Boundaries

The following planning boundaries are included as part of the 2040 Solvang General Plan:

- **City Boundary.** The city boundary is the jurisdictional limits of the city (incorporated area). The city boundary includes the area over which the City exercises land use authority and provides public facilities and services. State law requires jurisdictions to adopt a General Plan that, at a minimum, addresses physical development within this boundary.
- **Urban Growth Boundary.** Cities use urban growth boundaries (UGBs) to establish where they intend to encourage and discourage land development through public infrastructure investments, land-use regulations, land acquisitions, and other actions. Solvang adopted its UGB in June 2020. The UGB is the same boundary as the Solvang city boundary.
- **Sphere of Influence.** A sphere of influence (SOI) is the potential ultimate boundary and service area of the city, as adopted by a Local Agency Formation Commission (LAFCO). An SOI typically includes both incorporated and unincorporated areas within which the City will have primary responsibility for the provision of public facilities and services.
- **Planning Area.** A General Plan, pursuant to State law, must address all areas within a jurisdiction's Planning Area. The Planning Area



encompasses all incorporated and unincorporated territory that bears a relationship to the long-term physical planning of the city.

Land Use Diagram

Figure LU-1, the General Plan Land Use Diagram, shows the distribution of the land use designations allowed within the City's Planning Area. There are a total of 15 different land use designations that depict the types of land uses that will be allowed within the Planning Area.

The Land Use Diagram is intended to be more general than the Zoning Map. While the Land Use Diagram guides zoning, it is not the same as the City's Zoning Map. Each land use designation has corresponding compatible zoning districts. Whereas the land use designations are intentionally broad, the zoning designations are more detailed and provide specific development standards, including permitted and conditional uses, building heights, setbacks, lot coverage, parking, landscaping, and architectural review requirements.

Land Use Designations

Table 2-1 describes the land use designations along with their corresponding density/intensity standards:

- **Designation.** This provides the name of each land use designation and the acronym used when referring to the designation.
- **Color.** Each land use designation has an assigned color used in the Land Use Diagram (Figure LU-1).
- **Description.** This describes the purpose and application of each land use designation. The City's Zoning regulations provide further detail about uses allowed and permitted in zoning districts that implement the land use designations.
- **Density/Intensity Standards.** This describes development density or intensity. Designations allowing residential uses include a minimum and maximum density, expressed as dwelling units per acre (du/ac).

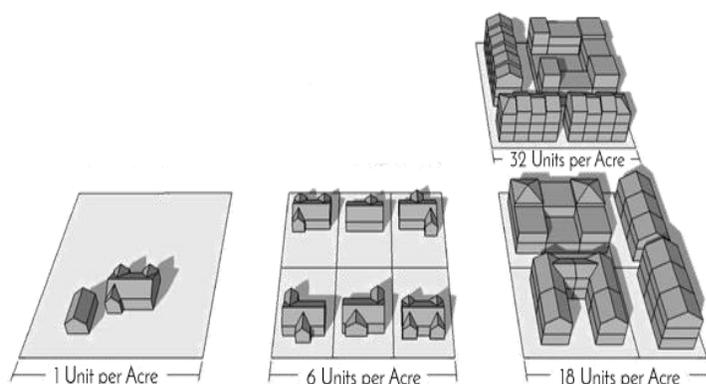
Non-residential uses include a maximum building intensity standard, expressed as Floor Area Ratio (FAR). Most non-residential land use designations also allow residential uses and include density standards as well.

Residential Density

Residential development is categorized by allowed density (minimum and maximum) measured in dwelling units growth per acre (du/ac). Accessory dwelling units are not included. Residential density is calculated by dividing the number of dwelling units on a site (excluding accessory dwelling units) by the gross acreage of the site. The image to the right shows prototypical examples of different residential densities for one-acre properties.

State planning law requires general plans to include standards for measuring population density. **Population**

density is determined by multiplying the maximum number of dwelling units allowed in a given land use designation by the average number of persons per household (as determined by the California Department of Finance).





Floor Area Ratio (FAR)

Standards of building intensity for nonresidential uses such as office, commercial, industrial, and institutional development can be defined in terms of floor area ratio (FAR). FAR is an indicator of how much building space is permitted on a given site. The ratio is typically determined by dividing the total floor area of the structure by the area of the site. In the case of mixed-use developments that include residential uses, density standards are applied to the residential component while FAR standards are applied to the nonresidential component. A site includes all contiguous parcels that will share parking or access.

While FAR provides for overall development intensity, it does not specify the form or character of the building. Different interpretations of the same FAR can result in buildings of different character. To address aesthetic standards and infrastructure needs and encourage similar interpretations of allowed FARs, other City regulations such as zoning height limits, building setbacks, lot coverage, or open space requirements guide the form of buildings with a given FAR.

Figure LU-1: Land Use Diagram

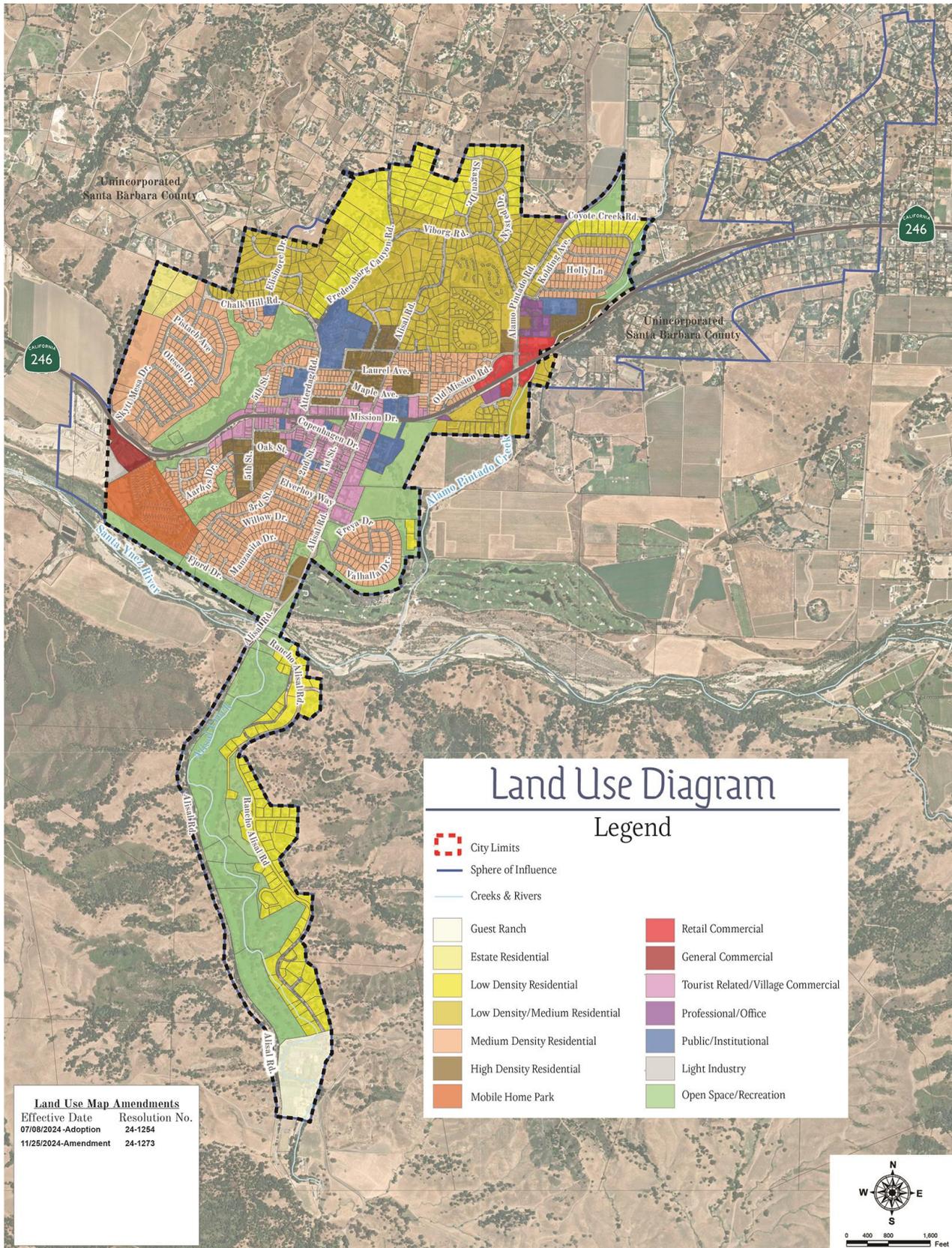




Table 2-1: Land Use Designations

Guest Ranch (GR)

This designation is established to recognize the approximately 30 acres of the Alisal Guest Ranch located which is a working agriculture ranch. Allowed uses include guest lodging, employee housing, restaurants, and recreation and entertainment.

Density/Intensity Range

- Density: Up to 10 du/ac
- Intensity: Up to 15,000 square feet per acre (0.34 FAR)
- Corresponding Zoning: AT

Estate Residential (ER)

This designation allows for low-density, large lot single-family residential development. This designation is characterized by estate ranchettes with detached single-family residences.

Density/Intensity Range

- Density: 0- 1.0 du/ 3 ac
- Intensity: N/A
- Corresponding Zoning: ER-3

Low Density Residential (LDR)

This designation allows for single-family residential development. This designation is characterized by detached single-family residences on large parcels.

Density/Intensity Range

- Density: 0 - 1.0 du/ac
- Intensity: N/A
- Corresponding Zoning: ER-1

Low/Medium Density Residential (LMDR)

This designation allows for single-family residential development. This designation is characterized by detached single-family residences on large parcels.

Density/Intensity Range

- Density: 0 - 2.0 du/ac
- Intensity: N/A
- Corresponding Zoning: R-1

Medium Density Residential (MDR)

This designation allows for single- and multifamily residential development. This designation is characterized by detached single-family and/or medium-density, multi-family residences on smaller parcels.

Density/Intensity Range

- Density: 3.0 to 7.0 du/ac
- Intensity: N/A
- Corresponding Zoning: R-2,PR

High Density Residential (HDR)

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.

Density/Intensity Range

- Density: 8.0 to 20.0 du/ac
- Intensity: N/A
- Corresponding Zoning: R-3

Mobile Home Park (MHR)

This designation allows for the development of mobile home parks.

Density/Intensity Range

- Density: 0.0 to 8.0 du/ac
- Intensity: N/A
- Corresponding Zoning: MHR

Light Industry (LI)

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.

Density/Intensity Range

- Density: N/A
- Intensity: 0.23 FAR
- Corresponding Zoning: LI



Open Space/Recreation (OSPR)

This designation allows for public parks, indoor and outdoor recreation and entertainment uses, and open space.

Density/Intensity Range

- Density: N/A
- Intensity: N/A
- Corresponding Zoning: OS,P

Tourist Commercial (TC)

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.

Density/Intensity Range

- Density: Up to 20.0 du/ac
- Intensity: 0.65 to 3.0 FAR
- Corresponding Zoning: VMU

Retail Commercial (RC)

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.

Density/Intensity Range

- Density: 0.0 to 20.0 du/ac
- Intensity: 0.65 FAR
- Corresponding Zoning: CR

General Commercial (GC)

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.

Density/Intensity Range

- Density: Up to 20.0 du/ac
- Intensity: 0.65 FAR
- Corresponding Zoning: CH

Public/Institutional (PI)

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.

Density/Intensity Range

- Density: N/A
- Intensity: N/A
- Corresponding Zoning: PI

Professional/Office (PO)

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 non-residential use for all vertical mixed-use developments.

Density/Intensity Range

- Density: Up to 20.0 du/ac
- Intensity: 0.65 FAR
- Corresponding Zoning: PO



Goals and Policies

Balanced Land Use Mix

This General Plan emphasizes a balanced mix of land uses and infill development within the city limits and does not conflict with land uses that are rural and agricultural beyond the city's Urban Growth Boundary. New development will 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. The General Plan focuses on city-centered growth and provides the policy framework to guide future development toward land uses that support walking, biking, and transit ridership. This approach is intended to maintain Solvang's small-town atmosphere and encourage sustainable land use patterns, while increasing opportunities to grow the local economy.

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.

Policies

- LU-1.1:** **Compact Urban Form.** The City shall maintain a compact urban form.
- LU-1.2:** **Infill Development.** The City shall support and promote infill development that is compact, mixed-use, and pedestrian-friendly.
- 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.
- 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.
- 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.

- 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.
- 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.
- 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.
- 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.
- 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.



Residential

Residential neighborhoods will continue to be the predominant development pattern in Solvang. The magnitude of change anticipated for these areas is substantially less than what is anticipated for other areas of the city. Changes proposed in residential neighborhoods are more subtle, focusing on how to enhance the quality of these areas by improving characteristics such as connectivity, pedestrian safety, neighborhood character, and housing choice.

The General Plan encourages higher density residential uses to locate in areas with good transit access and close to shopping and service areas. When properly designed, this can encourage more walking, biking, and transit use, and provides a larger customer base for nearby businesses.

Goal LU-2:

To provide a variety of housing types that offer choices for Solvang residents and create complete, livable neighborhoods.

- 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.

- 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

- LU-2.3:** **Neighborhood Infill.** The City shall allow infill development .as required by State Law include ADU's, JADU and density bonus.

- 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.

Commercial

Commercial uses are intended to provide areas for retail sales and services demanded by residents and visitors. These locations are for commerce, employment, entertainment, culture, and appropriately sited residential uses.

Pedestrian-oriented activities are encouraged with public spaces and uses that draw a variety of people and offer a welcome setting. Commercial uses shall be designed to operate in harmony with adjacent neighborhoods and uses through the siting of buildings, transitions in scale, and appropriate land use mix.

Goal LU-3:

To ensure that existing and proposed commercial development is consistent with the overall character of the city.

- 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.
- 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”.
- 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.



Village Area

The Village Area is the heart of Solvang and plays a key role for the city. A mixture of recreational, dining, arts and entertainment, retail, commercial uses, and residential area make up the Village Area. The Village Area is comprised of two design districts including the Village Core Design District and Mission Design District. Both districts combined create unique gathering spaces that reinforce the organic and diverse built environment in Solvang. The vision for the Village Core Design District within the Village Area is to preserve and enhance Solvang as the “Danish Capital of America” and ensure that it is an economically vibrant, pedestrian-oriented, locally owned and operated premier destination. The vision for the Mission Design District within the Village Area is to connect the early settlement of the Santa Ynez Valley and construction of the Mission Santa Inés through consistent architectural design. For additional policies relating to both design districts, see the Community Design Element in the General Plan.

The Village Area also serves the community as a local gathering place where people socialize and engage. Policies in this section aim to preserve the historic Danish character of the Village, while supporting new development, including mixed-use, residential, and commercial projects. Additionally, this section guides development for infrastructure and amenities needed for the growth of the Village Area while attracting and retaining business.

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.

- LU-4.1:** **Tourist-Related Land Uses.** The City shall assure that the Village Area is the primary focus of tourist related land uses.

- 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.

- 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.

- 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.

- 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.

Mixed-use

Mixed-use development blends residential and non-residential uses vertically within a single building within a larger development. The intention of mixing uses is to create vibrant and economically vital places for residents to gather, socialize, work, shop, and recreate close to where they live. This development pattern should create walkable centers of activity.

Goal LU-5:

To encourage mixed-use development projects that create vibrant, walkable districts.

- 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.
- 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.
- 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.

Industrial

Industrial district provides for manufacturing, research and development, flex space, industry incubators, and similar uses that range from to manufacturing and other industrial areas. The Light Industry designation supports “clean” industries including agricultural related industries that take advantage of the education and skills of the local and regional population. Industrial land use policies promote improvements in site planning to create places with attractive architecture and landscaping, and make employment areas accessible to vehicles, pedestrians, bicyclists, and transit.



Goal LU-6:

To encourage, facilitate, and support the development of new employment and industrial uses.

- 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.
- 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.
- 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.

Public and Institutional Uses

Like many other cities, Solvang includes a variety of public and institutional land uses that are both widely distributed throughout the city and reflective of the community's rich history. Old Mission Santa Ines, other churches, the Veteran's Memorial Building, City Hall, the schools, the library, the fire station, and other community serving institutions are all essential to the quality of life of residents. (Parks and recreational facilities are fully addressed in the Public Facilities, Services, and Infrastructure Element.)

Goal LU-7:

To ensure and preserve adequate space throughout the city for public and institutional uses.

- 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.
- 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.
- 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.
- LU-7.4: Library.** The City shall support a conveniently located public library facility with appropriate services, public access and participation.
- LU-7.5: Senior Serving and Retirement Care Facilities.** The City shall support senior serving and retirement care facilities.
- LU-7.6: Mission Santa Ines.** The City shall support religious, cultural, educational, community oriented, and agricultural uses at Mission Santa Ines that are compatible with existing land uses.



Urban Growth Boundary

In early 2020 the Solvang City Council adopted, the Urban Growth Boundary Initiative (UGB) which sunsets in 2040. The UGB has several objectives, including promoting long-term planning stability, protecting agricultural land and open space surrounding the city, and ensuring maintenance of a greenbelt separating Solvang from other communities in the Santa Ynez Valley. The UGB also encourages infill development within the UGB and avoids sprawl. The City will not approve any development beyond the UGB, without a vote of the citizens, apart from certain exceptions described in the UGB (public schools, facilities, and services).

Goal LU-8:

To preserve the City's identity as separate and unique from surrounding areas.

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.

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.

LU-8.2: 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.

General Plan Use and Maintenance

The Solvang 2045 General Plan is designed to be a living document that reflects the City's needs and desires, which will evolve over time. The effectiveness of the General Plan ultimately depends on how the City implements and maintains the General Plan over its lifetime. This section is designed to ensure that the City provides for regular review and updating of this General Plan to ensure that it reflects the community's needs and aspirations, as well as consistency with changes in State law.

Goal LU-9:

To promote the effective use and implementation of the General Plan Land Use Diagram.

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.

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 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.

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.

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.

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.



3

Community Design

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 the city's distinct community character. This Element provides a local context and anticipated urban design enhancements for the next 20 years relating to the urban form, architectural styles, landscape, lighting, pedestrian-oriented environments, and Design Districts.



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Introduction

The Community Design Element describes Solvang's existing character and future vision for urban form, landmarks, focal points, gateways, scenic views, and other features which influence the community's unique identity. This element also sets forth the city's goals and policies aimed at enhancing the city's Old World visual character. In the future the city will update the Design Guidelines to provide a framework for achieving the city's design goals and policies.

Solvang has evolved into a highly popular tourist destination with the city's identity and economic vitality closely linked to the aesthetic character of the community. A community design framework ensures that the city's character is maintained and enhanced.

Feedback solicited from community members identified two primary design objectives: (1.) Maintain the distinctive Old World Danish design and atmosphere in the Village Area Design District and (2.) Ensure that development in areas of the city outside of the Village Area Design District and the Mission District are of high quality and reflect the historic and small town character of the community. Both objectives are addressed in this element.

Purpose of the Element

The purpose of this element is fourfold:

- To identify the existing character-defining features associated with community design in Solvang.
- To set forth goals, objectives, and policies which direct the City's efforts to respond appropriately to key community design issues.
- To provide a cohesive design vision for both public and private development in the city.
- To establish priorities for both short-term and long-term actions to be taken by the City to implement the policies of this element and fulfill the cohesive design vision set forth in the element.

Historic Community Identity

The city of Solvang, with its Old World Danish architecture and atmosphere, is one of California's most unique communities. It is in an area settled originally by the Chumash Tribe. In the early 19th century, a community took shape around Mission Santa Inés, one of 21 missions established in California by



Spanish priests and settlers. But by the turn of the 20th century, Mission Santa Inés had fallen into disrepair.

It was not until the early 1960's that the State of California began renovating the missions in the state as historic sites. This mission is highly regarded by visitors based on the location, views, and the existing restored buildings.

The contemporary history of Solvang begins in 1911 when Danish settlers purchased 8,882 acres of land to establish a Danish colony in the Santa Ynez Valley. They named their new town Solvang – “sunny field” in Danish – and the community grew quickly as Danes and Danish American farmers and entrepreneurs bought land and built homes and businesses. The community was centered around a Danish-style folk school for young adults and the downtown took shape as businesses were constructed to meet the needs of the new town.

Prior to World War II, Solvang's Danish culture was very much a part of the community, but the town's outward appearance did not reflect its cultural Danish roots. Buildings developed in the downtown area reflected rural American and Spanish Mission styles rather than the Danish style seen today. Bethania Lutheran Church, completed in 1928, was an exception and became the town's first structure to reflect traditional Danish architecture. The landmark Veterans Memorial Hall was constructed in 1937 in the Spanish Colonial Revival style.

For decades, Solvang was a center of commerce serving the rural Santa Ynez Valley. In the late 1940s and 1950s, Solvang underwent a major transformation, driven in part by the influx of visitors attracted by a feature story in the January 1947 edition of the immensely popular Saturday Evening Post magazine. New downtown buildings were constructed in the architectural style of Old World Denmark with peaked roofs and faux half timbers while existing buildings were “redressed” in Danish style. The first of Solvang's iconic downtown windmills was built in 1957 with two more constructed by 1964.

During the 1960s and 1970s, tourism and retail sales grew substantially, generated primarily by weekend and seasonal tourism. The expansion of tourist related commercial activity continued for decades, primarily along First Street, Second Street, Copenhagen Drive, Mission Drive, and Alisal Road. Today, these streets represent the heart of Solvang's Village Area Design District

The development of the Solvang community was guided by the County of Santa Barbara Zoning Ordinance and Board of Architectural Review until the City of Solvang was incorporated in 1985. After incorporation the city adopted its own General Plan, ordinances, design guidelines and procedures for the review of

existing and new buildings in the city. The Village Area Design District continued to be the focus of the Old World architectural style.

Land Use Pattern

Solvang's land use pattern (See Figure LU-1) is influenced by the intersection of Mission Drive (Highway 246) with two important Valley roadways: Alisal Road, which historically served as an entry to the Valley, and Alamo Pintado Road, which historically connected the community to Ballard, Los Olivos, and the Pacific Coast Railway (no longer exists).

The Village Area is anchored by the Alisal Road intersection and is a unique concentration of tourist / recreation / commercial / residential uses developed with an Old World Danish design theme. The Village Area includes the geographic center of the city and is the focus of many activities.

The City is strengthening the Village Area through maintaining the Old World Architectural style, installing pedestrian connections between properties, and "face lifting" the backs of buildings for use as cafes, public space, etc.

Immediately adjacent to the eastern edge of the Village Area is Mission Santa Inés beyond which are agricultural land uses and Alamo Pintado Creek. The Alamo Pintado Road intersection anchors another important hub of commercial activity on the eastern edge of the city. It is characterized by retail stores and services, medical facilities, financial services, and offices, and is surrounded by residences.

The area to the south of the Village Area consists primarily of single-family residences and the Santa Ynez River. The city extends beyond the river to encompass the golf course, single-family residences along Rancho Alisal Road, to the Alisal Ranch with guest ranch and resort.

The southwest area south of Mission Drive includes commercial and industrial uses and mobile home park, multifamily units, and residential homes closer to the river.

The western portion of the city north of Mission Drive is dominated by Hans Christian Andersen Park along Adobe Creek and residential developments such as Skytt Mesa.

The area immediately to the north of the Village Area is characterized primarily by residential neighborhoods, schools, churches, and senior housing. The northernmost portion of the city encompasses estate residential areas that extend into the foothills.

Existing land use in the general plan study area surrounding the city consists primarily of agriculturally zoned land in the County of Santa Barbara including



the undeveloped areas of the Santa Ynez River and the Santa Ynez Mountains flanking the southern portion of the city. Some of this area acts as de facto open space backdrop to the city.

Urban Form of Solvang

Urban form and urban design in Solvang are critical to the long-term success of the community. The unique urban form of the city has made it world famous and recognized as the “Danish Capital of America.” This Element perpetuates the intentional community design vision of the past and builds upon its success with additional design areas that are important and relevant for the Solvang community.

Five categories of the built and natural environment make up the urban form of Solvang: architecture; landscaping; streetscape; landmarks; focal points; gateways; and scenic vistas with open space.

The Community Design Element focuses on these six fundamentals and will help shape future development in Solvang, embracing the City’s heritage while recognizing and planning for the future.

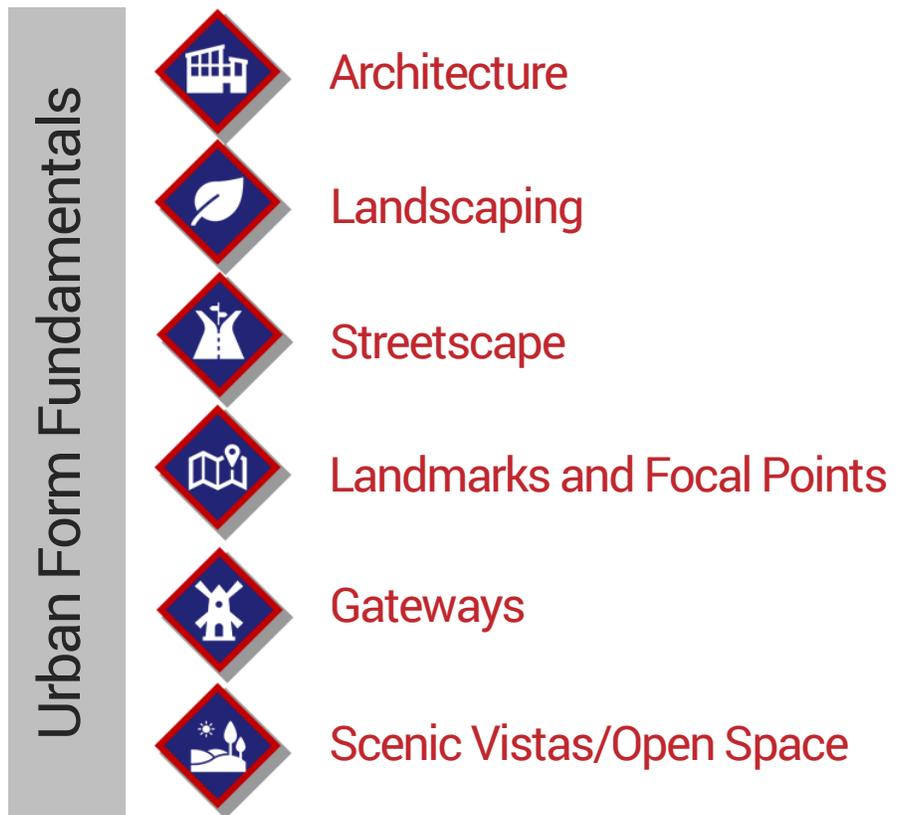
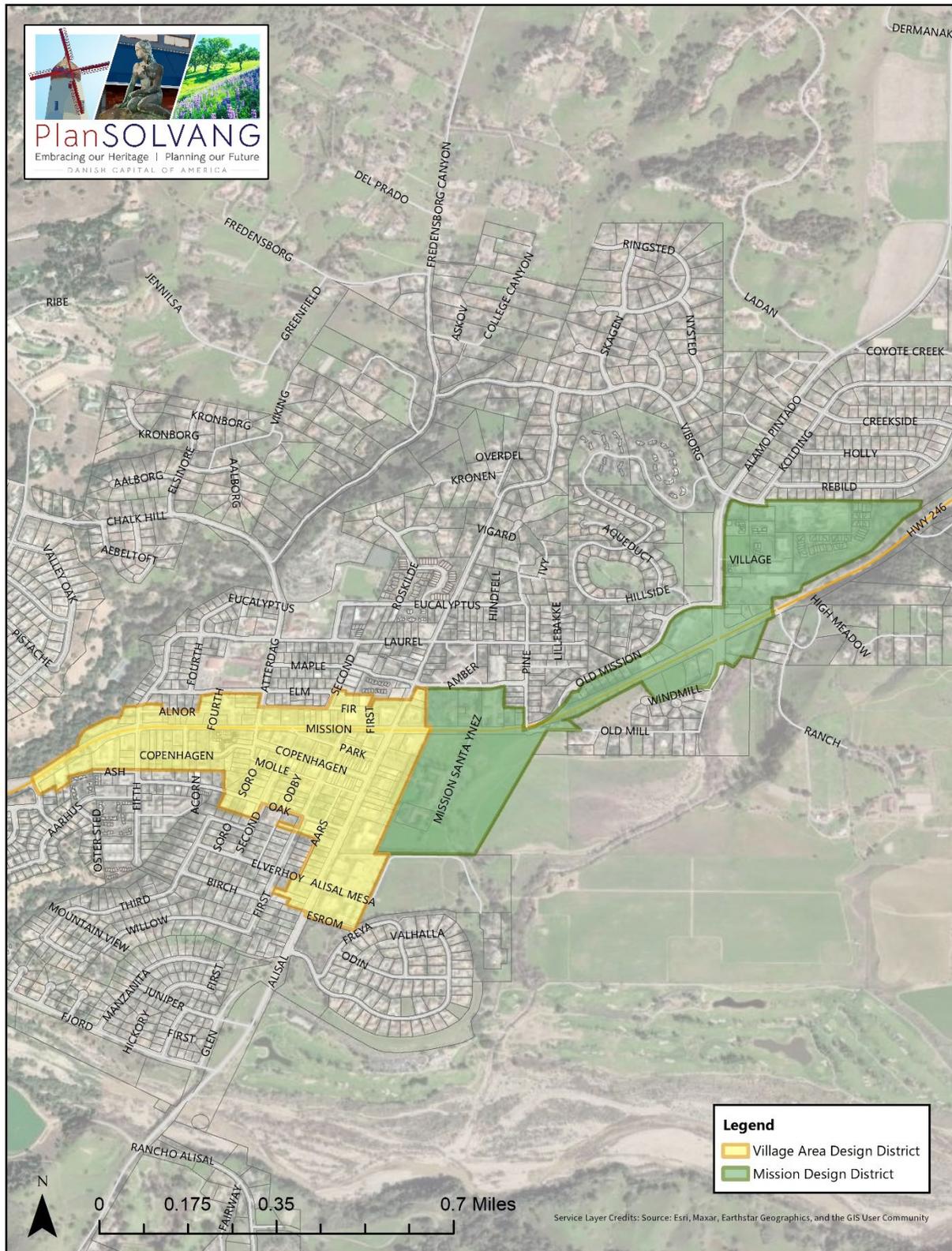


Figure CD-1: Design Districts



Source: City of Solvang, 2022; Mintier Harnish, 2024.



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Architecture

The cornerstone of the city’s identity lies in its Old World Danish architecture in Solvang’s downtown Village Area Design District. Perpetuating this architectural style is key to preserving the community’s unique history and character along with its charming “small town” appeal.

Mission Santa Inés, the earliest structure still standing in the city, is an important example of another noteworthy architectural style found in Solvang within the Mission Design District. Significant community buildings such as the historic Veterans Memorial Hall on Mission Drive and the adjoining Library complex illustrate the Mission’s impact on building styles and how the Spanish Colonial Revival architecture style has been interpreted in Solvang during different eras.

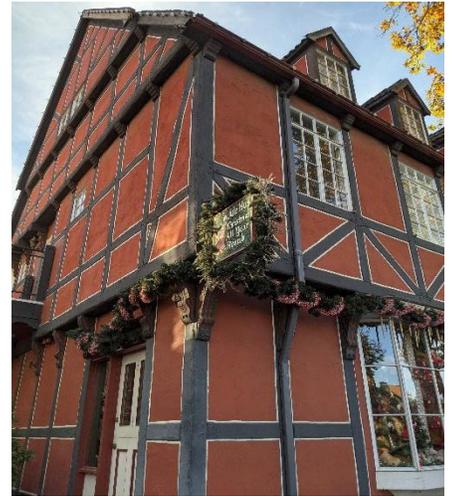
Outside of the Village and Mission Design Districts, the city is not uniformly developed with a single architectural style. Most Solvang residential homes reflect traditional California ranch style architecture, there are also early Craftsman bungalows scattered throughout. An occasional Danish style structure can be found within the residential area, but the Danish character of the city remains focused within the downtown Village Area.

The city can take advantage of its contrasting architectural variations and concentration to focus attention on both the Danish Village Area and the area anchored by Mission Santa Inés and Alamo Pintado Road in the eastern part of the city. This is accomplished by following the policies and design guidelines, emphasizing the historic roots of the city, and maintaining the rural character of areas outside of the city.

Landscaping

Landscaping is an important and valuable aspect of urban form that serves many functions. 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.

Cohesive functional landscaping within public or private areas can also complement the architectural character of development whether it is within the two distinct Design Districts or surrounding areas. Landscaping can be used to emphasize gateways and focal points to frame the scenic vistas that link the city with the surrounding area. It is also an invaluable component of the pedestrian-friendly small-town environment and streetscape enjoyed by tourists and residents.





Considering Solvang's constrained water supply, well-designed landscaping that meets the requirements of the state's Model Water Efficient Landscape Ordinance (MWELO) is essential.

Streetscape

Streetscapes offer immediate and lasting impressions of Solvang's overall character, especially for pedestrians. 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 trees are important to the streetscape. The use of signage, directional features and the nature of street crossings, also help visitors and residents move through the Village Area

Streetscapes are also important to the experience of motor vehicles. This perspective emphasizes features such as parkways, medians, roadway signage, and utility poles and lines.



In Solvang, opportunities exist to enhance streetscapes in the Village Area to complement the area's architectural character. The enhancement of streetscapes can also provide greater differentiation between the Village Area, Mission Area, and the surrounding areas.

Landmarks and Focal Points

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. Also, landmarks often 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.

Several landmarks and focal points exist in Solvang, including Mission Santa Inés, the Veterans Memorial Hall, Bethania Lutheran Church, Elverhøj Museum, numerous windmills throughout town, and the Rundetaarn (Round Tower) among others. These structures are considered as landmarks based on considerations such as historic and cultural significance, location, and visibility.

Development that includes major changes or demolition of landmark structures should require enhanced City review that considers their importance to the community.



Gateways

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 Route 246 from the west or east, and others use Alamo Pintado Road or Alisal Road. These entry points should include special features (e.g., distinctive landscaping or signage) designed to offer a sense of arrival to the community. Naturally occurring features can be emphasized and/or enhanced. The new development proposed near these gateways should make positive contributions to these first impressions of the city.

The cedar trees lining Highway 246 between Buellton and Solvang are outside the city limits but create a memorable delineation of the entry into Solvang should be preserved.

The eastern gateway on Highway 246 near Alamo Pintado Road is an opportunity to create a more welcoming statement.

Sunny Fields Park provides a similar opportunity at the northern gateway, and an entry statement could be made along Alisal Road near the Santa Ynez River bridge to the south.





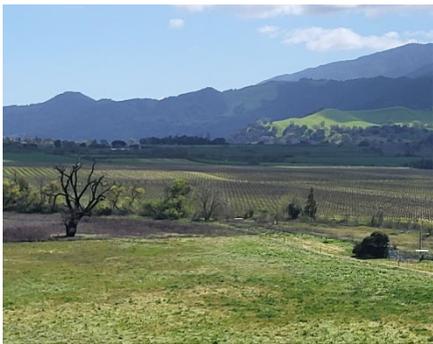
Scenic Vistas and Open Space



The availability of scenic vistas and open space contributes positively to the visual character of the community and to the City's economic viability. Scenic views are available throughout Solvang to residents and visitors. In the area south of the Village Area, scenic vistas include views overlooking the Santa Ynez River and the Santa Ynez Mountains.



From a community design standpoint, open space is necessary to provide visual relief from the built environment. Part of the reason for Solvang's successful tourism industry is that many visitors come to the area to enjoy the Village Area nestled in the rural setting of the Santa Ynez Valley. Solvang is endowed with a variety of open space features both within the city limits and in the surrounding area that contribute to the character of the community.



Within the city are natural creeks along with their protected habitats such as Alamo Pintado Creek, Alisal Creek, and Adobe Creek. The city has developed parks that provide recreational amenities along with open space. The larger parks are Hans Christian Andersen Park, Sunny Fields Park, and Solvang Park.

Goals and Policies

The following goal and policies include and build upon the City's existing Design Guidelines and will drive the future community form and urban design characteristics of Solvang for the next 20 years. While all policies in this section are under a single goal, they are divided into sub-categories for added clarity.

Goal CD-1:

To maintain and protect the natural and built environment of the city and to coordinate a unified community that will enhance the two Design Districts (Village Area and Mission) along with the historic character and image of the entire city.

Design and Identity

- CD-1.1: Community Identity.** The City shall strengthen the visual identity of the city at its borders and in its "Sphere of influence" to reflect the unique character of the community.
- 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.
- CD-1.3: Neighborhood Centers.** The City shall promote the establishment of recognizable village or neighborhood centers as part of future developments to add to public and community gathering places.
- 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.
- CD-1.5: Preservation of Community Identifiers.** The City shall encourage the preservation or establishment of significant landmarks, view corridors, and focal points.
- CD-1.6: Commercial Development Maintenance.** The City shall require commercial developments to regularly maintain their properties.



Gateways

- 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.
- 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.
- 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.

Streetscape

- CD-1.10: Collaboration with Local Government Agencies.** The City shall coordinate with government agencies to find innovative approaches for roadway design enhancements that are consistent with the urban form of the city and the design vision for which the city is known.
- 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.
- CD-1.12: Multi-Modal Streetscapes.** The City shall require new development to create and/or upgrade streetscapes to be multi-modal, thus creating streetscapes that are walkable, pedestrian-oriented, tree-shaded, and bike-friendly.
- CD-1.13: Pedestrian-Vehicle Interface.** The City shall encourage streetscape treatments at important pedestrian/vehicles intersections by use of decorative crosswalks, lighting, accent plantings, and theme signage to reinforce the importance of pedestrian safety.

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.

Public Spaces and Signage

CD-1.15: Streamlined Public Places. The City shall reduce visual clutter along city streets, particularly temporary sidewalk signs and sidewalk merchandise sales.

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.

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 traffic, and provide locational information. The use of internationally recognized symbols to display information shall be required wherever possible.

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.

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 different signs on a single building and/or site.

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.

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 ranging from neighborhoods, design districts (Village Area and Mission Districts), to city wide.



Landscaping and Open Space

- 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.
- 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.
- 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.
- CD-1.25: Linkages through Open Space.** The City shall promote citywide linkages using open space areas, parks, trails, and bike paths to connect activity centers, residential neighborhoods, commercial centers, and the Village Area.
- 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.
- CD-1.27: Landscape and Open Space Buffering.** The City shall require open space areas or landscape buffers in new development where appropriate to improve aesthetic appeal and provide buffers between potentially incompatible uses within the city.
- CD-1.28: Use of Form to Define Edges and Focal Points.** The City shall use greenbelts, open space areas, landscaping, signage, and gateway features to define community edges, focal points, and form.
- 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.

Site Planning

- CD-1.30: Compatibility with Existing Development.** The City shall ensure that new development incorporates design features that provide buffers and transition from existing development, specifically when adjacent development is of lesser density and/or intensity.
- CD-1.31: Undergrounding of Utilities.** The City shall require that utilities be underground in new development to the maximum extent feasible.
- 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.
- 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.
- 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.
- CD-1.35: Variation in Multifamily Residential Site Planning.** The City shall require the variation of setbacks, lot orientation, massing, and placement for new multifamily residential developments.
- CD-1.36: Clustering of Development.** To mitigate development impacts and adapt to existing topography, the City shall consider cluster style development to maximize open space preservation and accommodate a diversity of housing types.
- CD-1.37: Residential Lot Width.** The City shall examine opportunities for varying lot widths along residential streets.

Hillside Areas

- CD-1.38: Hillside Development.** The City shall develop a Hillside Development Ordinance that requires 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.

- CD-1.39: Hillside Landscaping Design.** The City shall require that hillside properties be designed to minimize formal landscape and hardscapes. All efforts shall be made to follow the natural topography, preserve native trees/plant, wildlife habitats, and migration corridors.
- CD-1.40: Hillside Development.** The City shall work with future developers to avoid grading on steep slopes and require additional review to ensure that the location and design of structures preserve hillside areas.
- CD-1.41: Natural Grade and Slopes.** The City shall ensure that any all-hillside grading maintains the natural appearance of slopes.
- CD-1.42: Slope Stabilization.** The City shall require revegetation of graded slopes to assist in slope stabilization and reduce erosion.
- CD-1.43: Hillside Landscaping Materials.** 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.
- CD-1.44: Fencing in Hillside Areas.** The City shall encourage fencing installed on hillsides to open design to allow passage of native wildlife.

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Design Districts

Community design in Solvang involves three basic themes. These themes are further defined in a set of Design Districts (see Figure CD-1). For the purpose of the Community Design Element, the city is divided into three areas:

- Village Area Design District (Village Area)
- Mission Design District
- Areas Outside the Design Districts

The intent of the Design Districts within the Community Design Element is to continue the tradition in Solvang of creating unique and identifiable districts in the city that provide differences in both development and community gathering spaces.

Rather than focusing on specific uses or densities in these districts, which are addressed in the Land Use Element, the Community Design Element focuses on the integration of design, overall urban form, connectivity, and compatibility between varying development types. Both Design Districts and areas outside the Design Districts are described below with supporting policies. While all policies in this section are under a single goal, they are divided into sub-categories for added clarity.

Goal CD-2:

To maintain and enhance unique, vibrant, and architecturally diverse districts in the city that evoke community traditions and history.

Village Area Design District

The Village Area Design District has been developed based on the Old World Danish design theme. This theme suggests the character and feeling of a small Danish village with an orientation to pedestrians. It is the “old world” charm of such design that provides Solvang with its unique identity and attracts tourism. It is the intent of this district to focus primarily on pedestrian movement and have the automobile be secondary.

This district is primarily commercial uses but there are existing residential homes that are primarily California ranch and single story. These homes are currently considered non-conformity uses but, as part of this General Plan update, these existing homes will be considered permitted uses and will be encouraged to upgrade in their current architectural style or renovate with the Old World Danish Style.





Elements of Old World Danish Architectural Design



Color

The cultural history of color in Old World Danish architecture is complicated and involves the style of certain architectural periods and historical events. The manufacture of pigments and the use of materials on the mansions of the wealthy influenced the Danish style of architecture as it is known today.

Old World Danish style buildings are often known for their rich vibrant hues of paint colors alongside dark wood framing and half timbers. Buildings were painted to protect the materials from weather, and colors were a stylistic choice and a sign of wealth, social status, and the overall style of the time.

The most common paint colors used throughout Denmark in the Renaissance were red and dark ochre (a dark earth tone yellow) because these were the cheapest and most accessible pigments in the region and held up the most against the elements. Buildings painted blue or green were often a sign of wealth and high social status as these pigments were expensive and rare.

Colors varied from building to building to distinguish between each individual property and prevent monotony. In the 17th and 18th centuries pale colors – such as white, cream, and grey – became popular to mimic stone, which was a scarce and high-quality building material in Denmark.



Half-timbered Architecture

Half-timbering became a common European construction method toward the structural timbers – studs, cross beams, and braces – exposed to the outside. Half-timbering was used for a variety of development, from single-story countryside homes to multi story buildings in populated towns. The timbers were typically painted dark colors to protect the wood. In the 15th century it became common for lower floors of a building to be masonry or brick and upper floors half-timbered.



Wood Frame Styling

The characteristic contrast between dark timber frames and light or bright fillings became popular in the 15th and 16th centuries as a decorative architectural style. Exposed wooden beams, usually on the lower levels, were often adorned with elaborate designs or carvings that represented regional traditions and motifs and demonstrated highly skilled wood craftsmanship.

Filling Materials

The filling between the wood frames was reflective of wealth, social status, and the materials available to people in each region. The cheapest and most common infill material used in the Middle Ages/Renaissance periods was a composite material that was coated, plastered, and painted for better appearance and protection from the elements. More expensive building materials, such as stone and brick, were sometimes used for the infill of half-timbered buildings. In the 15th and 16th centuries, it was popular to infill bricks laid in a herringbone pattern. When more expensive materials were used, they were almost never painted as they were a sign of wealth and high social status.

Roof Structure

The steep roofs, characteristic of Old World Danish architecture, were designed to be less likely to collapse under heavy snow buildup in the winter. Since the roofs were so steep, it was common to have one or more stories under the roof plane, which is why many buildings have dormer windows (smaller roofed window structures constructed in the middle of the roof) or gable windows (windows in the triangle portion of the wall between the roof pitches).





Overhanging Second Stories

Old World architecture would often have upper floors overhanging or extending over the lower ones. This architectural element provides visual interest in the façade of the buildings. This style also protected the lower floors and street from rain and snow.



General Design Parameters

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.

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.

CD-2.3: Village Area Expansion. The City shall retain the Village Area Design District.

CD-2.4: Village Area Structure Orientation: The city should encourage orientation of shops to pedestrian traffic rather than automobile traffic in the Village area.

CD-2.5: Parking Lot and Alley Maintenance. The City shall require ongoing maintenance by property owners of private parking lots, alleys, and trash enclosures in the Village Area. Trash enclosures shall be designed to be consistent with the architecture and color of the main building.

3. COMMUNITY DESIGN

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.

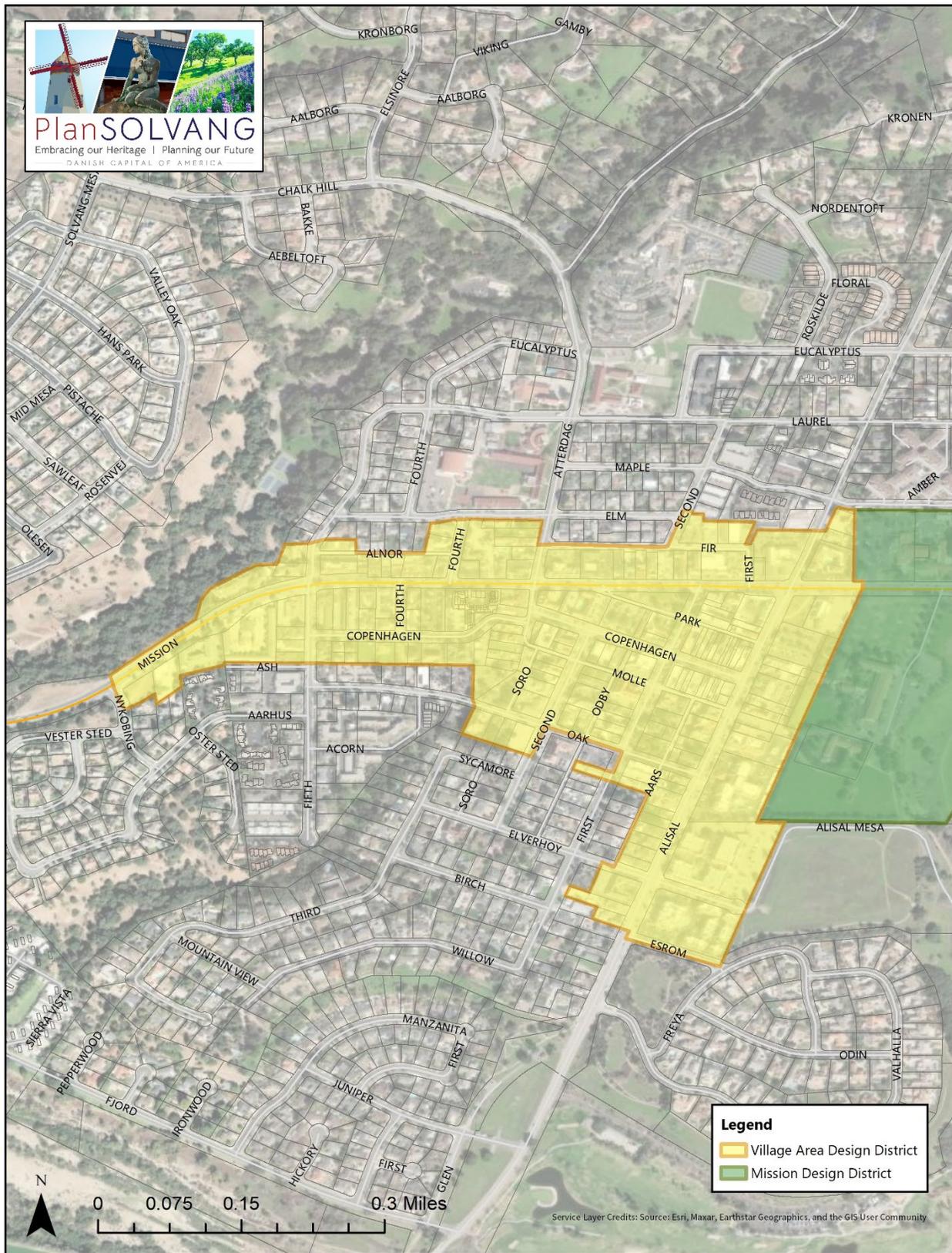
CD-2.7: **Village Area Wayfinding.** The City shall provide wayfinding to denote the location and route for visitors to visit landmarks, focal points, and parking lots in the Village Area.

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.





Figure CD-2: Village Area Design District



Source: City of Solvang, 2022; Mintier Harnish, 2024.

Exterior Appearance

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.

CD-2.10: **Awnings.** The City shall encourage awnings on doors and windows to accentuate the architectural character of buildings.

CD-2.11: **Varied Elevations.** The City shall require new buildings within the Village Area to incorporate varied elevations to create additional visual interest.

CD-2.12: **Blank Walls.** The City shall prohibit the use of blank walls fronting a primary or secondary street.

CD-2.13: **Roof Styles.** The City shall require all new buildings to incorporate roof designs and pitch that reflect Old World Danish design.

Siting

CD-2.14: **Fenestration in relation to Building Orientation.** The City shall require new buildings in the Village Area to be oriented toward the primary street front and include fenestration in the arrangement of doors and windows.

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.





CD-2.16: Parking Location. The City shall require that parking is not located or oriented at the front of the building.

CD-2.17: Parking Areas. The City shall require that parking areas do not conflict with pedestrian-oriented areas and pathways.

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.

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 shaded seating areas, lighting, public art, landscaping, dining areas, and other public amenities in courtyards.



Landscape/Hardscape

CD-2.20: Landscaping. The City shall encourage landscaping to be used to relieve the appearance of solid unbroken elevations.

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.

CD-2.22: Tree Grates. The City shall require the use of tree grates around trees on walkways.

CD-2.23: Landscaping and Lighting. The City shall require, for safety reasons, that all trees and landscaping do not block or obscure street lighting, signs, or signals.

CD-2.24: Landscaping Visibility. The City shall require that landscaping does not block the vision of motorists at pedestrian crossings.



3. COMMUNITY DESIGN

CD-2.25: Walking Surface Paving. The City shall require decorative paving materials for all walking surfaces consistent with the surroundings.

CD-2.26: Solid Waste and Recycling Enclosures. The City shall require that solid waste and recycling enclosures are treated and integrated into the overall site design and are screened.

CD-2.27: Screening of Private Parking and Storage Areas. The City shall encourage screening to be used to obscure the view of private parking and/or storage areas, including trash enclosures, from public street or pedestrian area.





Mission Design District



Solvang has a rich history of multiple ethnic and cultural groups with different architectural styles. Mission Santa Inés was established in 1804, long before Solvang became famous for its Old World Danish Village Area. The Mission is one of 21 Spanish Missions that stretched 600 miles across California along the El Camino Real.



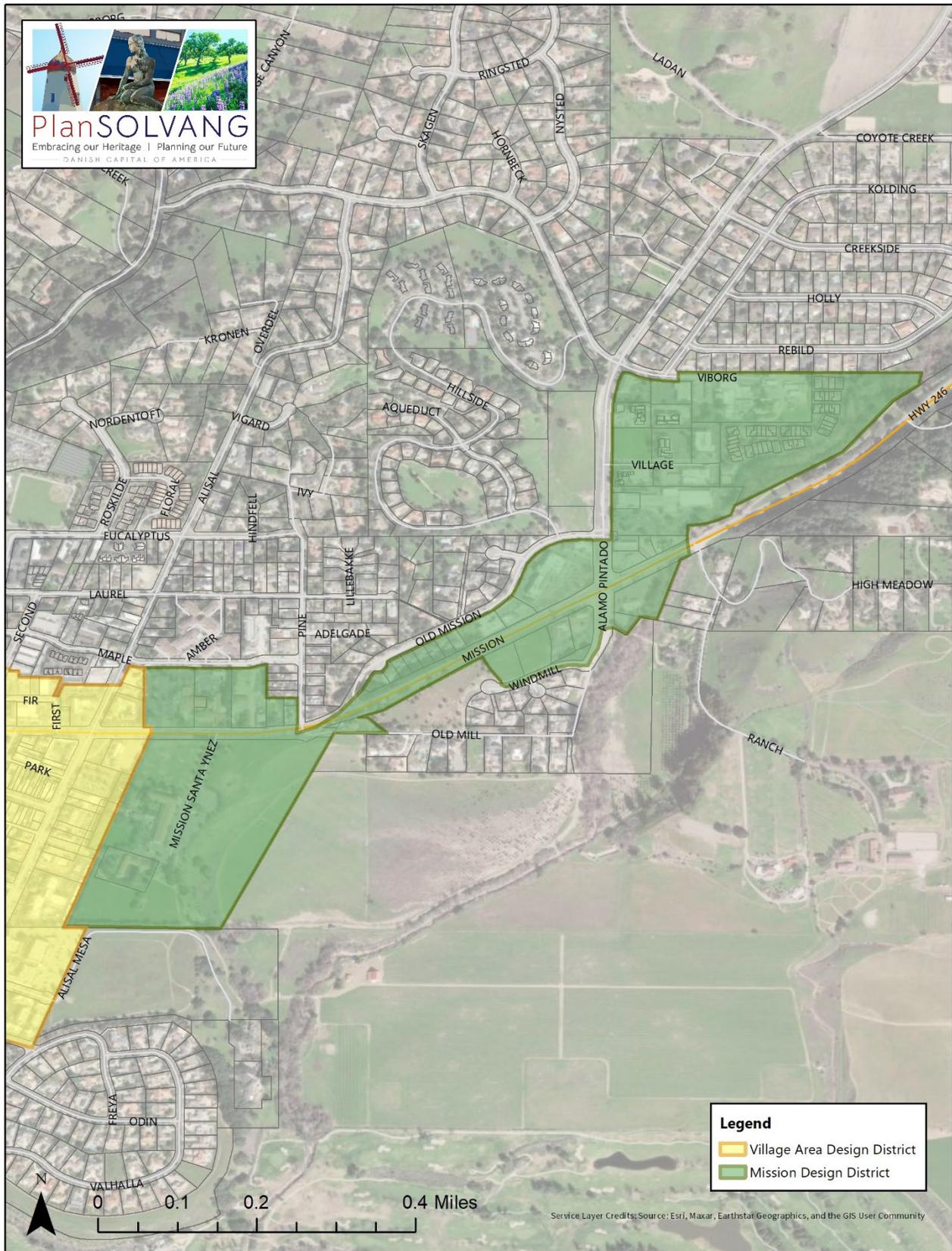
The Mission Design District is intended to provide cohesive high-quality development that reflects traditional California architectural design and history, distinct from the Danish themed Village Area. The Mission Design District includes the Mission Santa Inés site and existing Spanish Colonial Revival structures in the surrounding area such as the landmark Veterans Memorial Hall on the north side of Mission Drive.

The Mission Design District also incorporates properties fronting Mission Drive/Highway 246, including adjacent commercial centers and multifamily residential developments along Alamo Pintado Road (See Figure CD-3).

An assortment of existing buildings and developments in the district already embrace the Spanish Colonial Revival design style and architectural features. New development in the Mission Design District will focus on the Spanish Colonial Revival architectural style. The Mission Design District is meant to remain separate from the Village Area Design District.



Figure CD-3: Mission Design District

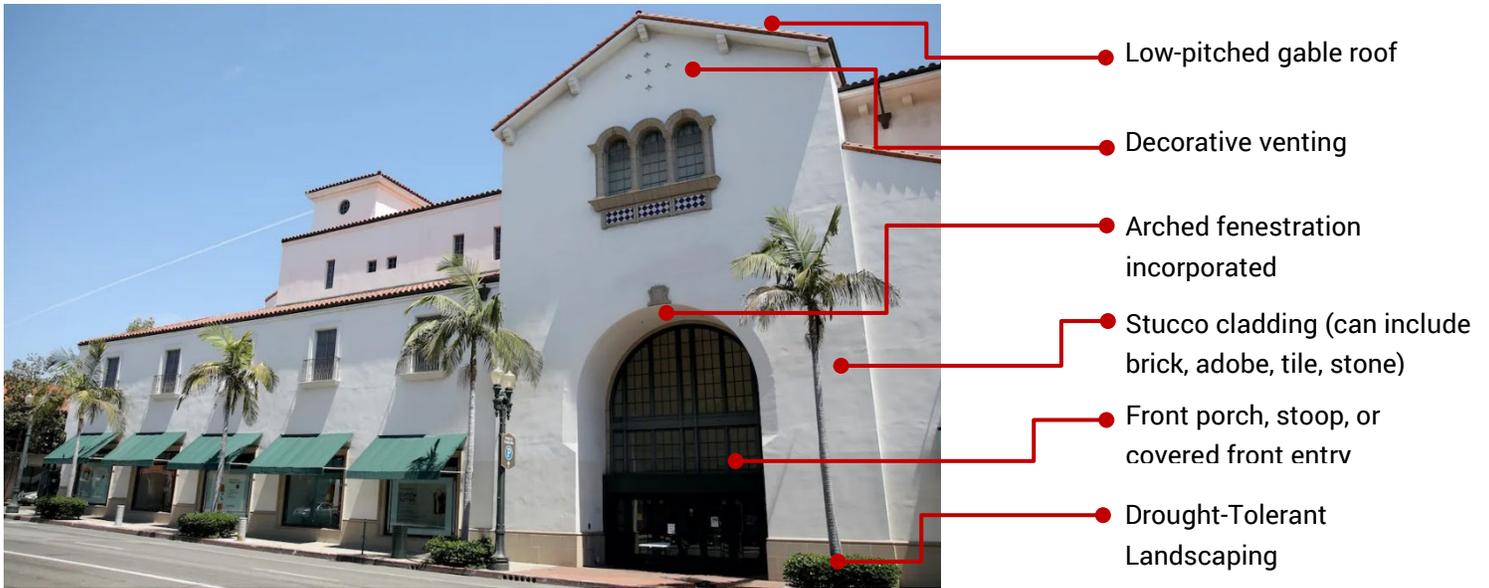


Source: City of Solvang, 2022; Mintier Harnish, 2024.



Elements of Spanish Colonial Revival Architecture

The image below and the others that follow illustrate some of the typical architectural elements and design concepts associated with the Spanish Colonial Revival style. The Mission Design District includes policies designed to guide future development and the use of the architectural style within the district.



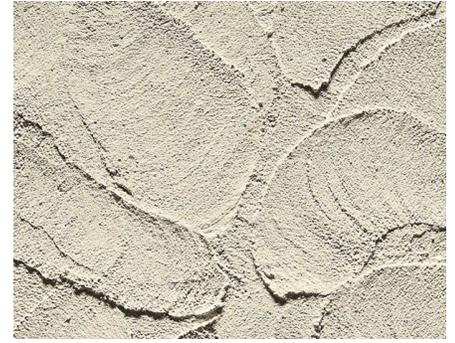
This is an example of Spanish Colonial Revival Architecture. This structure is not located in Solvang.

General Design Parameters and Exterior Appearance

- CD-2.28:** **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.
- CD-2.29:** **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.

3. COMMUNITY DESIGN

CD-2.30: 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.



CD-2.31: Stucco Cladding. The City shall require the exterior of buildings to use stucco cladding as the primary, but not exclusive, exterior building material.



CD-2.32: Arcades and Gathering Spaces The City should encourage developments to include arcades with porticos and gathering spaces in the form of paseos, courtyards, patios, and gardens similar to those found in traditional Spanish and Mission design.

CD-2.33: Roof Style. The City shall require that roof designs are low in pitch using the gable or hipped styles. Roof materials and configurations shall be compatible with the architectural style. The use of wood or composite shingles is prohibited.

CD-2.34: 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.



CD-2.35: Colors. The colors of the buildings should be earthtone. The city shall discourage dramatically bright colors or bright white walls.

CD-2.36: 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.



These are examples of Spanish Colonial Revival Architectural elements that would be appropriate in the Mission Design District. These structures are not located in Solvang.



CD-2.37: **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.



CD-2.38: **Fencing and Walls.** The City should require that new fencing or walls that adjoin public spaces or are visible for public spaces be compatible with the architectural style of the development. Wrought iron or split rail wood fencing, and solid stucco, brick, stone, or adobe wall or pillars are compatible with Spanish Colonial Revival Style Architecture. Chain link fencing and vinyl fencing is prohibited.



These are examples of acceptable walls and fencing types in the Mission Design District.

Areas Outside the Design Districts

For single-family, multi-family and commercial developments outside the designated Design Districts, the overall thematic approach is based on traditional ranch style with an emphasis on the rural and agricultural roots of the area. These areas are meant to be differentiated from both the Village Area and Mission Area so that each of those respective areas retains their unique identity.

Policies

- CD-2.39:** **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.
- CD-2.40:** **Colors.** The City shall encourage the use of colors that blend with the surrounding buildings and natural setting. The City shall discourage dramatically bright cold white wall colors.



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4

Economic Development (ED)

A guiding principle in the General Plan is that Solvang’s resilient, diverse, and sustainable economy should support both existing and new locally-owned businesses, including community-supported tourism. This element includes policies to promote a vibrant business mix, supportive workforce development, 21st century communications infrastructure, regional collaboration to connect Solvang to the broader economy and enhance the fiscal health of the community.



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Economic Development

Tourism

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 visitor. 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.

Commercial Services

Retail establishments are the second largest employer in the City and serve multiple roles for the community. They serve as places of commerce, while simultaneously adding to the quality of life by providing goods and services to local residents, visitors, commuting workers, and other businesses. Retail stores generate sales tax revenue that helps support public services and local government operations.

Fiscal Health of the Community

Strong fiscal health is essential to providing a high level of public services and community amenities that contribute significantly to the quality of life in Solvang. Tourism and local serving retail businesses both generate much of the needed tax base for Solvang to fund services for the community. However, it is important to have a diversified economy to add strength and resiliency during economic downturns.

Although Solvang has a relatively small resident population the median household income is higher than both the County and the State. There is a high percentage of home ownership and that generates property that supports the city as well.

Labor Force

Solvang had almost 3,100 residents employed in the labor force in 2019. Residents in Solvang are most commonly employed in the tourism-related sector (arts, entertainment, recreation, retail, accommodation and food service),



but about one third of residents are in jobs related to manufacturing, professional, scientific, and management and administrative services. Educational services, health care and social assistance also employ a significant number. Solvang generally has a lower unemployment rate than the countywide average, but this can change dramatically during cycles when tourism is down.

Attracting, developing, and retaining qualified workers is a challenge for many local businesses and the need for workforce housing, relevant education and training opportunities and transportation solutions that meet the needs of a widely dispersed workforce are paramount. These complex problems require collaboration among the development and business community, the City, educational institutions, and a variety of local and regional organizations who can pool expertise and resources to achieve innovative solutions.

Solvang's Place in the Regional Economy

Solvang is part of the regional economy. Santa Barbara County and the Central Coast make up a noteworthy part of California's tourism market and Solvang is a significant contributor. At the same time, Solvang benefits from other attractions in the area such as wine country, the Chumash Casino, and beach communities along the coast. Local residents are also employed in major work centers in the area such as Vandenberg Space Force Base and the business parks throughout Santa Barbara County. Local businesses have the opportunity to serve some of these broader regional markets beyond, or in addition to, local tourism and retail shoppers. Regional collaboration for economic development can be an effective means of leveraging the City's limited resources to improve the prosperity and quality of life for local businesses and residents.

Economic Infrastructure

While Solvang provides a quaint old-world respite for travelers and residents, it must also be prepared to offer 21st century infrastructure and services such as high-speed broadband capacity and future-oriented transportation infrastructure. It is a competitive economic environment and retail, entertainment, and services are having to become ever more creative to stay at the forefront of the consumer market.

Goal ED-1: Community Supported Tourism

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.

Policies

- 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.
- 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.
- 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.
- 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.
- 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 reaches diverse markets.
- 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: Entrepreneurship and Jobs

To encourage a vibrant mix of businesses that supports the tourism economy while also providing essential services for residents and living wage job opportunities.

- ED-2.1: Business Start-ups.** The City shall ensure that City permitting processes are conducive to business start-ups and expansions.
- 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.
- 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.
- 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.
- 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: Workforce Development and Support

To expand education and training opportunities for local workers as well as housing and transportation options that support employees of all income levels.

Policies

- 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.

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.

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: Regional Collaboration

To ensure that Solvang remains a vital member of the regional economy through collaboration with economic development and planning partner agencies.

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.

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: Fiscal Health

To maintain a vibrant economy that provides a strong and resilient fiscal foundation for City Government.

ED-5.1: Tourism Funding. The City shall continue to support local and regional tourism promotional funding efforts.

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.

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.



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5

Mobility (MOB)

Solvang's transportation network and services provide mobility for residents, the workforce, and visitors, and support the movement of goods throughout the Planning Area through 2045. It's easy to think of transportation as primarily the roadway network, serving vehicles; but this network also serves a wide range of public transit, including bicyclists, pedestrians, and buses. The network also includes tourist- and recreation-oriented travel modes.



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Introduction

The Mobility Element is designed to address all aspects of safely moving people and goods. This Element serves to meet the requirements of the Circulation Element as required for a General Plan. Mobility combines with land use patterns, infrastructure, and access to active transportation options, to influence the character of neighborhoods, the location of specific land uses, and the overall form of the city. Mobility for the city of Solvang will be centered on the creation of transportation methods that focus on strategies for reducing vehicle miles traveled (VMT), enhancing a multimodal transportation system, creating complete streets, and enhancing infrastructure for bicyclists and pedestrians as well as for transit riders.

The Mobility Element establishes goals and policies to improve the mobility of people and goods within and through the city of Solvang. Due to the unique character of Solvang as a tourism destination and as the “Danish Capital of America” this Element will place an important emphasis on improving accessibility for visitors to park and moving around Solvang. This Element also addresses the typical aspects of a transportation network including parking, access, and safety. The goals, policies, and implementation programs in the Mobility Element are consistent and interdependent with the other elements of the General Plan.

Roadway and Functional Classifications

Solvang’s roadway network can be divided into four levels. CalTrans uses five major levels of roadway classification, four of which are represented in Solvang.

- **State Highways.** Caltrans State Route 246 (SR 246) is the major east-west route through Solvang. SR 246 is classified as a State Highway at the east and west ends of the city and is classified as a Primary Arterial within the city limits.
- **Arterials.** Primary arterials serve major activity centers and neighboring areas; they are highest traffic volume corridors and provide a continuous network to facilitate both local and regional travel. Secondary arterials provide access from collectors and local roads to the primary arterial network and facilitate travel for moderate length trips. Mission Drive (SR 246) is the major east-west route through the



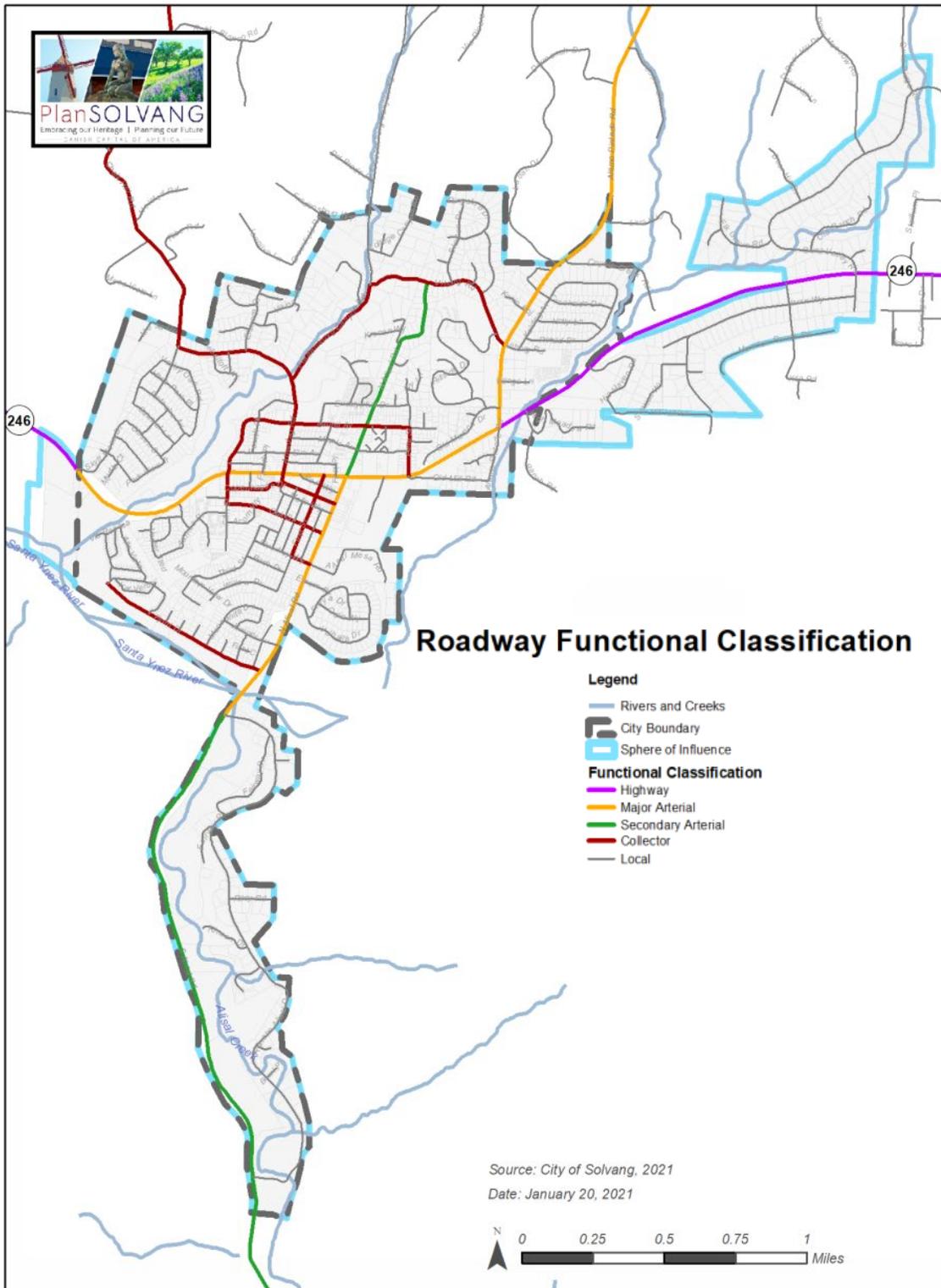
city that has two travel lanes with intermittent center turn lanes. Mission Drive serves as the city's main street where many local businesses, restaurants, and hotels are located. Pedestrians and cyclists are common Mission Drive users within Solvang. Alisal Road is one of the main north-south arterials in Solvang, classified as a Primary Arterial south of Mission Drive, and as a Secondary Arterial north of Mission Drive. South of Solvang, Alisal Road terminates to the southwest near US 101. 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 and Buellton at US 101.

- **Collectors.** Major and minor collectors provide local access to the overall roadway network, channeling traffic from local roadways into the arterial network, 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 road that connects to Ballard Canyon Road. Ballard Canyon Road provides a connection from SR 246 west of Solvang to the north at SR 154 in Los Olivos.
- **Local Roads.** Local roads provide direct access to neighboring land and primarily facilitate local travel to and through residential neighborhoods. Examples of local roads include Sky Mesa Drive, Old Mission Drive, Maple Avenue, and Elm Avenue.

Senate Bill 743

One notable piece of legislation impacting roadway policy is SB 743 (2013). As part of an effort to capture the negative externalities of automobile usage more accurately, SB 743 revised how transportation impacts are identified as part of the California Environmental Quality Act from level of service (LOS) to vehicle miles traveled (VMT).

Figure 1: Solvang Roadway Functional Classifications





Goal MOB-1:

To provide a street network to move people and goods safely and efficiently.

Policies

- 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.
- 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.
- 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.
- 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.
- 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.
- MOB-1.6: Rights-of-way Preservation.** The City shall reserve and protect adequate rights-of-way to accommodate future roadway widening projects.
- 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.

- 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.
- MOB-1.9: Safe Speeds.** The City shall enforce speed limits and consider lower posted speeds as warranted.
- 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.
- 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.
- 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).
- 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.
- 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.
- MOB-1.15: Roadway Capacity.** The City shall require roads to be of adequate width for use in times of emergency.



Pedestrian and Bicycle Network

Over the last decade, walking to work has increased within Solvang from 2 percent of commuters in 2014 to 15 percent in 2018. In the last six years of available data, the mode share of commuters walking increased by 15 percent. As walking is important in the city of Solvang, the City uses pedestrian wayfinding in the downtown to direct people to common locations. Additionally, many people use bicycles for recreation or visiting local business.

The 2015 **Santa Barbara County Association of Governments Regional Active Transportation Plan** incorporates a variety of goals to enhance mobility, increase connectivity, promote equity for all users in all communities and improve safety and public health. The plan identified a list of projects to realize these goals. The City of Solvang identified 10 projects that include sidewalk infill and repair, pedestrian bridges, bicycle facility improvements and more. **The Solvang Circulation Element 2008** identified support for expanding the pedestrian and bicycle network to promote safe alternatives to driving alone.

In 2017, the **Santa Ynez Valley Traffic Circulation & Safety Study** was conducted by the SBCAG which provided an analysis of pedestrian and bicycle facilities and volumes. The analysis identified an increase in commuters walking to work in the city of Solvang, as well as bicycles being a form of transportation for recreational use by those living, working, and visiting Solvang.

As bicycles are primarily used for recreation in the area, the 2019 **Santa Ynez Bicycle Master Plan** was developed as a joint effort among the City of Solvang, the Santa Ynez Band of Chumash Indians, SBCAG, the County of Santa Barbara and the City of Buellton to provide a cohesive vision for recreational and utilitarian bicycle travel in the Santa Ynez Valley. The Bicycle Master Plan also identifies project and responsibilities to improve the bicycle mobility within the city of Solvang, as well as provide connections to existing bicycle networks with other jurisdictions.

In 2020, the **Santa Ynez River Trail Alignment Study** identified multimodal pedestrian trails to connect Solvang and Buellton. This study identified in the 2019 Santa Ynez Valley Bicycle Master Plan to address the lack of infrastructure and unsafe conditions for active transportation that currently exist to connect residential, recreational, and commercial destinations. A goal for this study is to connect the River View Park in Buellton with Fjord Drive in Solvang, with other termini possible.

With bicycling being a key element in the **SBCAG Active Transportation Plan**, the Santa Ynez Valley Transit buses operate a route through Solvang and are equipped with bicycle racks which allow transit riders to provide their own last mile transportation by bicycle. Additionally, as recreational bicycling is popular in the region, there are a variety of regional and local routes for bicyclists to explore. Alamo Pintado Road from Solvang to Los Olivos currently has dedicated bike lanes which make up the Dan Henry Bike Route. In 2018, Solvang installed bike lanes on Chalk Hill Road within the city limits to serve students traveling to Solvang Elementary School. A separated two-way bicycle path exists along SR 246 to the east of Solvang, from the Alamo Pintado Creek bridge to Refugio Road. A section of Alisal Road from Elverhoy Way to Juniper Avenue has bicycle lanes in both directions.

Bikeways are classified by Caltrans as Class I, Class II, Class III, and Class IV, as 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/Mission Drive (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.



Figure 2: City maintained Pedestrian Facilities

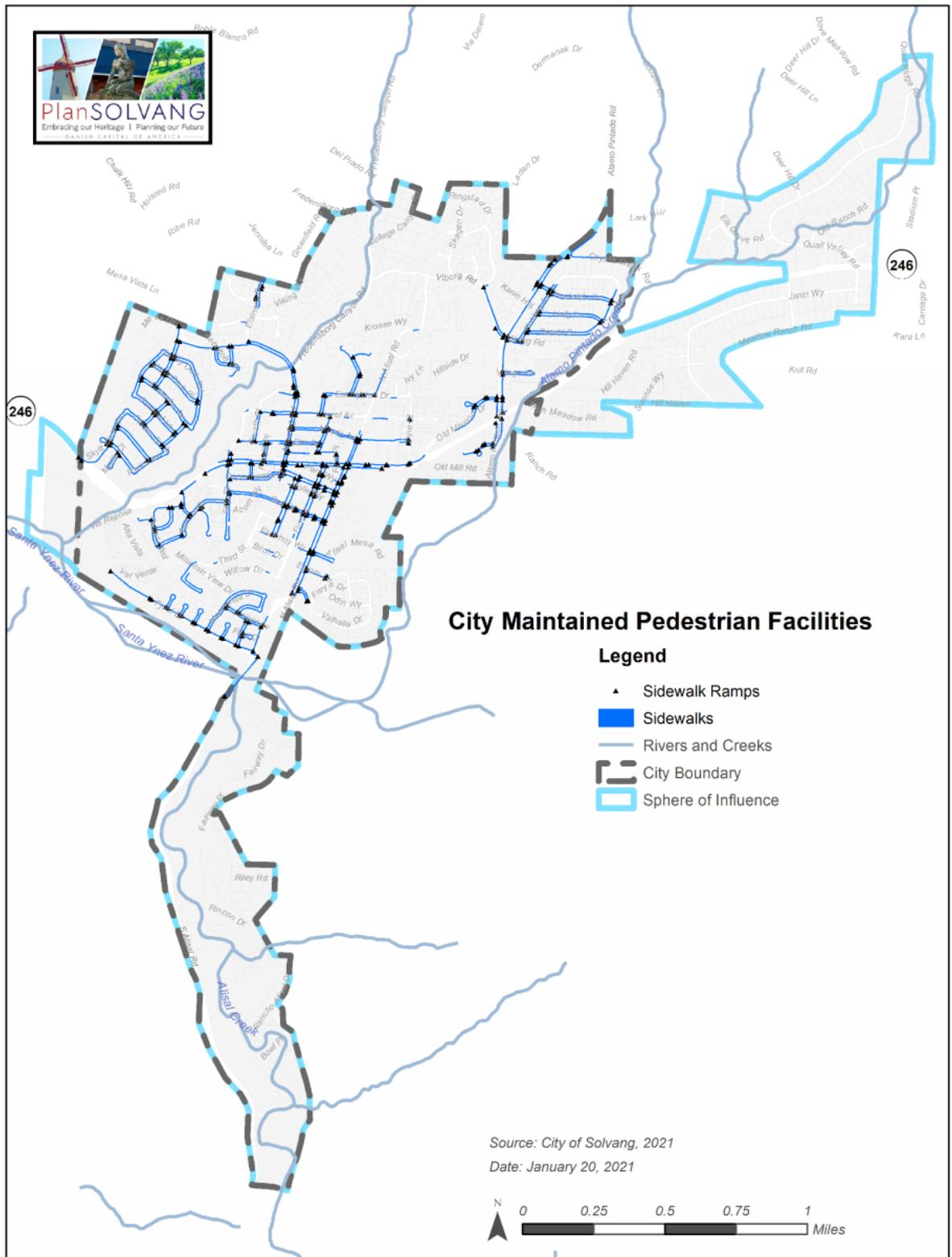
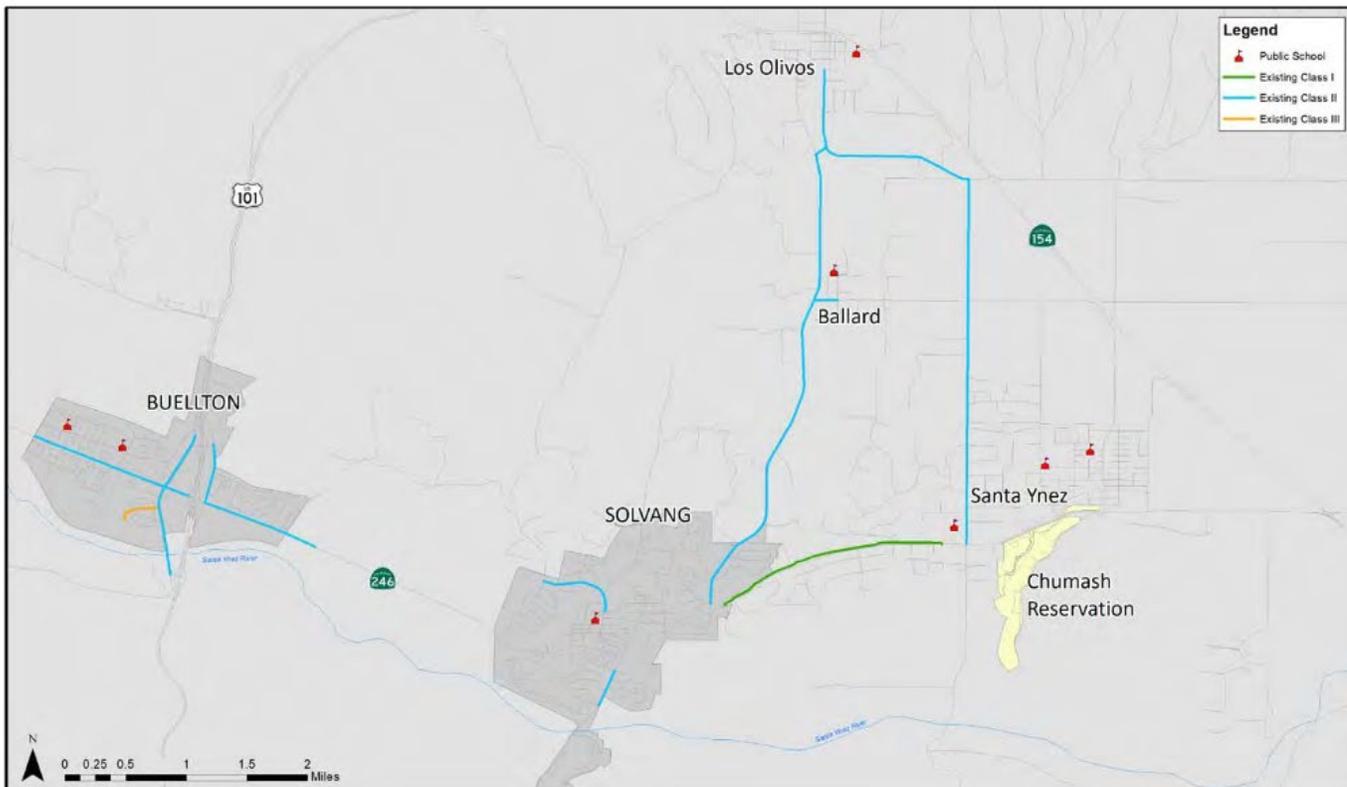


Figure 3. Existing Class I, Class II, Class III facilities in the Santa Ynez Valley



Source: Santa Ynez Valley Bicycle Master Plan



Goal MOB-2:

To promote safe alternatives to motorized transportation that meet the needs of all city residents.

Policies

- 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.
- 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.
- 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.
- MOB-2.4: Pedestrian Facilities.** The City shall provide a system of sidewalks or pathways that provides a safe environment for pedestrians.
- MOB-2.5: New Pedestrian Access.** The City shall require new development to provide adequate pedestrian access.
- MOB-2.6: Wheelchair Ramps.** The City shall require the installation of wheelchair ramps on all new sidewalks.
- 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.

Parking

Solvang residents and visitors generally want to have parking readily available on their neighborhood streets and in commercial centers. On-street parking is provided on most roadways in both residential and commercial areas of the city. Solvang has a variety of parking options throughout the city, including on and off-street parking. On-street parking is managed by the city of Solvang. Off-street parking consists of four public parking lots, overseen by the City.

The City owns and maintains public parking facilities in the village area. The City of Solvang Maintenance Division of the Public Works Department is responsible for the operation and maintenance of many of the public improvements and facilities, including parking lots.

Policies in this section support the provision and management of parking, recognizing that parking provision should be balanced with other City objectives such as encouraging transit uses, bicycling, and walking, as well as reduction in vehicle emissions. The following goals and policies address parking availability, management, and siting.

Goal MOB-3:

To provide an adequate supply of public parking to meet the needs of residents and visitors to the city.

- 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.
- 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.
- 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.
- 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.
- 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.

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.

Complete Streets

The City has supported a balanced circulation system that provides adequate capacity to support the travel demands of existing and future development. This Complete Streets section of the Mobility Element provides a holistic and balanced approach to standards that provide complete streets that are safe, comfortable, and convenient for all users which include pedestrians, cyclists, motorist, and transit riders of all ages and abilities.

The California Complete Streets Act of 2008, as well as recent changes in CEQA and congestion management law, highlight a need for mobility elements to have a broader focus that emphasize other travel modes beyond driving personal vehicles. It requires jurisdictions to provide local streets with facilities that meet the needs of all transportation system users (i.e., pedestrians, bicyclists, persons with disabilities, motorists, movers of commercial goods, users and operators of public transportation, seniors, youth, and families).

Goal MOB-4:

To provide a safe network of streets that reduce automobile dependence without sacrificing mobility are safe for all users.

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.

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.

MOB-4.3: Safe Streets. The City shall pursue and enact traffic calming measures as appropriate to meet the policy objectives, as conditions warrant.

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.

MOB-4.5: E-Scooters. The City shall study the implementation micro-mobility transportation alternatives.



Transportation Demand/ System Management

The existing roadway network represents vast quantities of investment, and efficient maintenance and upkeep of the roadway network is essential to the vitality of the city of Solvang. Transportation demand management (TDM) programs promote alternatives to single occupant vehicles. Promotion of active transportation (walking and bicycling) and transit, carpool and vanpool, use of tolling, and certain intelligent transportation system (ITS) interventions can be considered TDM. Transportation system management (TSM) programs increase existing roadway efficiency without the construction of new roadway capacity. TSM programs can range from operational improvements, such as signal timing management, park-and-ride lots, and pavement management and fix-it-first programs, to ITS improvements.

Goal MOB-5:

To reduce traffic congestion and vehicle trips through more efficient infrastructure and support for trip reduction programs.

- 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.

- MOB-5.2:** **TDM.** The City shall encourage employers to promote carpooling, public transportation, and allow telecommuting.

- 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.

- MOB-5.4:** **TSM.** The City shall explore options for telematics-based parking and route management systems to smooth traffic flow.

- 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.

Transit

The city of Solvang is a small community with rural surroundings, Solvang is a destination of tourism both because of its unique community character and proximity to wineries and other agriculture-based tourism. The primary transit service for the city of Solvang is Santa Ynez Valley Transit, or SYVT.

Transit Services and Facilities

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 serving the city of Solvang are as follows:

- **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.
- **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 Valley commuting to their jobs in Goleta.
- **CAE Santa Ynez Valley to Santa Barbara** – Route runs from Santa Barbara to Buellton. The route serves residents of the Valley commuting to their jobs in Santa Barbara.
- **SMART Breeze 200 Bus** – Route runs from Santa Maria to Buellton and Solvang.
- **SYVT** – provides curb-to-curb dial-a-ride service for seniors and ADA certified patrons.

Goal MOB-6:

To participate in a public transportation system that is safe, convenient, efficient and meets the identified need of the Solvang community.

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.

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.

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.



6

Public Facilities, Services, and Infrastructure (PFS)

Ensuring provision of public facilities and services to its residents is one of the core responsibilities of a city. Access to adequate public facilities and services contribute the quality of life for both individuals and groups in the community. This element presents an overview of public facilities and community services within the city limits. It addresses water, wastewater, stormwater, solid waste and recycling, emergency response, community health, parks and recreation, education, medical services.



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Water Supply

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. Water supply is provided by a combination of State water, upland wells, river wells, and the Santa Ynez River Water Conservation District.

The Department of Water Resources (DWR) operates the State Water Project, of which the City holds entitlement to 1,500 acre-feet per year (AFY) of State Water. 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 five percent (during drought) to as much as 85 percent.

The City is in process of updating the Water System Master Plan. The updated master plan will address increased supply needs to provide additional housing and development, climate change, and drought conditions. In addition, Water Wise in Santa Barbara County is a network of water providers with educational outreach on how to reduce water consumption and provides additional guidance for community water conservation.

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.

Policies

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.

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.

- 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.
- PFS-1.4:** **Water Line Maintenance.** The City shall systematically replace or repair leaking and deteriorated water lines.
- PFS-1.5:** **Cost of New Infrastructure.** The City shall require that costs of improvements to the water distribution system that are necessary for new developments are financed by the property owner and/or developer.
- PFS-1.6:** **Water Efficient Landscaping.** The City shall require new development to comply with the State water efficient landscaping requirements.

Wastewater

The City operates the sewer collection system under a Permit issued by the Regional Water Quality Control Board. The City of Solvang sewer collection system consists of approximately 31 miles of gravity sewer mains, 645 manholes, 85 cleanouts, and 0.56 miles of force mains. The Wastewater Division also operates and maintains two sewer lift (pumping) stations. The Wastewater Division maintains and periodically updates the Sewer System Management Plan to ensure smooth operation of the sewer collection system.

Under a Waste Discharge Permit issued by the Regional Water Quality Control Board, the City of Solvang operates a Sequencing Batch Reactor (SBR) type Wastewater Treatment Plant (WWTP) with a design capacity of 1.5 million gallons per day (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 Plant provides full secondary treatment of the wastewater received and discharges treated wastewater to percolation ponds located adjacent to the Plant. The City is working on Wastewater Treatment Plant Upgrade Project to meet future demand and anticipated regulations.

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.

Policies

- 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.
- PFS-2.2:** **Cost of New Infrastructure.** The City shall require that costs of improvements to the wastewater and water reclamation system that are necessary for new development are financed by the property owner or developer.
- PFS-2.3:** **Pursue Infrastructure Funding.** The City will pursue available funding from county, state and federal grants.
- 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.

Solid Waste and Recycling

The City of Solvang contracts with a third-party company to provide solid waste collection services to its residents. All municipal solid waste is transferred to the Tajiguas Landfill of Santa Barbara County located at 14470 Calle Real Rd. in Santa Barbara, CA. This landfill can process up to 1,500 tons of trash per day. In July 2021, the Resource Recovery Center at the Tajiguas Landfill opened. This new facility separates organics from waste and is in the testing phases of being a High Diversion Organic Waste Processing Facility. All recycled and green waste material from Solvang is transferred to a third-party material recovery facility.

Goal PFS-3:

To reduce solid waste entering local landfills through waste management and recycling.



Policies

- 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.
- 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.
- 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.

Law Enforcement, Fire Protection, and Emergency Services

Law Enforcement

The City of Solvang contracts with the Santa Barbara County Sheriff's Office for law enforcement services. The Solvang Sheriff Substation is located at 1745 Mission Drive in Solvang. The City has one full-time deputy serving the city.

Fire Protection

Solvang is in the Santa Barbara County Fire District (SBCFD), which provides fire protection services. Station No. 30 is located in the City limits on Second street and has two fire trucks. The County fire Administration office is located on Oak Street. The SBCFD serves an area covering 2,289 square miles including the cities of Goleta, Buellton, and Solvang. Fire protection for other land surrounding the city is provided by Cal Fire and the US Forest Service through mutual aid agreements with Santa Barbara County.

Emergency Services

The EMS Division of the Santa Barbara County Fire District is responsible for the oversight and coordination of all emergency medical service-related

6. PUBLIC FACILITIES, SERVICES, AND INFRASTRUCTURE

functions of the District. American Medical Response (AMR), located at 240 State Route 246, provides first response emergency medical services.



For goals and policies relating to public health emergencies, please refer to Section SAF-12 (Public Health Emergencies) in the Safety Element.

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.

Policies

- 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.
- 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.
- 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.
- PFS-4.4: Tourist and Visitor Safety.** The City shall coordinate with the Chamber of Commerce, hotels, and downtown business to train employees about crime prevention.
- 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.
- 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.



For goals and policies relating to fire hazard risks and areas, please refer to Sections SAF-5 and SAF-6 (Fire Hazards) in the Safety Element.

- 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.
- 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.
- 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.

Community Health

Healthcare providers within the city of Solvang include the Santa Ynez Valley Cottage Hospital, urgent care facilities, and numerous medical providers. The Santa Ynez Valley Cottage Hospital is located at 2050 Viborg Road in Solvang, The hospital includes 24/7 emergency services as well as a full range of medical care.



For goals and policies relating to public health emergencies, please refer to Section SAF-12 (Public Health Emergencies) in the Safety Element.

Goal PFS-6:

Improve the health and quality of life for all Solvang residents.

Policies

- 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.
- 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.
- 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.

Parks and Recreation

The City of Solvang operates approximately 205 acres of parkland, recreational areas, and city facilities that function as community gathering places. These facilities are shown on Figure 8-3 and described below. Designated open space areas and associated policies and programs are covered in the Environment and Sustainability Element.

- **Hans Christian Andersen Park** is a 51.29-acre park located at 633 Chalk Hill Road in the northeast portion of the city. The park stretches from Fredensborg Canyon Road north of Chalk Hill Road to SR 246 near Nykobing. The 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** is a 0.58-acre park located on Mission Drive. and serves as a central gathering place.
- **Sunny Fields Park** is a 6.68-acre park located at 900 Alamo Pintado Road.
- **Creekside Place Park** is a 6.76-acre open space area located along Rebild Drive.



- **Alisal Commons Park** is a 1.01-acre open space area located at the north end of Glen Way, near Alisal Road, just north of the Alisal Golf Course.

The City of Solvang provides fun, safe, exciting, and entertaining program for all ages.

The city has two natural open space parcels. The first is a 2.67-acre parcel located south of SR 246 near Nykobing, opposite the southern tip of Hans Christian Andersen Park. The second is a 9.00-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. Figure 8-1 shows open space parcels within the Planning Area.

Although only a few parcels are designated as open space by the General Plan, some residential subdivisions within the Planning Area incorporate open space areas, particularly between neighborhoods.



For goals and policies relating to open space and conservation, please refer to Section ENV-1 and ENV-2 (Open Space and Conservation) in the Environment and Sustainability Element.

Recreation Facilities

The Solvang Veterans' Memorial Building community facility owned by the City of Solvang located at 1745 Mission Drive. A local landmark built in 1937 and the Legion Wing added in 1963, the Veterans' Memorial Building is utilized for community events.

Goal PFS-7:

To provide and maintain park facilities with a range of recreational opportunities for City residents of all ages and abilities.

Policies

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.

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- 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.
- 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.
- 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.
- 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.
- 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.
- 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.
- PFS-7.8: Park Patrols.** The City shall coordinate with the law enforcement to provide mobile patrols of parks and recreation events.
- PFS-7.9: Neighborhood Watch.** The City shall coordinate with neighborhood watch programs to provide added security in park areas.
- 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.



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.

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.

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.

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.

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.

PFS-8.3: Water Efficient Parks. The City shall use drip irrigation and other water efficient methods in parks to the extent feasible.

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.

PFS-8.5: Park Facility Maintenance. The City shall reduce City Park facility maintenance costs wherever feasible including use of durable materials.

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.

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.

- 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.
- 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.
- 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.
- 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.
- PFS-9.5: Local Partnerships.** The City shall explore funding arrangements and partnerships with other regional agencies.

Education and Libraries

Solvang School, located at 565 Atterdag Road, is the only public school located within the city. Solvang School is also the only school in the Solvang School District which serves students from kindergarten through eighth grade. The school attendance boundaries include the City of Solvang, as well as the unincorporated area northwest of the city along Ballard Canyon Road and a large area south of the Santa Ynez River.

Santa Ynez Valley Union High School serves Solvang residents. It is part of the Santa Ynez Valley Union High School District and is one of only two public high



schools in the District. The other being Refugio High School, which is a special program high school located on the same campus as Santa Ynez Valley High School.

The Solvang Library provides digital resources, circulating items, and a variety of educational programs. On July 1, 2019, the City of Goleta took over the operation of libraries in the Santa Ynez Valley, including the Solvang Library. All libraries managed by Goleta are part of the Black Gold Cooperative Library System. The Solvang Library is located on 1745 Mission Drive. At the end of July 2020, Solvang had a total of 18,375 circulating items which include books, audiobooks, DVDs, and magazines. During the 2019-2020 fiscal year, the library circulated these items 61,724 times. The library hosts a number of programs for children and adults, such as Preschool Storytime and Coding Club.

Goal PFS-10:

To provide Solvang with distinguished schools, programs, and learning opportunities.

Policies

- 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.
- 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.
- 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.



7

Environment and Sustainability (ENV)

The Environment section describes the existing conditions related to environmental resources and sustainability in Solvang. This section includes, but is not limited to water quality and supply, air quality, greenhouse gas emissions and climate change, open space, cultural and natural resources, mineral resources, and biological resources.



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Open Space and Conservation

Solvang desires to conserve and protect open space to preserve the scenic beauty of its natural surroundings. 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. The unincorporated areas of the Santa Ynez Valley are governed by County of Santa Barbara and the Santa Ynez Valley Community Plan which designates allowed land uses, including a large amount of agricultural land.

The city contains two open space parcels, shown in Figure ENV-1. The first is a 2.67-acre parcel located south of SR 246 near Nykobing, opposite the southern tip of Hans Christian Andersen Park. The second is a 9.00-acre parcel behind the homes along Aarhus Drive, east of Oster Sted Court. This second 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, River Course at Alisal and the Alisal Golf Course at the Alisal Guest Ranch Resort. The Alisal Guest Ranch is a working 10,000-acre cattle ranch located in the southern portion of the city

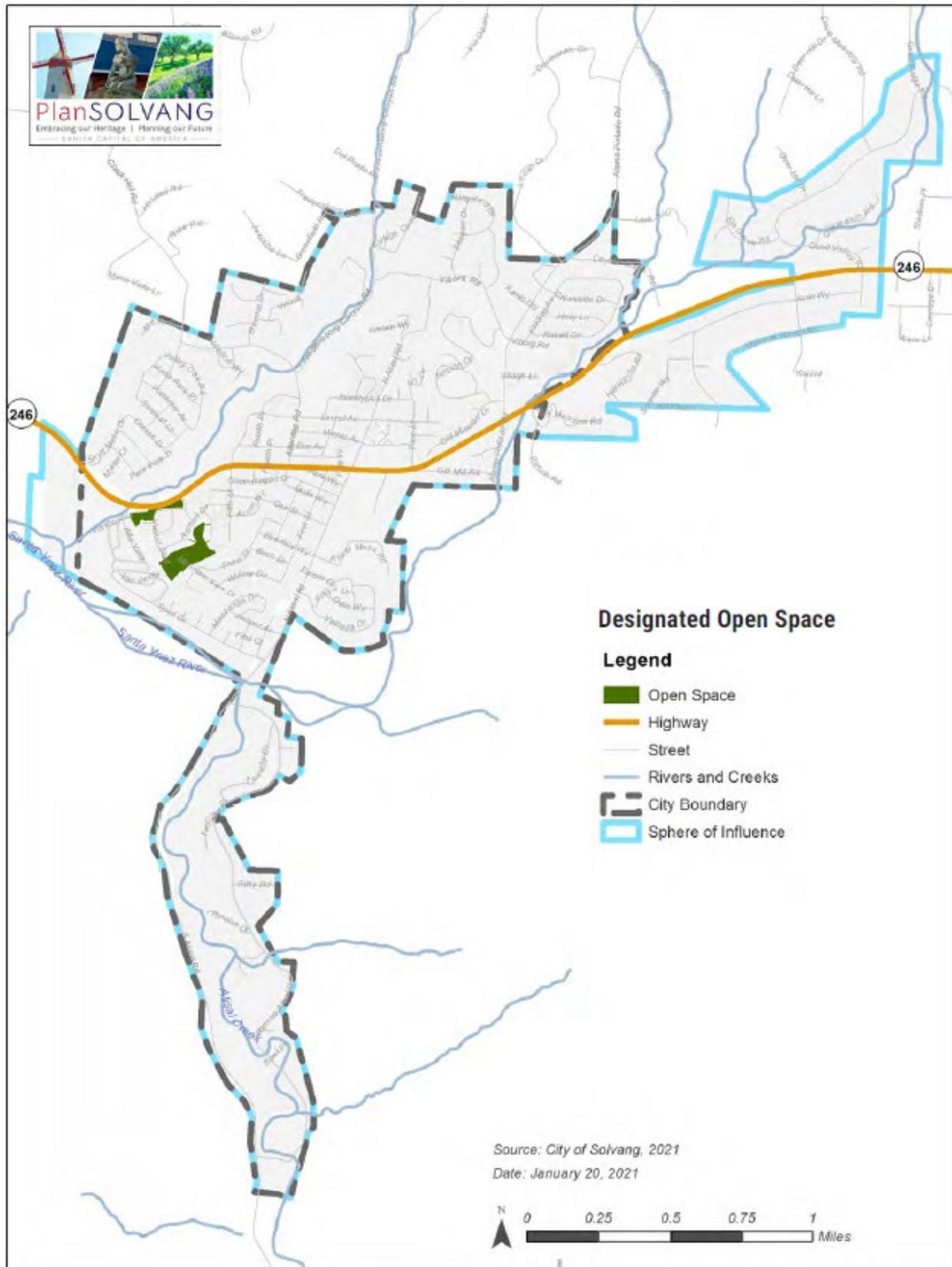
Although only two parcels are officially designated as open space by the General Plan, some residential subdivisions within the city incorporate open space areas, particularly between neighborhoods. Within the Design Residential and Planned Residential Development Districts, the City requires a minimum of 40 percent of the gross acreage of a planned residential development be dedicated to landscaping that is owned and maintained by Homeowners Associations.



For goals and policies relating to parks and recreation, please refer to Section PFS-7, PFS-8, and PFS-9 (Parks and Recreation) in the Public Facilities, Services, and Infrastructure Element.



Figure ENV-1: Designated Open Space



Goal ENV-1:

To protect and provide access to important space areas within the city and within the region.

Policies

- 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.

- 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.

- 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.

- 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.

Policies

- 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.
- 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.
- 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.
- 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.
- ENV-2.5: City Gateways.** The City shall support efforts to enhance and improve city gateways.

Biological Resources

Solvang is located along the southern edge of the Santa Ynez Valley where three creeks, Alamo Pintado Creek, Alisal Creek and Adobe Creek, flow into the Santa Ynez River. The river and its watershed from a riparian habitat with nearby chaparral and oak woodland supported a variety of species. The watershed is also identified as a Critical Habitat for Steelhead Trout, which are endangered in Southern California. The State Water Resources Control Board adopted an order to protect the steelhead trout population and downstream senior water right holders for Cachuma Reservoir in Santa Barbara County. This will assist in restoration for the Santa Ynez River watershed ecosystem.

Habitats within the city include designated wetland, annual grassland, ~~barr~~ land, coastal oak woodland, coastal scrub, deciduous orchard, mixed chapparal, valley foothill riparian, and valley oak woodland. There are three California Protected Areas within Solvang for conservation purposes: Alisal Commons

Park, Hans Christian Andersen Park, and Sunny Fields Park. California Protected Areas are lands that are protected for open space purposes and can include regional parks, forests, preserves, and wildlife areas as well as urban parks that are mainly open space.

Goal ENV-3:

To protect natural open space areas, sensitive native vegetation, and wildlife communities and habitat.

Policies

- ENV-3.1: Natural Resource Protection.** The City shall protect sensitive natural resources, wildlife communities and habitats within the open spaces.
- 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.
- 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.
- 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.
- 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.

Historic and Cultural Resources

Based on archeological records, humans have resided in and around the areas surrounding Solvang for over 7,500 years. The Chumash were the first known people to inhabit the area. Pre-historic and historic resources have been discovered throughout the area, particularly near permanent water supplies such as the Santa Ynez River, Alamo Pintado Creek, and Alisal Creek. Additionally, it is likely these areas contain archaeological and historic resources that have not yet been discovered. Solvang contains many buildings and landmarks of historical significance including Mission Santa Inés, certain 20th Century structures, and some that reflect early Danish settlement.

Chumash

The Chumash were the original inhabitants of the region. A subset of the Chumash known as the Ynezeño, occupied the Alisos Canyon area of the Santa Ynez Valley, which includes modern-day Solvang. During the 18th century, the Chumash population was estimated to be in the tens of thousands, with territory covering approximately 7,000 square miles spanning from Malibu to Paso Robles and stretching inland to the western edge of the San Joaquin Valley. Many Chumash tribal members currently reside on the Chumash Indian Reservation, located approximately three miles northeast of Solvang, which was established in 1901. The Santa Ynez Band of Chumash Indians is the only Federally-recognized Chumash tribe in the United States and is the central location for Chumash tribal government. 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. Based on the pattern and extent of pre-historic and historic settlement, previously undiscovered resources may be present within the city.

Tribal Consultation

The City works with the local Santa Ynez Valley Band of Chumash Indians to ensure the protection of cultural and tribal resources. In addition to ongoing

communication with local tribal governments, Solvang fully adheres to required consultation procedures as outlined in State legislation:

- Senate Bill 18 (2004) – SB 18 requires local governments to consult with California Native American Tribes prior to making certain planning decisions, such as adoption or amendment of general plans and specific plans or designation of open space, and to provide notice to tribes at certain key points during the planning process. The purpose of SB 18 is to engage tribes in decision making early in the planning process.
- Assembly Bill 52 (2014) – AB 52 requires public agencies to consult with California Native American Tribes during the California Environmental Quality Act (CEQA) process about potential tribal cultural resources in the project area and the potential significance of project impacts. AB 52 is intended to include California Native American Tribes within the decision making and protect tribal cultural resources.

Mission Santa Inés

Mission Santa Inés, located at 1760 Mission Drive in Solvang, was founded in 1804 as part of the Spanish Missions of California. The Mission was constructed as a midway point between Mission Santa Barbara and Mission La Purisima Concepcion. Most of the original church structure was destroyed during the 1812 Santa Barbara earthquake. It was reconstructed in 1817 to better withstand seismic events. Today the Mission serves as parish church of the Archdiocese of Los Angeles and incorporates a historical museum and burial ground. It is recognized as a historic landmark at both the State and national level and is a major tourist attraction.



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.

Policies

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.

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.

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.

Danish Heritage and Early Settlement

Danish American culture has existed in Solvang since its founding in 1911. Early in its history, Solvang looked like many other small rural California towns and did not outwardly reflect its Danish cultural heritage through architecture. Bethania Lutheran Church, completed in 1928, was the first structure to reflect the Danish heritage with many more following in the years after WWII. The Veterans Memorial Building, a community treasure constructed in 1937, incorporates Mission-style arches as does the promenade constructed in the 1930s on store fronts along Copenhagen Drive.

Danish culture is on display throughout contemporary Solvang in architecture and icons, including the downtown with its half-timber facades and replicas of Danish structures. Many of the early buildings remain, redressed in Danish style,

as does the Mission-style promenade constructed along Copenhagen Drive in Solvang is home to several museums including the Elverhøj Museum of History and Art. Housed in a historic Danish-style structure, Elverhøj celebrates the community's history and heritage.

Goal ENV-5:

To preserve and enhance Solvang's Historic and Danish heritage.

Policies

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.

Mineral Resources

Mineral resources are naturally occurring minerals that have, or are expected to have, economic value. In Solvang these include sand and gravel. There are no known oil or gas fields within or in proximity to the city. The policies in this section 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.

Policies

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.

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.

ENV-6.3: Mineral Extraction. The City shall work with existing mineral extraction operations to minimize impacts to human health and the environment.

Water Resources

The Water Division of the Utilities Department operates and maintains the City's water supply and distribution facilities and provides potable water to the residents and businesses of Solvang. The Water Division is responsible for the operation and maintenance of the entire water system. Like most of California, Solvang are subjected to intensified drought conditions. These droughts have led to local mandatory reductions in water use. It is likely that droughts will become more common in the future due to climate change.

The City has four water supply sources: State Water, Upland Wells, River Wells and the Santa Ynez River Water Improvement District. The California Department of Water Resources (DWR) operates the State Water Project which allocates a maximum of 1,500 acre-feet per year (AFY) of State Water to the City. However, the percentage of this allocation granted to the City varies each year based on rainfall, Sierra snowpack, and State reservoir levels. In recent years the allocation of State Water has varied from 5 percent (during drought) to as much as 85 percent.

The City manages the local groundwater supply in partnership with the Santa Ynez River Water Conservation District (SYRWCD). The City, Central Coast Water Authority, and SYRWCD regularly monitor water levels pursuant to applicable standards. SYRWCD also publishes an annual water quality report.

Water Quality

Water quality in Solvang is monitored through the Water Division's State-Certified water operators' drinking water testing. The Water Division's State-certified water operators perform daily, monthly, and annual testing of Solvang's drinking water to verify residents are receiving a safe supply of

municipal water. The City publishes the annual Consumer Confidence Report to share the results of water monitoring. The City also provides brochures and posters of Stormwater Best Management Practices Guides for residents and business owners.

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.

Policies

- 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.
- 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.
- 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.



Air Quality and Climate Change

Air Quality

Solvang is located in the South Central Coast Air Basin (SCCAB), which includes all of San Luis Obispo, Santa Barbara, and Ventura Counties, and is within the jurisdiction of the Santa Barbara County Air Pollution Control District (SBAPCD). The SBAPCD conducts continuous air monitoring to assess regional air quality, updating its website with hourly measurements and issuing alerts when conditions reach hazardous levels. The primary air pollutants in Santa Barbara County are ground-level ozone, particulate matter, and air toxins. The majority of local air pollution sources in Solvang are from the operation of on-road vehicles tied to local and regional traffic on State Route 246. Another source of air pollution, especially particulate matter, and greatly affects air quality in Solvang and the greater Santa Ynez Valley during fire events. Wildfires are expected to have a greater impact to the region and the state as climate change increases their frequency and severity.

Santa Barbara County generally has good air quality as measured by State and Federal standards. Certain land uses are more sensitive to air pollution, such as those that support people who may have a significantly increased sensitivity or exposure to air pollution by virtue of their age and health (e.g., schools, day care centers, hospitals, and nursing homes), plants or animals with a special status (e.g. sensitive or endangered species), or those who are in close proximity to the pollution source.

Goal ENV-8:

To foster effective communication, cooperation, and coordination in developing and operating community and regional air quality programs.

Policies

- 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.
- 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.
- ENV-8.3: Air Quality Mitigation Measures.** The City shall ensure all air quality mitigation measures are feasible, implementable, and cost effective.
- 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.
- 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 vehicle and small engine use.

Policies

- 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.
- ENV-9.2: Commuter Trip Reduction.** The City shall support regional transportation programs that reduce single-rider commuter related vehicle trips.
- ENV-9.3: Alternative Modes of Transportation.** The City shall encourage the use of alternative transportation modes, including transit, walking, and bicycling.
- 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.
- 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.
- 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.
- 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.

Greenhouse Gas Emissions

Greenhouse gases (GHG) trap heat in the Earth's atmosphere and influence the surface temperature of Earth. The main sources of GHG emissions in California include cars, energy production, and large-scale business activity. The State of California has passed legislation setting GHG reduction targets including

Assembly Bill (AB) 32, Senate Bill (SB) 32, Executive Order (EO) B-55-18, and SB 100 which outline a path to carbon neutrality by 2045. The State has made substantial efforts to lower GHG emissions and decarbonize the economy by investing in clean energy and encouraging building and vehicle electrification.

Similarly, cities such as Solvang are working to further the transition to a carbon free economy by implementing local mitigation strategies that reduce GHG emissions or capture GHGs before they are released into the atmosphere. These mitigation strategies include actions such as planting trees to sequester carbon dioxide in the air, transitioning to renewable sources of energy, and increasing energy and fuel efficiency for buildings and vehicles.

Goal ENV-10:

To reduce the emission of greenhouse gases.

Policies

- 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.
- 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.
- ENV-10.3: GHG Reduction Preference.** The City shall give preference to vendors which reduce or eliminate indirect greenhouse gas emissions.
- 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.
- 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.



Goal ENV-11:

To encourage community action to mitigate and adapt to climate change.

Policies

ENV-11.1: Green Business Program. The City shall encourage businesses to obtain certification under the Santa Barbara County Green Business Program.

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.

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.

Policies

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.

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.

7. ENVIRONMENT AND SUSTAINABILITY

- 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.

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.

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.

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.

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.



Energy

Energy for lighting, heating and cooling, and powering buildings is a major component of GHG emissions in Solvang. Reducing GHG emissions related to energy can be accomplished by reducing energy use and by transitioning to clean energy sources. Implementing energy efficient design in new construction and retrofitting existing buildings with fuel efficient fixtures and superior insulation reduces energy demand. Installation of renewable energy sources such as solar eliminates the carbon footprint associated with the energy that is consumed. Because renewable energy can provide carbon free electricity, electrification of buildings and vehicles works to eliminate GHG emissions associated with energy and fuel consuming activities. Currently, many buildings in Solvang use natural gas as a source of energy. Moving away from dependency on natural gas will reduce the city's GHG emissions. Reducing GHG emissions through electrification and renewable energy will help the City of Solvang achieve the statewide goal of carbon neutrality by 2045, set by EO B-55-18 and SB 100.

Goal ENV-13:

To reduce Green House emissions (GHG) related to energy consumption.

Policies

- 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.
- 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.
- 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.
- ENV-13.4: Energy Retrofit Program.** The City shall encourage homeowners and building owners to retrofit their structures with energy efficiency improvements.

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.

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.

Solid Waste

Solid Waste Reduction and Recycling

The City of Solvang contracts with a third party provider to provide solid waste collection services. A portion of the solid waste generated by residents and businesses in Solvang is diverted from landfills through recycling and reuse. The Solvang Municipal Code Title 5 Chapter 2, *Trash and Disposal Maintenance*, regulates the management of solid waste and recycling in the city, including the services of franchise waste haulers. The Solid Waste Collection Program includes programs for diversion of recyclable materials and organic waste from landfills. State law requires that the City create a waste management plan to direct the City's waste source reduction, recycling and composting, and environmentally safe transformation and disposal in order to achieve the statewide goal of source-reduction, recycling, or composting of 75 percent of solid waste generated in California.

Major California Recycling and Waste Reduction Legislation

- **AB 341** – AB 341 mandates recycling for all businesses that generate more than four cubic yards of solid waste per week, and multifamily dwellings of more than five units or more. This bill is designed to reduce GHG emissions in California by five million metric tons of CO₂.
- **AB 1826** – AB 1826 requires all generators of four cubic yards or more of garbage, recycling, and compost combined per week to recycle organic waste such as food scraps, soiled paper products, yard trimmings, and landscape materials. Multi-family dwellings do not need



to have food-waste recycling on site but must recycle yard and landscape materials.

- **SB 1383** – SB 1383 creates a target of diverting 50 percent of organic waste from landfills below 2014 levels by 2020 and 75 percent by 2025 and sets the goal to recover a minimum of 20 percent of currently disposed edible food for human consumption by 2025. Furthermore, SB 1383 requires jurisdictions conduct education and outreach on organics recycling to all residents, businesses, haulers, and food recovery organizations.

Goal ENV-14:

To become a zero-waste community through responsible procurement, waste diversion, and innovative strategies.

Policies

- 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.
- 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.



8

Safety (SAF)

Natural hazards in the Solvang region are similar to those in Santa Barbara County and the greater region. Earthquake, wildfire, and drought are of the highest concerns, as well as an increased number of high heat days and localized flooding. This Element does not repeat in detail the regulatory framework currently in place. Instead, it contains broad policies and action items reflecting the City's commitment to achieving acceptable levels of risk and public safety.



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Emergency Preparedness and Response

Emergency preparedness refers to the coordinated efforts by the City and other agencies to prevent, prepare for, respond to, recover from, and mitigate natural and human-caused disasters and emergencies. The City employs a range of regulatory tools to protect life and property from natural and human-caused hazards, including maintaining the Emergency Management Plan and participating in the Santa Barbara County Multi-Jurisdictional Hazard Mitigation Plan (MJHMP).

Disaster Preparedness and Avoidance

The most effective and least costly approach to protect life and property from hazards is avoidance. For many natural hazards, a proactive approach of preparation and prevention is needed. Disaster preparedness typically involves the development of response procedures, the identification of evacuation routes, design and installation of warning systems, purchase of emergency equipment, and training of emergency personnel. In addition to advance preparation, the risks and adverse effects of hazards can be wholly or partially mitigated with proper planning, adherence to current building codes, and through the effective management of resources when an emergency does occur.

Evacuation Routes for the City of Solvang are shown in Figure SAF-1. Critical facilities provide emergency services for the community (e.g. fire station, police station, hospital, utility infrastructure, veteran hall and communication facility), are shown in Figure SAF-2.

The City's disaster preparedness approach is strengthened through coordination with neighboring jurisdictions, including the County of Santa Barbara. This enables the pooling of resources as well as the ability to implement a region wide response to emergencies that may be widespread. The County's Multi-Jurisdictional Hazard Mitigation Plan outlines countywide resources and procedures for responding to emergencies.



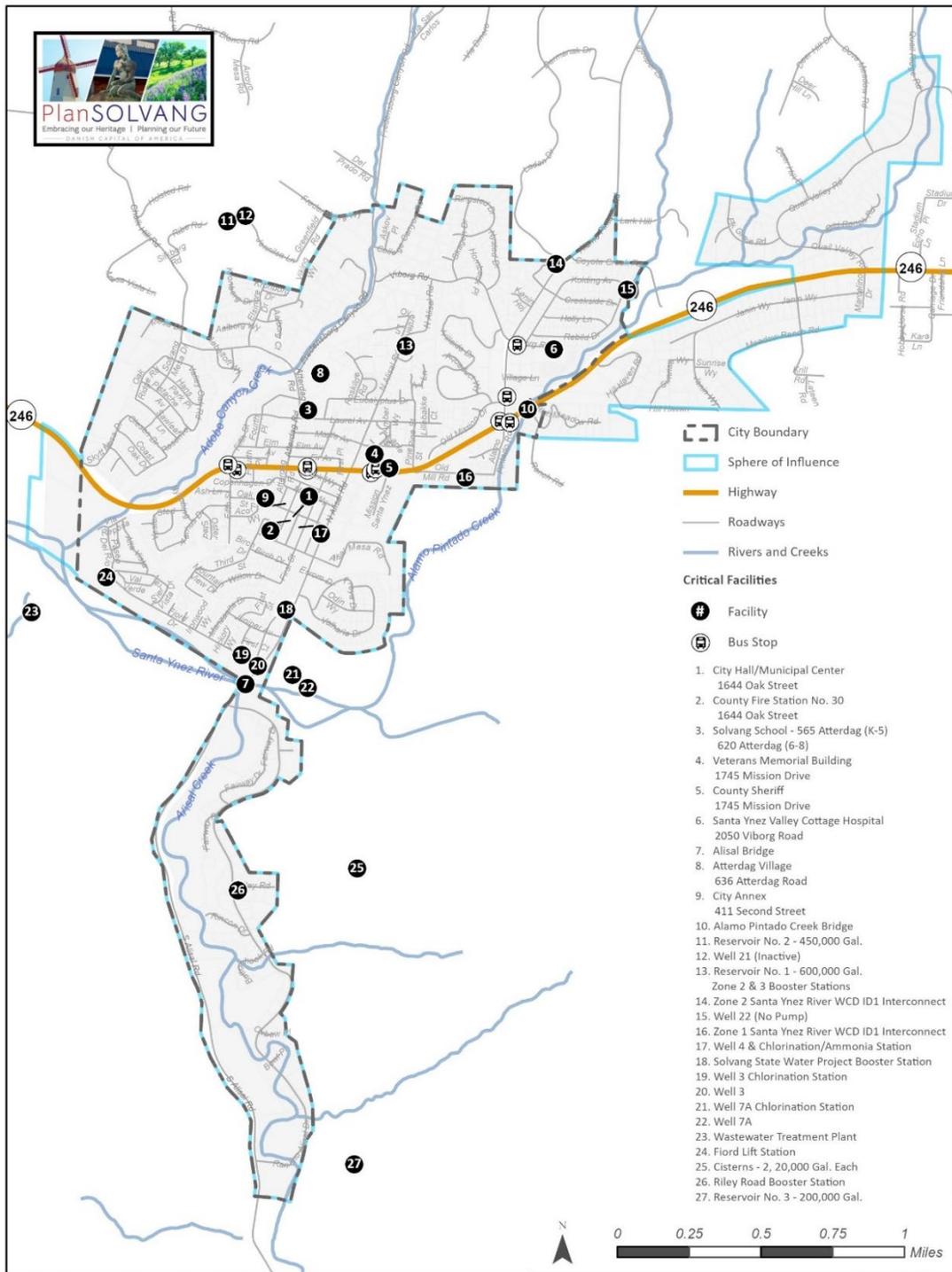
Figure SAF-1: Evacuation Routes



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

Solvang Safety Element
Fig X Evacuation Routes

Figure SAF-2: Critical Facilities



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

Solvang Safety Element
Fig X Critical Facilities



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.

Policies

- 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.
- 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.
- 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.
- 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.
- 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.
- 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.
- 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.
- 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.

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.



Seismic Hazards

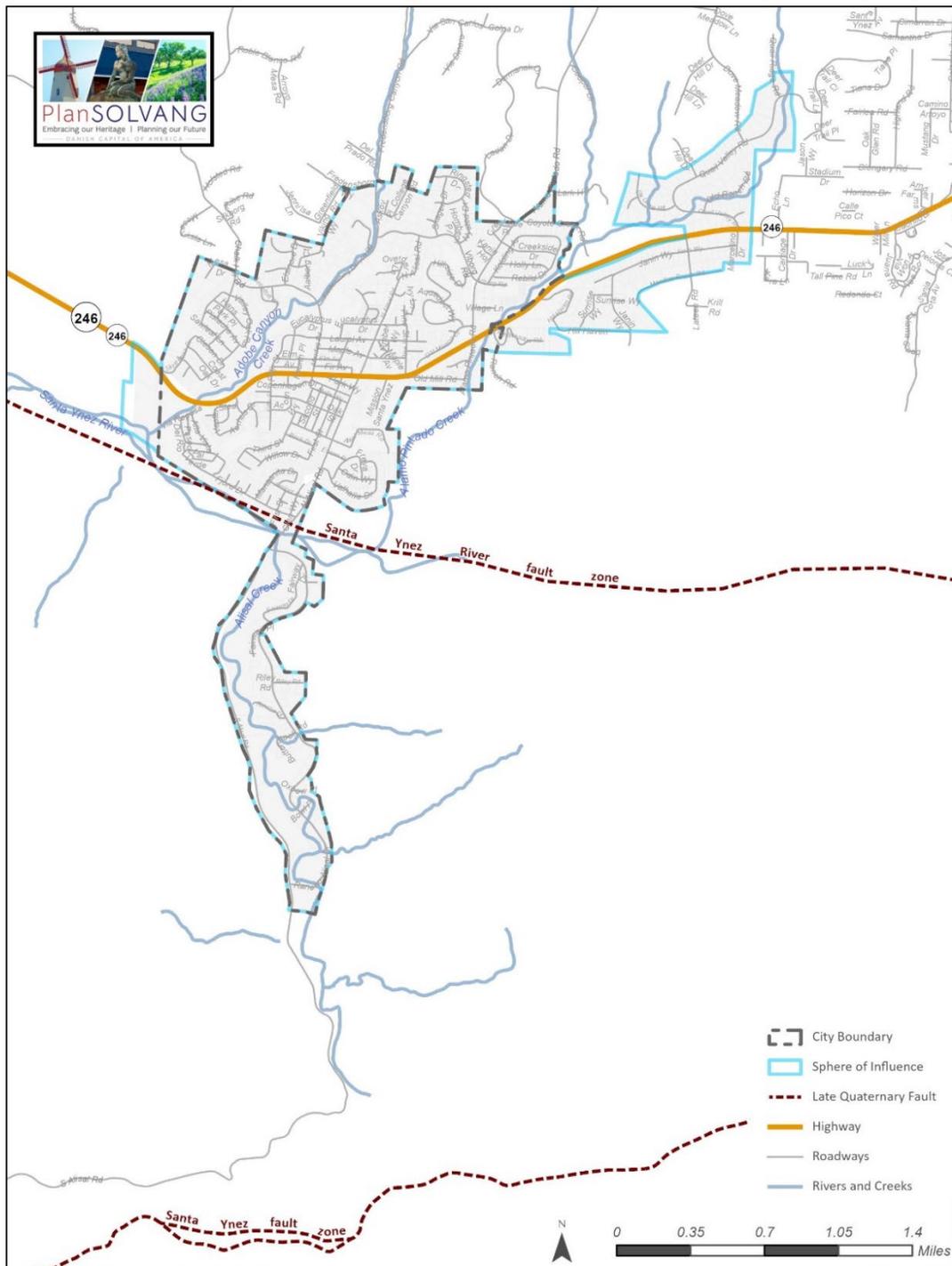
Santa Barbara County is located in a high seismic activity zone in the Transverse Range geologic province. Movement of continental plates manifest primarily along the San Andreas Fault system, which is situated seven miles northeast of Santa Barbara County. There are many active faults within the San Andreas Fault system in Santa Barbara County. The City of Solvang, like much of the Central Coast and Southern California, sits atop active faults. Both the Santa Ynez River Fault, which bisects the city, and the Santa Ynez Fault, are considered potentially active and are capable of producing sizable damaging earthquakes. Figure SAF-3 shows earthquake faults in or near the City of Solvang.

The Santa Ynez Valley and Solvang are subject to a variety of seismic-related hazards, including liquefaction, slope instability, and expansive soils. Properties near the Santa Ynez River are located on alluvium deposits, which increase the potential for ground shaking damage. Most of the developed areas in Solvang are located on or within close proximity to the alluvial deposits, which poses greater potential for enhanced ground shaking during seismic events.

According to the California Geological Survey, the alluvial soils typically found along the Santa Ynez River and Alamo Pintado Creek also have a high susceptibility for liquefaction. The potential for liquefaction can exacerbate the overall effects from local and regional seismic events. Figure SAF-4 shows the shaking potential of areas within the city. The map represents one realization of a potential future earthquake by assuming a particular magnitude, location, and fault-rupture geometry and estimating shaking.

Properties located in the hillsides are susceptible to rockfalls and landslides. Such occurrences are common during larger seismic events and have the ability to cause considerable damage. Figure SAF-5 shows areas of the city that are susceptible to landslides.

Figure SAF-3: Earthquake Faults

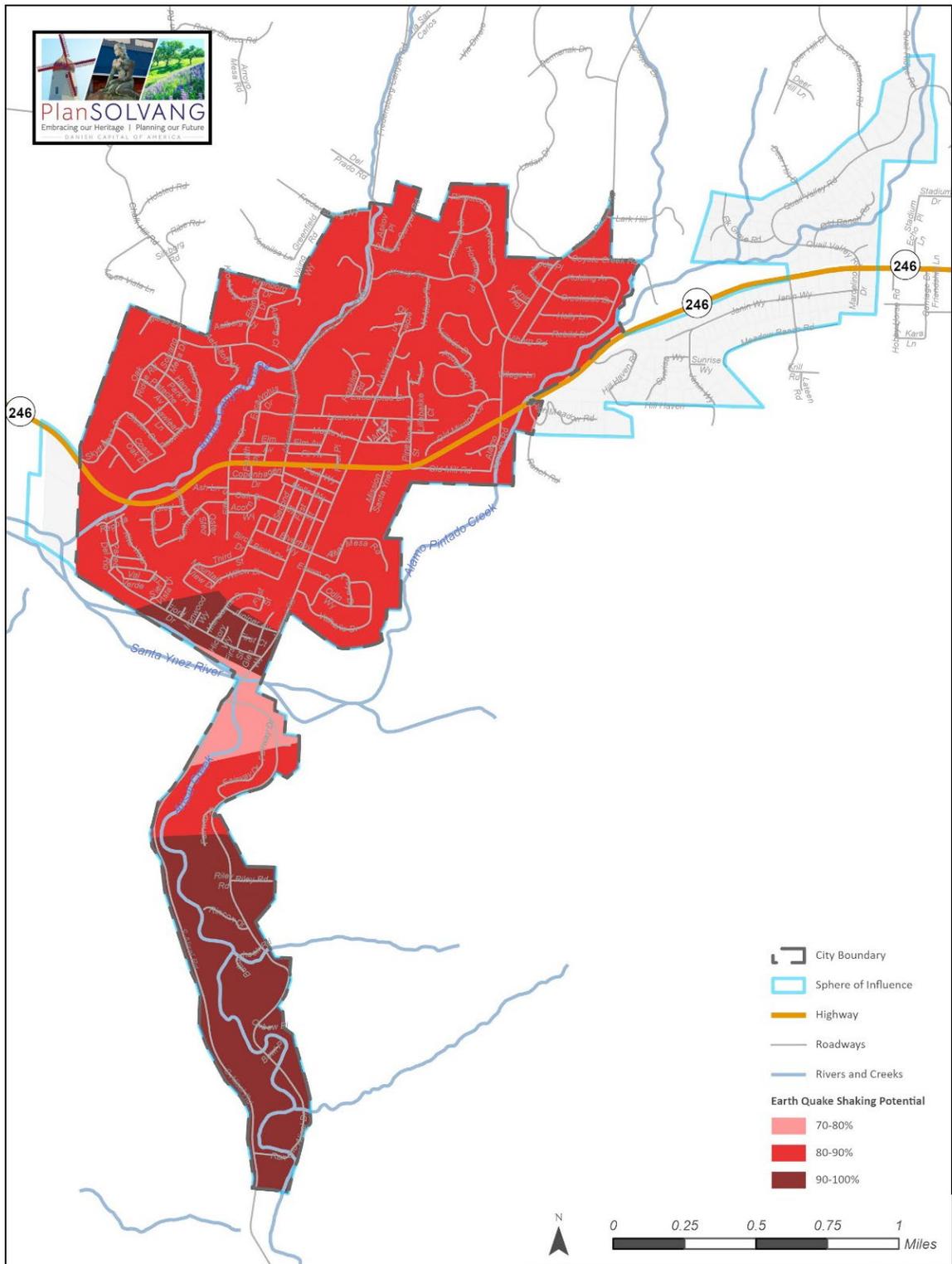


Sources: City of Solvang, 2021; CGS, 2015
Date: April 26, 2022

Solvang Safety Element
Fig X Earthquake Faults



Figure SAF-4: Earth Shaking Scenario



Source: City of Solvang, 2016; USGS, 2021
Date: May 12, 2022

Solvang Safety Element
Fig X Shake Scenario Map

Figure SAF-5: Landslide Risk



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

Solvang Safety Element
 Fig. X: Landslide Risk



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.

Policies

- SAF-2.1: Earthquake Resistant Design.** The City shall continue to require earthquake resistant designs for all structures and utilities.
- 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.
- 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.
- 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.
- 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.
- 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.

Policies

- 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.
- 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.
- 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.]



Flooding

Solvang and the Santa Ynez Valley have an extensive history of localized and regional flooding. The Santa Ynez River, Alamo Pintado Creek, Alisal Creek, and Adobe Creek are sources of flooding concern for Solvang. Figure SAF-6: shows flood hazard areas in Solvang. Areas located in a 100-year floodplain have a 1 percent chance of flooding each year, while areas in a 500-year floodplain have a 0.2 percent chance of flooding each year. The 100-year and 500-year floodplains in the city are along the Santa Ynez River and Alamo Pintado Creek, located in the southwestern and eastern portions of the city.

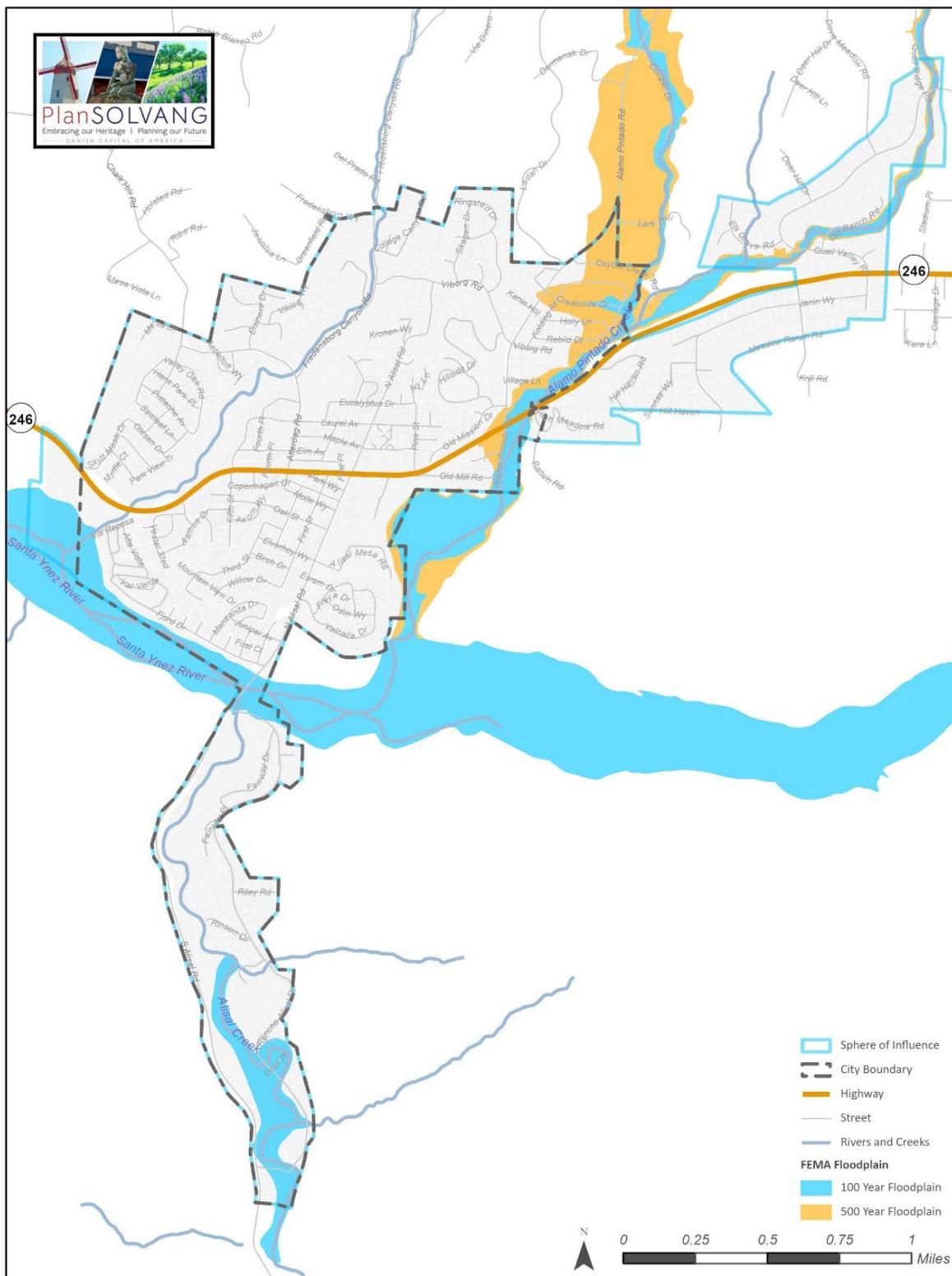
Dam failure can lead to flooding of areas downstream, and the force of water released can be strong enough to carry boulders, trees, automobiles, and buildings. Causes of dam failure include age, poor design, and structural damage resulting from floods, erosion, or earthquakes. Three dams are located on the Santa Ynez River, upstream of the city: Bradbury Dam (completed in 1953) at Lake Cachuma, Gibraltar Dam (completed in 1920) and reservoir, and Juncal Dam (completed in 1930) and reservoir. Additionally, Alisal Creek Dam (completed in 1971) and Alisal reservoir are located approximately five miles south of Solvang. Figure SAF-7 shows areas in the City of Solvang that could be affected by flooding as a result of dam failure, called dam inundation zones.

Reducing the Flood Risk

To reduce potential damage from flooding, all new structures are required to be located at least 50 feet from the top of banks and creeks, allowing for ample space for overflow if a flooding event occurs. In addition, development located in designated FEMA Special Flood Hazard Areas (SFHA) within the city are required to undergo review by the Santa Barbara County Flood Control District.

The following goal and policies address flooding hazards within the City.

Figure SAF-6: Flood Hazard Zones

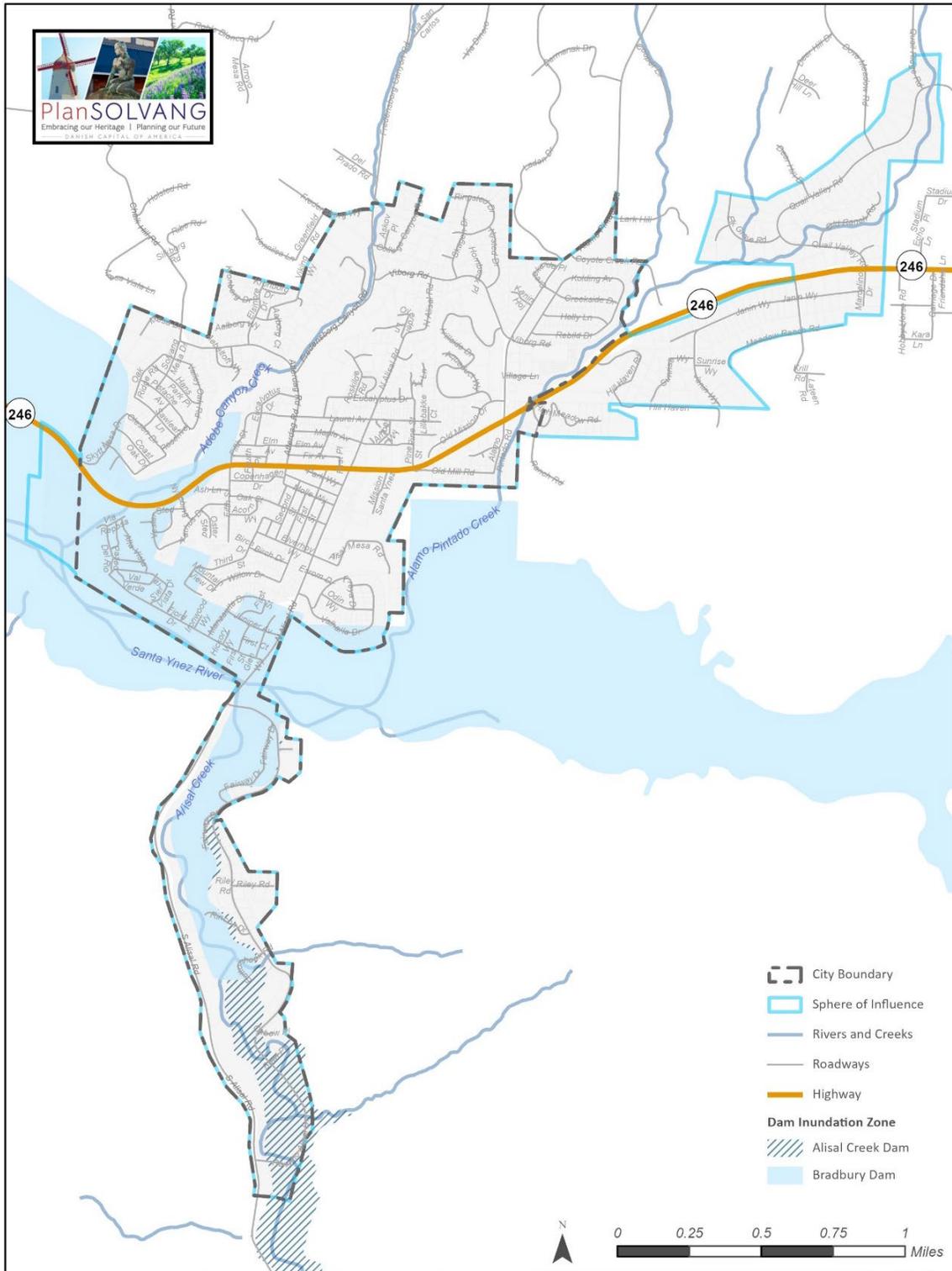


Source: City of Solvang, 2016; FEMA, 2021
Date: April 26, 2022

Solvang Safety Element
Fig X Flood Hazard Zones



Figure SAF-7: Dam Inundation zones



Source: City of Solvang, 2021; Department of Water Resources, DOD, 2022
Date: April 26, 2022

Solvang Safety Element
Fig X Dam Inundation Zones

Goal SAF-4:

To prevent and/or reduce loss of life, injury, and property damage due to flooding.

Policies

- 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.
- 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.
- 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.
- 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.
- 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.
- 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.



Fire Hazards

Wildfires can be classified as either a wildland fire or a wildland-urban interface fire (County of Santa Barbara et al. 2017). A wildland fire typically occurs in areas that are relatively undeveloped except for minimal infrastructure such as roads and power lines. A wildland-urban interface fire includes situations in which a wildfire enters an area that is developed with buildings and houses.



For goals and policies relating to fire related emergency services, please refer to Section PFS-5 (Law Enforcement, Fire Protection, and Emergency Services) in the Public Facilities, Services, and Infrastructure Element.

Wildfire Risk

Solvang, like much of Santa Barbara County, is at risk from wildfires due to the combination of dry, windy conditions and woodlands, brushlands, chaparral, and grasslands that burn readily. Under drought conditions, the fire season can extend year-round. California law requires CAL FIRE to identify the severity of fire hazards statewide. To accomplish this, CAL FIRE identified Fire Hazard Severity Zones based on factors such as fuel, slope of the land, and weather patterns conducive to fires. CAL FIRE assigns responsibility for each zone to either the State or a local jurisdiction. Fire hazard severity zones for the City of Solvang are shown on Figure SAF-8 in which several areas in city limits are designated as either Moderate or High Fire Severity Zones. Areas outside and immediately adjacent to the city are in Moderate, High, and Very High Fire Hazard Severity Zones.

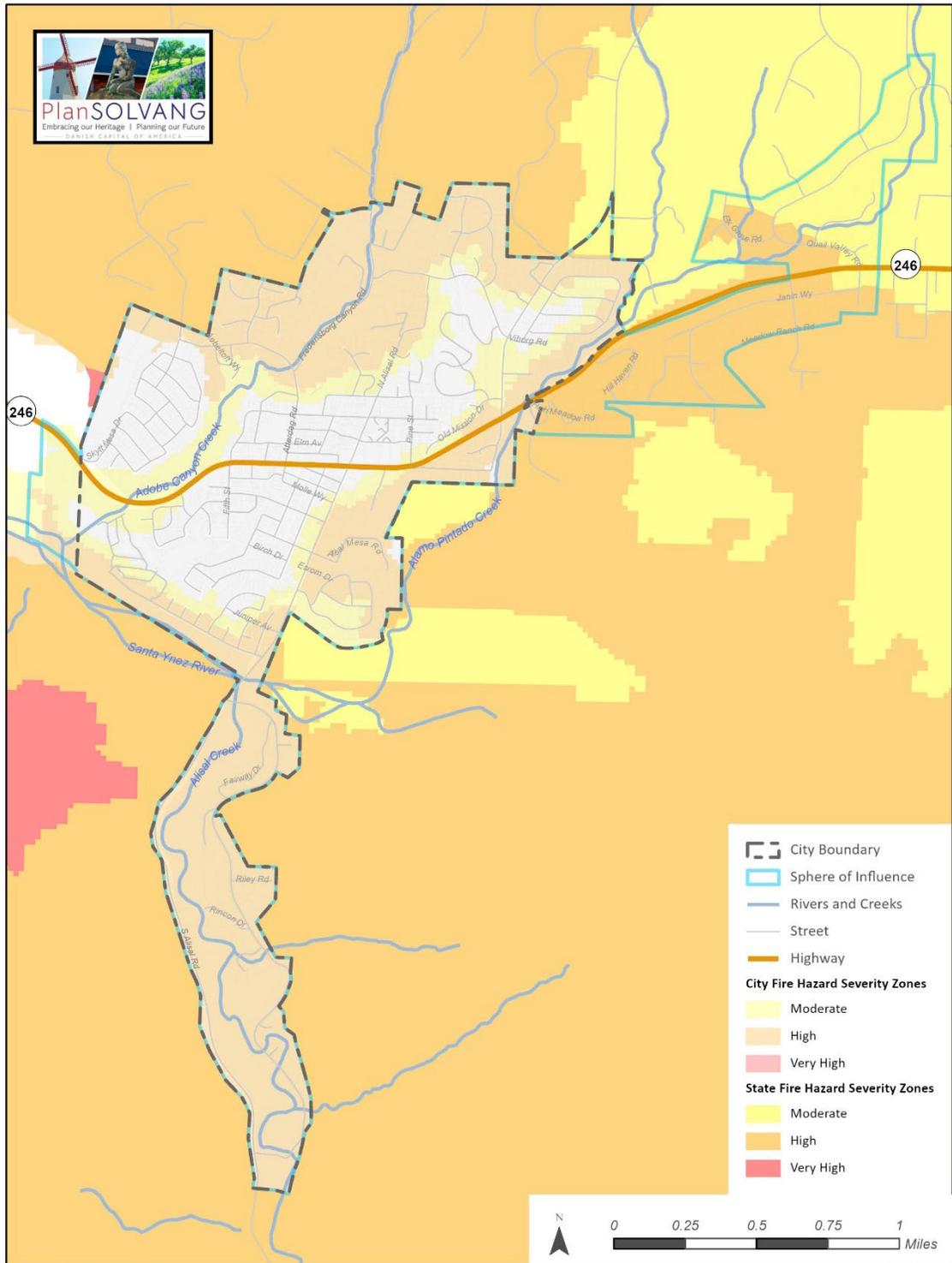
The steep hillsides surrounding the City have dense oak woodland and chaparral vegetation and are designated as Very High Fire Hazard Severity Zones. The city's wildland urban interface therefore requires routine fuel management, review of site design for projects, and adequate emergency access to protect life and property.

Understanding historical occurrences of wildfire also helps to inform the frequency and type of potential future fires as well as identify areas that are particularly vulnerable to wildfire. Numerous major wildfires have occurred in the region in recent years. Figure SAF-10 shows historical wildfires near the City. Wildfires have historically occurred in the mountainous areas south of the City of Solvang.

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Figure SAF-8: Fire Hazard Severity Zones





Goal SAF-5:

To prevent and/or reduce loss of life, injury, and property damage due to wildland and structural fires.

Policies

- 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.
- 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.
- 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.
- SAF-5.4: Work with Homeowners on Fire Safety.** The City shall work with and educate homeowners to improve fire safety and defensibility.
- 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.

Policies

- 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.

- 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.
- 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.
- 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.



Hazardous Materials

Hazardous materials include a wide range of solids, liquids, and gases (does not sufficiently include batteries and electronics) that are flammable, explosive, corrosive, or toxic. Because hazardous materials may be shipped through the Solvang area, transportation accidents pose the most significant hazardous material risk to City residents and the environment.

Public exposure to hazardous materials can result from use by industry, agriculture, and commercial services. Some businesses in Solvang transport, store, and/or use toxic or hazardous chemicals posing potential safety hazards if improperly handled. The most common concentrations of hazardous materials in Solvang are above- and under-ground storage tanks containing materials such as gasoline and diesel fuel. Dry cleaning operations can also lead to soil and groundwater contamination by solvents, including perchloroethylene (PCE), tetrachloroethene (TCE), and chromium. Figure SAF-10 shows hazardous materials sites in the City of Solvang, overseen by the Central Coast Regional Water Quality Control Board (RWQCB). Hazardous materials sites include Leaking Underground Storage Tank (LUST) sites where there is contamination caused by underground storage tanks and cleanup activities are being conducted to address the contamination.

Figure SAF-10: Hazardous Materials Sites



Source: City of Solvang, 2021; Geotracker, 2022
Date: April 26, 2022

Solvang Safety Element
Fig X Hazardous Materials



Goal SAF-7:

To reduce the potential for exposure of humans and the environment to hazardous substances.

Policies

- 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.
- 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.
- 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.

Public Safety

Public safety refers to protecting the public from crimes and other potential dangers. The City contract with the Santa Barbara County Fire District and contracts with the County of Santa Barbara for law enforcement services. The primary goal of these departments is to reduce threats and protect the wellbeing of the community. Other potential threats to the general public include infectious diseases, airplane hazards, exposure to pesticides, and hazardous trees.

Goal SAF-8:

To ensure that Solvang remains a relatively safe community with a low incidence of crime.

Policies

- SAF-8.1: Public Safety.** The City shall continue to maintain a high-level of public safety in Solvang.
- 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.
- 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.

Aircraft Hazards

The Santa Ynez Airport is located approximately 5 miles east of the city. Private aircraft regularly take off, land, refuel, and are stored. 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 Airport Land Use Commission (ALUC) adopted an Airport Land Use Plan (ALUP) in 1993 and updated the Plan 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



overlap a portion of the city's sphere of influence northwest of the city but do not overlap the city itself.

Goal SAF-9:

To promote the safe operation of the airport and protect the safety of city residents.

Policies

- 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.
- 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.
- 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.

Other Local Hazards

Hazardous Trees

Trees help make Solvang an attractive place for residents and visitors, provide roosting and nesting habitat for birds and other wildlife, while improving the climate and air quality. However, as trees age and/or become affected by disease or drought, they pose a risk from dropping limbs or toppling. Strong winds and saturated soils or erosion around roots contribute to the hazard. Falling trees and branches can harm people, damage property, obstruct access, clog storm drains, and interrupt power and communications.

Goal SAF-10:

To protect city residents, visitors and infrastructure from the hazards associated with falling trees.

Policies

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.

Noise

Noise levels can directly affect the quality of life within a community. Identifying and mitigating existing and new potential sources of noise pollution helps the City maintain a comfortable environment for all to enjoy. Disruptive and loud noise can be a nuisance to the community, and cause stress. Some land uses are more sensitive to noise than others such as residential use, day care facilities, schools, nursing homes, and hospitals and merit additional consideration when it comes to placement and attenuation requirements to ensure acceptable levels of quiet are maintained.

Noise Measurement

Noise is typically described in terms of the loudness (amplitude) and frequency (pitch) of the sound. Noise loudness is measured in decibels (dB). Decibels (dB) are based on a logarithmic scale that condenses the range in sound pressure levels to a more usable number range. A weighted decibel (dBA) is an additional measure of sound that adjusts the sound rating scale to levels consistent with the sensitivity range of the human ear. For example, people perceive a sound 10 dBA higher than another sound as being twice as loud, and 20 dBA higher as being four times as loud, and so forth. Everyday sounds normally range from 30 dBA (very quiet) to 100 dBA (very loud).

In California, land use compatibility is primarily measured using Community Noise Equivalent Level (CNEL). The CNEL rating is the average sound level over a 24 hour period, with a penalty of 5 dB added between 7 pm and 10 pm, and a penalty of 10 dB added for the nighttime hours of 10 pm to 7 am. The noise levels identified within this element are discussed using dBA CNEL, unless otherwise indicated.



State Noise Element Guidelines

The State of California Office of Planning and Research (OPR) Noise Element Guidelines (Guidelines) include recommended noise level standards for cities and counties. The recommended standards may be used to prevent the development of land uses that are incompatible with the surrounding community due to noise impacts.

Figure SAF-11 shows the OPR guidelines by land use category. For example, the OPR recommends a noise standard of 50 dBA CNEL to 60 dBA CNEL for low density residential uses. This noise range is considered to be “normally acceptable” for low density residential uses, and areas where noise levels exceed 60 dBA CNEL would be deemed inappropriate for low density residential uses. Similar noise standards are recommended for a variety of land use types with varying levels of acceptable noise.

Figure SAF-11: Typical Community Noise Exposure Level

Land Use Category	55	60	65	70	75	>80
Residential - Low-density Single-family, Duplex, Triplex, and Similar	Dark Blue	Dark Blue	Light Blue	Light Blue	Light Orange	Dark Orange
Residential - Multi Family	Dark Blue	Dark Blue	Light Blue	Light Blue	Light Orange	Dark Orange
Transient Lodging - Motels, Hotels	Dark Blue	Dark Blue	Light Blue	Light Blue	Light Orange	Dark Orange
Schools, Libraries, Churches, Hospitals, Nursing homes	Dark Blue	Dark Blue	Light Blue	Light Blue	Light Orange	Dark Orange
Auditoriums, Concert Halls, Amphitheaters	Dark Blue	Dark Blue	Light Blue	Light Orange	Dark Orange	Dark Orange
Sports Arenas, Outdoor Spectator Sports	Dark Blue	Dark Blue	Light Blue	Light Orange	Dark Orange	Dark Orange
Playground, Neighborhood Parks	Dark Blue	Dark Blue	Light Blue	Light Orange	Dark Orange	Dark Orange
Golf Courses, Riding Stables, Water Recreation, Cemeteries	Dark Blue	Dark Blue	Light Blue	Light Orange	Dark Orange	Dark Orange
Office Buildings, Business Commercial and Professional	Dark Blue	Dark Blue	Light Blue	Light Orange	Dark Orange	Dark Orange
Industrial, Manufacturing, Utilities, Agriculture	Dark Blue	Dark Blue	Light Blue	Light Orange	Dark Orange	Dark Orange

Legend

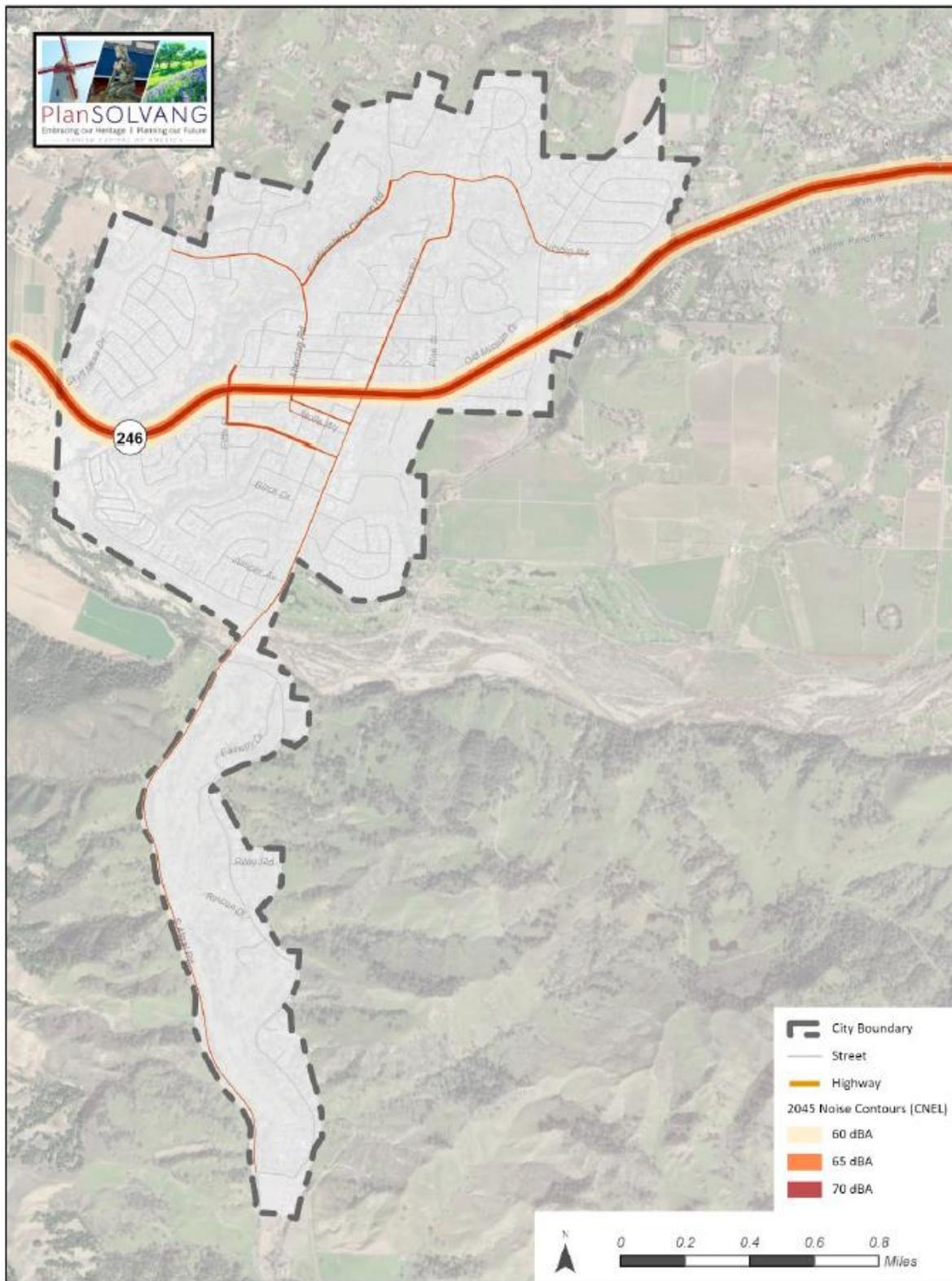
<p>Normally Acceptable Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.</p>	<p>Conditionally Acceptable New construction or development should be undertaken only after 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.</p>	<p>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.</p>	<p>Clearly Unacceptable New construction or development generally should not be undertaken.</p>
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Source: California Office of Planning and Research, General Plan Guidelines, 2017



The most common noise source in Solvang is traffic-related from on-road vehicles and trucks. Roadway noise levels are influenced by the speed of traffic, type of vehicles, and pavement conditions. In Solvang, the main roadways of concern are State Highway 246 and Alisal, Atterdag, and Alamo Pintado Roads. Additional sources include industrial processes, mechanical equipment, Heating, ventilating, and air conditioning (HVAC) equipment, and truck loading/unloading. Intermittent noise can originate from construction activity and aircraft operations. Figure SAF-12 shows the projected future noise contour map for the City of Solvang.

Figure SAF-12: Noise Contour Map



Source: City of Solvang, 2023; Imagery Esri 2023.
Date: December 6, 2023

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Goal SAF-11:

To reduce, minimize and manage noise and vibration to the greatest extent feasible.

Policies

- 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.
- 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.
- 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.
- 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.

Public Health Emergencies

During health emergencies, local jurisdictions provide initial leadership, resources, and information to their immediate communities while establishing public-private and regional response efforts. As a result, the City must work with health providers, Santa Barbara County, and local stakeholders to develop coordinated initial responses to public health emergencies that rely on local resources.

Pandemics have the potential to be the deadliest threat to public health. A pandemic can occur when a new strain of influenza or other pathogen emerges to which most or all of the world's human population has had no previous exposure and thus has no immunity.

Although the timing, nature, and severity of a public health emergency cannot be predicted, a planned and coordinated response is critical to minimizing the public health impact, as well as the social and economic disruption to our everyday lives.

The following goal and policies guide preparedness, response, and recovery efforts by the City for current and future health emergencies.



For goals and policies relating to community health and emergency services, please refer to Section PFS-4 (Law Enforcement, Fire Protection, and Emergency Services) and PFS-6 (Community Health) in the Public Facilities, Services, and Infrastructure Element.

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.

Policies

- 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.
- 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.

- 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.
- 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.
- 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.
- 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.
- 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.

Climate Impacts

Climate change is a global phenomenon that has the potential to affect local health, natural resources, infrastructure, emergency response, tourism, and many other facets of society.

In Solvang, the most pronounced effects of climate change will be increased average temperature, more extreme heat days, and elevated drought risk, all of which may lead to increased wildfires. Wildfires, as mentioned previously in this Safety Element, have historically been an issue of concern in Solvang and throughout the region and will increasingly be a challenge for the City. Air quality impacts from fires, both local and throughout the western region, may also continue to be an issue. Air quality has generally been good in Solvang, however, more frequent occurrence of wildfires due to climate change is likely to disrupt this trend, as addressed in the Environment and Sustainability Element.

Goal SAF-13:

To reduce and/or prevent loss of life, injury, and property damage due to climate impacts.

Policies

- 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 restaurant to encourage water use reduction measures.
- SAF-13.2: Climate Resilient Public Facilities.** The City shall require development, renovation, and maintenance of public facilities be designed to minimize vulnerabilities to climate impacts such as heat, fire, and drought.
- 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).



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.

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.

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.



9

Administration

The Administration chapter includes all the Implementation Programs that implement each of the individual General Plan element goals and policies. Each Implementation Program outlined in this Chapter includes the associated goal and/or policy in which the program is implementing as well as the responsible party or parties who would lead the implementation effort.



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Land Use Element Programs

Land Use Element Implementation Programs	Implements Which Policy(ies)	Responsible
		Supporting Department(s)
<p>A Update the Zoning Code The City update the Zoning Code to implement and maintain consistency with the General Plan, including the following:</p> <ol style="list-style-type: none"> 1. Permitted use and development standards for all zoning districts; 2. Mixed-use development; 3. Objective residential design standards; 4. Accessory dwelling units; 5. Water-efficient landscaping; and 6. Vehicle and bicycle parking. 	LU-1.2 LU-1.3 LU-1.4 Lu-1.5 LU-1.5 LU-1.7 LU-1.8 LU-1.9 LU-3.3 LU-4.2 LU-4.4 LU-5.1 LU-5.2 LU-5.3 LU-6.2 LU-6.3 LU-9.3	Planning and Building <hr/>
<p>B Greenbelt Separators The City shall, in cooperation with Santa Barbara County and the City of Buellton, continue to maintain the permanent greenbelt separators between communities based on the adoption of the UGB.</p>	LU-8.1	Planning and Building <hr/>
<p>C Eight-year 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.</p>	LU-10.1	Planning and Building <hr/>



Community Design Element Programs

Community Design Element Programs	Implements Which Policy(ies)	Responsible
		Supporting Department(s)
A Citywide Beautification Plan The City shall prepare a Citywide Beautification Plan. The Beautification Plan should focus on enhanced gateway entry treatments into the city and Village Area, median treatments, public art, streetscape amenities, methods of improving the public realm, and potential incentives for property owners to continue routine maintenance.	CD-1.1 CD-1.3 CD-1.8 CD-1.11 CD-1.17	Planning and Building
B Historic Designation Study The City shall prepare a study on the viability of designating the Village Area as a recognized Historic District in order to preserve the Danish heritage and identity of the community.	CD-1.1 CD-2.2	Planning and Building
C Commercial Development Maintenance Requirements The City shall establish minimum maintenance requirements for all commercial developments in order to maintain a cohesive design style and aesthetic citywide.	CD-1.6	Planning and Building
D Citywide Streetscape Standards The City shall identify and establish citywide streetscape standards that focus on consistent use of materials, pavings, and methods of feasible implementation.	CD-1.12 CD-1.13 CD-1.14	Public Works Planning and Building
E Streetscape and Public Realm Catalog The City shall establish a system and consistent catalog of street furniture, energy efficient lighting, signage, directories, district signs and city identification symbols for installation on major arterials in the city.	CD-1.13 CD-1.17 CD-1.19	Public Works Planning and Building

Community Design Element Programs	Implements Which Policy(ies)	Responsible
		Supporting Department(s)
<p>F Design Criteria for Nodes The City shall establish design criteria and features that shall enhance focal points, or high activity areas which enhance the viability of recreation, commercial without detrimental impact to rural and residential areas.</p>	CD-1.13	Planning and Building
<p>G Hillside and Scenic Development Ordinance The City shall prepare a Hillside and Scenic Development Ordinance within the Zoning Code. The Ordinance at a minimum should define and identify designated scenic viewsheds and include hillside development standards.</p>	CD-1.38 CD-1.39 CD-1.40 CD-1.41 CD-1.42	Planning and Building
<p>H Village Area Multifamily and Mixed-Use Objective Design and Development Standards The City shall establish a comprehensive set of objective design and development standards for multifamily and mixed-use development within the Village Area. At a minimum the objective design and development standards should include:</p> <ul style="list-style-type: none"> • Architectural criteria that adequately and accurately reflects the Old-World Danish design theme • Site Orientation • Private and public open space • Massing and articulation • Parking • Street Activation • Required Amenities • Sustainable Design Principles • Landscaping • Lighting 	CD-2.2	Planning and Building



Community Design Element Programs	Implements Which Policy(ies)	Responsible
		Supporting Department(s)
I Mission Design District Sign Standards The City shall prepare sign design standards for incorporation into Chapter 13 of the Municipal Code that require all signage in the Mission Design District to emulate the Spanish Colonial Revival architectural style.	CD-2.27 CD-2.28	Planning and Building

Economic Development Element Programs

Economic Development Element Programs	Implements Which Policy(ies)	Responsible
		Supporting Department(s)
<p>J Public Art The City shall develop guidelines and incentives within the City Wide Beautification plan to promote public art in suitable locations, particularly alleys and pedestrian walkways, to enhance downtown attractiveness. <i>(Source: New Implementation Program) (Source: New Implementation Program)</i></p>	ED-1.1 ED-1.2	City Manager <hr/> Economic Development <hr/> Planning and Building
<p>K Marketing Danish Heritage The City shall establish tourism and economic development marketing program to promote Solvang’s Danish heritage while also reaching the diverse market segments present in the community. <i>(Source: New Implementation Program)</i></p>	ED-1.2 ED-1.4	City Manager <hr/> Economic Development
<p>L Recreational Vehicle Parking The City shall prepare an analysis of potential locations for overnight recreational vehicle parking. <i>(Source: New Implementation Program)</i></p>	ED-1.6	Planning and Building <hr/> Public Works
<p>M Light Industrial Zone Amendments The City shall review, and if appropriate, amend zoning and development standards in the Light Industrial zone to ensure that support activities for local industries such as wine, olive oil, beer, cannabis, or other artisan manufacturing can be accommodated. <i>(Source: New Implementation Program)</i></p>	ED-2.5	Planning and Building <hr/>
<p>N Comprehensive Economic Development Strategy The City shall participate in Solvang Chamber of Commerce, REACH and other regional planning efforts to prepare a Comprehensive Economic Development Strategy for the Central Coast. <i>(Source: New Implementation Program)</i></p>	ED-4.1	City Manager <hr/> Economic Development



Economic Development Element Programs	Implements Which Policy(ies)	Responsible
		Supporting Department(s)
<p>O Economic Council The City shall prepare a study to determine if an Economic Council is needed to help coordinate diverse business and public agency economic development activities. <i>(Source: New Implementation Program)</i></p>	ED-4.1	City Manager <hr/> Economic Development
<p>P Business Diversification The City shall conduct a study to identify potential incentives to encourage business diversification in new mixed-use developments. <i>(Source: New Implementation Program)</i></p>	ED-4.2	Planning and Building <hr/> City Manager
<p>Q Broadband Collaborative The City shall participate in the efforts of the Broadband Collaborative of the Pacific Coast and with other partners such as the County, Cal Trans, EconAlliance and Chumash Tribe to bring high speed broadband service to all areas in Solvang. <i>(Source: New Implementation Program)</i></p>	ED-4.2	City Manager Public Works Planning

Mobility Element Programs

Mobility Element Programs	Implements Which Policy(ies)	Responsible
		Supporting Department(s)
<p>A Capital Improvements. The City shall continue to maintain through regular updates a capital improvement program (CIP) that prioritizes projects that improve safety and facilitates alternatives throughout the City. <i>(Source: Existing General Plan, Policies 1.3 and 1.3A)</i></p>	<p>MOB-1.1 MOB-1.7 MOB-1.11</p>	<p>Public Works</p> <hr/> <p>City Manager</p>
<p>B VMT Program Creation. The City shall coordinate with SBCAG to establish a program to mitigate vehicle miles travelled for new development that follows the framework put forward by the Governor’s Office for Planning and Research and guidance from Caltrans. The City shall also update its traffic impact analysis guidelines to reflect VMT thresholds and screening criteria for CEQA purposes as well as operational and safety analyses associated with Local Traffic Studies when requested by City. The City’s CEQA Guidelines shall also be reviewed and updated as appropriate to reflect legislative changes to the CEQA process. <i>(Source: New Implementation Program)</i></p>	<p>MOB-1.4</p>	<p>Public Works</p>
<p>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. <i>(Source: New Implementation Program)</i></p>	<p>MOB-2.1 MOB-2.2 MOB-2.3</p>	<p>Public Works</p>



Mobility Element Programs	Implements Which Policy(ies)	Responsible
		Supporting Department(s)
<p>D Parking Evaluation. The City shall conduct a study existing parking patterns to ensure that there is sufficient parking provided even as parking needs change across the city. The evaluation program should contain the following elements: 1) Assessment of existing parking studies 2) Assessment of the City’s in-lieu parking model 3) Responses to recommendations from the Downtown Solvang Parking Study, including the feasibility of a parking structure and the need for time-limited and paid parking. <i>(Source: New Implementation Program)</i></p>	MOB-3.1 MOB-3.2 MOB-3.3 MOB-3.5	Public Works <hr/> Planning and Building
<p>E Parking Monitoring Program The City shall develop parking occupancy threshold rates and monitor parking capacity to determine when design and construction of new parking facilities needs to begin as part of the parking management program. <i>(Source: Existing General Plan, Action 4.2.C)</i></p>	MOB-3.1 MOB-3.2 MOB-3.3	Public Works <hr/>
<p>F Complete Streets. The City shall prepare complete streets guidelines to assist with the improvement of the non-automobile transportation network. Possible solutions can range from traffic calming to closing streets to automotive traffic. <i>(Source: New Implementation Program)</i></p>	MOB-4.1 MOB-4.2 MOB-4.3	Public Works <hr/>

Public Facilities, Services, and Infrastructure Element Programs

Public Facilities, Services, and Infrastructure Element Programs	Implements Which Policy(ies)	Responsible
		Supporting Department(s)
<p>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. (Source: Existing General Plan Action 2.2A)</p>	PFS-1.1 PFS-1.3	Public Works
<p>B Wastewater Annual Review The City shall annually review the wastewater collection, treatment, and disposal system to ensure the financing structure and viability of the system. (Source: New Implementation Program)</p>	PFS-2.1	Public Works
<p>C Community Partnerships The City shall prepare a study of potential projects that could benefit from a partnership arrangement such as a community aquatic facility, youth, community center, senior center, and new or improved sports fields. (Source: Existing General Plan Action 2.2.B, modified)</p>	PFS-7.2 PFS-7.3	Public Works Planning and Building City Manager
<p>D Future Park Improvements The City shall facilitate opinion surveys and/or public workshops every five years or as needed to update and adapt the ongoing project list for park and facility improvements. (Source: Existing General Plan Action 2.4.A, modified)</p>	PFS-7.2	City Manager Parks and Recreation Public Works
<p>E Recreation Program Participation Report The City shall prepare an annual report on recreation program participation changes, review regional trends, and evaluate user response to the recreation programs and services in order to adapt and develop the City's yearly recreation program offerings. (Source: Existing General Plan Action 3.1.A, modified)</p>	PFS-7.1	Parks and Recreation



Public Facilities, Services, and Infrastructure Element Programs	Implements Which Policy(ies)	Responsible
		Supporting Department(s)
<p>F Passive Recreation and Trails Plan The City shall prepare a Passive Recreation and Trails Plan for undeveloped natural areas. The Plan will include an evaluation of the effects of new uses, services, and trails in the undeveloped natural areas on natural resources such as native vegetation, wildlife habitats, and other natural resources, in order to minimize land use conflicts, native vegetation loss, and wetland sedimentation. <i>(Source: Existing General Plan Actions 4.1.A and 4.2.A, modified)</i></p>	PFS-7.11 PFS-7.13	Parks and Recreation <hr/> Planning and Building Public Works City Manager
<p>G Park Funding Program The City shall prepare an-analysis and recommendations for potential park and recreation facility funding. The analysis Investigate the potential benefits of a Quimby Act ordinance based on remaining vacant residential land in the city. The funding program must balance community need with available resources. <i>(Source: Existing General Plan policy 6.3 and Action 6.2.A)</i></p>	PFS-9.3 PFS-9.4 PFS-9.5	Parks and Recreation <hr/> Planning and Building City Manager

Environment and Sustainability Element Programs

Environment and Sustainability Element Programs	Implements Which Policy(ies)	Responsible
		Supporting Department(s)
H Tree Ordinance The City shall evaluate and update the City's tree ordinance to protect the City's urban forest and set standards for native and drought-tolerant species. <i>(Source: New Implementation Program)</i>	ENV-2.2	Planning and Building <hr/> Public Works
I Tree Inventory The City shall complete and maintain a citywide public tree inventory that includes species type, diameter, health, and maintenance. <i>(Source: New Implementation Program)</i>	ENV-2.2	Public Works <hr/> Planning and Building
J Approved Trees List The City shall update every five years the list of approved trees and plants for landscaping on the City's website. <i>(Source: New Implementation Program)</i>	ENV-2.2	Public Works <hr/> Planning and Building
K Significant Buildings/Site Inventory The City shall identify and maintain an inventory of structures and sites that are historically or architecturally significant to the City of Solvang. <i>(Source: New Implementation Program)</i>	ENV-5.1	Planning and Building <hr/>
L Water Quality Testing The City shall continue to regularly monitor water quality in City wells for evidence of toxics, saltwater intrusion, and other contaminants. <i>(Source: Existing General Plan, Action 2.1.E)</i>	ENV-7.1	Public Works Utilities <hr/>
M Repair Water Lines The City shall continue to systematically replace or repair leaking and deteriorated water lines. <i>(Source: Existing General Plan, Action 2.2.E)</i>	ENV-7.2	Public Works Utilities <hr/>



Environment and Sustainability Element Programs	Implements Which Policy(ies)	Responsible
		Supporting Department(s)
<p>N Recycled Water The City shall prepare an analysis of options for implementing recycled water for municipal buildings and landscaping where appropriate and encourage recycled water use for private landowner and businesses. <i>(Source: New Implementation Program)</i></p>	ENV-7.2	Public Works Utilities
<p>O Alternative Fuel Strategy The City shall adopt an alternative fuel strategy and set a fuel efficiency standard for the City fleet. The strategy should present a funding plan and timeline for replacement of the City vehicle fleet and Recreation and Community Services and Public Works Department equipment. <i>(Source: New Implementation Program)</i></p>	ENV-9.6	Administration Public Works City Manager
<p>P GHG Inventory The City shall work with SBCAPCD and SBCAG to conduct a greenhouse gas emissions inventory and update at least once every five years. <i>(Source: New Implementation Program)</i></p>	ENV-10.4 ENV-10.3 ENV-10.4	Planning and Building Public Works
<p>Q Waive Permit Fees The City shall waive building permit fees for retrofit projects that make an existing home or business more energy-efficient. Eligible projects may include, but are not limited to, the installation of solar panels, tankless water heaters, and highly energy efficient heating, ventilation, and air-conditioning systems. <i>(Source: Existing General Plan, Action 5.5.E)</i></p>	ENV-12.4 ENV-12.5 ENV-12.6	Planning and Building
<p>R Renewable Energy Awareness The City shall provide updated information on the City's website and at City Hall on incentives and benefits of renewable energy options, such as solar panels, and clearly identify requirements and permitting process for businesses and property owners. <i>(Source: New Implementation Program)</i></p>	ENV-12.4 ENV-12.5	Planning and Building Administration

Environment and Sustainability Element Programs	Implements Which Policy(ies)	Responsible
		Supporting Department(s)
S Zero Waste Plan The City shall develop and adopt a zero waste action plan to maximize waste diversion from landfills. <i>(Source: New Implementation Program)</i>	ENV-14.1	Planning and Building <hr/> Public Works



Hazard and Safety Element Programs

Safety Element Programs	Implements Which Policy(ies)	Responsible
		Supporting Department(s)
<p>T Emergency Management Plan The City shall regularly maintain, periodically update, and test the effectiveness of the Emergency Management Plan. The Plan, among other things, should include the designation of an emergency command center and address responses to public health and climate change-related emergencies. As part of the periodic update, the City shall review County and State emergency response plans and procedures to ensure coordination with the City's plan. <i>(Source: Existing General Plan, Action 2.1.D)</i></p>	SAF-1.2 SAF-1.5 SAF-1.6 SAF-1.7	City Manager <hr/> Public Works
<p>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. <i>(Source: New Implementation Program)</i></p>	SAF-1.2 SAF-1.5	City Manager <hr/> Public Works
<p>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. <i>(Source: New Implementation Program)</i></p>	SAF-1.5 SAF-1.6	Public Works <hr/> Planning and Building
<p>W Capital Improvement Projects The City shall seek funding to implement capital improvement projects for low-lying, flood prone areas along Alamo Pintado Creek <i>(Source: Existing General Plan, Action 4.2.H)</i></p>	SAF-4.2 SAF-4.4	Public Works <hr/> Planning and Building <hr/> City Manager
<p>X Fire Flow Evaluation The City shall continue to regularly evaluate fire-flows to ensure they are adequate to serve the community. <i>(Source: New Implementation Program)</i></p>	SAF-6.3	Public Works <hr/> Utilities

Safety Element Programs	Implements Which Policy(ies)	Responsible
		Supporting Department(s)
Y Safe Routes for Hazardous Waste Transport The City shall designate and regularly evaluate safe routes to transport hazardous materials within the City. <i>(Source: New Implementation Program)</i>	SAF-7.2	Planning and Building <hr/> Public Works
Z Public Facilities Improvement Plan The City shall prepare a public facilities improvement plan, that is coordinated with the City Capital Improvement Program, to outline public facilities improvement projects to adapt to climate change stressors including fire, flood, extreme heat, and drought. <i>(Source: New Implementation Program)</i>	SAF-13.2	Public Works <hr/> Utitlies <hr/> Administration
AA Building Retrofit Incentives The City shall develop and promote incentives for building improvements such as insulation improvements, heat pumps, and micro-grid energy storage systems to increase power reliability. Vulnerable populations such as seniors, low-income, and homeless services providers should be prioritized. <i>(Source: New Implementation Program)</i>	SAF-13.4	Planning and Building <hr/>
BB City Tree Inventory The City shall prepare and maintain an inventory of City trees to identify areas with disproportionately fewer trees. The tree inventory shall be used to prioritize areas for new tree plantings with prioritization of neighborhoods with vulnerable populations. <i>(Source: New Implementation Program)</i>	SAF-13.5	Planning and Building <hr/>
CC Climate Change Vulnerability Analysis The City shall update the City's Climate Change Vulnerability analysis over time and as new data becomes available. <i>(Source: New Implementation Program)</i>	SAF-13.6	Planning and Building <hr/>