

4.1 LAND USE

4.1.1 Setting

This section analyzes potential short-term and long-term impacts relating to land use compatibility. The land use policies included in the proposed Community Plan are specifically intended to preserve and enhance the quality of the Plan Area through appropriate land use planning.

Santa Ynez Valley Setting

The Santa Ynez Valley Community Plan Area (Plan Area) is located in central Santa Barbara County, extending north from the Santa Ynez River to the Woodstock Ranch and Oak Trails subdivisions, and east from the western outskirts of the City of Buellton to the Rancho Estates neighborhood (refer to Figure 2-2 in Section 2.0 *Project Description*). The Plan Area is approximately 72 square miles (46,933 acres) and includes three unincorporated townships: Santa Ynez, Ballard, and Los Olivos. The incorporated cities of Buellton and Solvang are not part of the Plan Area.

The Plan Area contains 3,901 parcels, an area of approximately 45,380 acres. This is a net area determined by summing the acreage of all the Assessor's Parcels within the Plan Area. The "gross" acreage within the Plan Boundary, which includes areas such as public roads and right-of-ways, is approximately 46,933 acres, as mentioned above. Primary land uses in the Plan Area include agriculture, ranch-style residential, and visitor-serving commercial. Agriculture is the predominant land use designation with 43,441 acres, followed by residential at 1,580 acres, commercial at 110 acres, and very limited industrial at 51 acres. Agriculture is a strong component of community identity and a major contributor to the Santa Ynez Valley's economy. Vineyards are an increasingly important use throughout much of the Santa Ynez Valley. According to the 2000 Census, the total population within the Plan Area (not including the incorporated cities) is 9,850 residents. Approximately 56% of residents reside in the three townships. Correspondingly, the majority of the residential and commercial land within the Plan Area is found in or adjacent to the three townships. These communities range from small towns to rural in character and offer a wide range of services. They offer low to medium density residential development with community and tourist-serving commercial uses. Higher urban densities can be found in the nearby cities of Buellton and Solvang along with more intensive commercial and industrial development.

The Santa Ynez Valley Community Plan (SYVCP) separates the planning area into three distinct units that share many of the same characteristics and planning issues. They are: 1) the Urban Townships of Santa Ynez, Los Olivos and Ballard, 2) the Inner-Rural Area, and 3) the Rural Area. The townships or urban areas are home to most of the residents and almost all of the commercial and industrial development in the planning area. The Inner-Rural area surrounds the townships and incorporated cities and serves as a buffer between urban and rural uses. Development within the Inner-Rural area is limited to agricultural, recreational, and ranchette-style residential uses. Parcel sizes in the Inner-Rural area generally range from 5 to 40 acres. The Rural Area is characterized by larger parcels (40 to several hundreds of acres), low development densities, and larger-scale agricultural uses. While most higher-density residential development



has been focused in the townships, some exceptions to this pattern exist. Several existing neighborhoods are scattered throughout the Valley in otherwise rural or semi-rural locales. These areas are identified and mapped as Existing Developed Rural Neighborhoods (EDRNs).

The 20-year Plan buildout and total theoretical buildout for the Plan Area under both the existing Comprehensive Plan land use designations and the SYVCP-proposed land use designations are discussed in greater detail in Section 2.0 *Project Description*.

Townships Setting

The Santa Ynez Valley Community Plan Area is composed of the three unincorporated townships Santa Ynez, Los Olivos and Ballard. Together, these three townships occupy less than 5% of the land area in the planning area, but are home to more than 52% of the planning area's unincorporated resident population.

Santa Ynez. The township of Santa Ynez is located east of the incorporated City of Solvang and just west of the junction of Highways 154 and 246. Founded in 1882, it remains a western style town surrounded by ranchette homes and agricultural land uses. Approximately 4,000 residents inhabit the township's approximately 1,750 acres (gross). The land use pattern consists of predominately lower density residential surrounding a downtown commercial center located in the southeastern part of the town.

Santa Ynez is home to the Valley's only high school¹, which also serves the residents of Solvang and Buellton. The Santa Ynez Park is the only designated County Park within the three townships, and is also within Santa Ynez, just west of the downtown commercial core. The Santa Ynez Valley Airport² is located within the urban boundary of the township and is one of the only four public airstrips in the County.

Within the urban boundary of Santa Ynez is the approximately 137-acre reservation of the Santa Ynez Band of Chumash Indians. A federally recognized sovereign nation, the Chumash Tribe has authority over land use decisions on the reservation. In addition to low density, primarily single-family residential uses, the reservation includes tribal administrative offices, a medical clinic, and a casino resort. A major expansion of the Chumash Casino was completed on the reservation in June 2004. This expansion included the establishment of the Chumash Casino Hotel and Spa, a 107-unit resort with three restaurants.

Los Olivos. Established in 1888, Los Olivos is the northernmost township within the Planning Area. Los Olivos was once the economic center for agriculture and commerce in the Valley, due in part to the town's location at the southern terminus of the Pacific Coast Railroad. Today, the community consists of approximately 305 acres (gross) with an estimated population of 1,000 people. The 22-acre commercial district is located primarily along the northern portion of Grand Avenue, which is the principle north/south roadway through the township, and

¹ The Plan Area is also served by Refugio High School, which is a continuation school located on site at Santa Ynez Valley Union High School, at 2975 East Highway 246, within the Plan boundary.

² While the Santa Ynez Valley Airport has filed an application with County Planning and Development Department for the Santa Ynez Airport Improvement Plan, the project is limited to providing improvements to the hangar and aircraft parking areas; no runway extension or other major improvement is proposed.



Alamo Pintado, a main east/west roadway. Residentially zoned land surrounds the commercial core with higher densities near the center of the township and lower densities at the periphery.

Ballard. Established in 1880, the community of Ballard is the oldest and smallest of the three Valley townships with an estimated population of 500 residents. Located north of Santa Ynez and south of Los Olivos, the Ballard Township encompasses approximately 102 acres (gross) and 118 parcels. A mix of smaller agricultural parcels (five to forty acres) and a variety of agricultural uses surround Ballard. Over 90% of the township is designated for residential use with approximately four acres of commercially zoned land. Oak Hills Cemetery is located in the southeastern portion of Ballard and is the only cemetery district for the planning area.

AHOD Site Setting

The Affordable Housing Overlay District (AHOD) sites are located in the township of Santa Ynez. The location of each site and the surrounding land uses are described below.

AHOD Site A. Site A is located at 3145 Highway 246 in Santa Ynez. This 2.27 acre property is zoned for Highway Commercial/CH and Residential 1.0/1-E-1. Current land uses are a combination of both commercial and residential. Caesar's Auto Detailing and a car wash occupy the southeast portion of the property, and a single-family residence is adjacent to this business. The remaining portion of the site is undeveloped. Surrounding land uses include single-family residences to the east, north and northwest. A motel on Site B borders this property to the west, and a gas station is located on the southwest border on a separate parcel which is not included in the AHOD site. The perimeter of the property's border along the service station is lined with industrial trailers, which serve as a wall, separating these facilities. Highway 246 borders the property to the south, with rural residential uses located across the highway. This site is approximately 1/4 mile east of the High School and stadium, and 1/3 mile west of the Chumash Casino. An area of approximately 1.5 acres is located within the "approach zone" for the Santa Ynez Valley Airport runways, which is classified as Safety Zone 2.

AHOD Site B. Site B is located at 3099 Highway 246 in Santa Ynez. This 1.04-acre property is zoned for Highway Commercial/CH, and the entire site is developed with the Sanja Cota Motel. The motel was built in 1962, and includes a 170-square foot "hay barn", an office/residence, 23 guest rooms and associated parking. Surrounding land uses include single-family residences to the north, and the YMCA and play field border the site to the west. Commercial and Residential uses on Site A border this property to the east, and a gas station adjoins the southeast corner. Highway 246 borders the property to the south, with rural residential, and agricultural uses located across the highway to the south and southwest. This site is less than 1/4 mile east of the High School and stadium, and just over 1/3 mile west of the Chumash Casino. Approximately 0.44 acres of this site is located within the "approach zone" for the Santa Ynez Valley Airport runways, which is classified as Safety Zone 2.

AHOD Site C. Site C is located at 2700 Mission Drive (Highway 246) in Santa Ynez. This 2.06-acre property is zoned for Residential 1.0/1-E-1. Approximately half of the property is an undeveloped field, while the rest is occupied by a single family residence and is surrounded by native and landscape trees. Surrounding land uses include the Janin Acres



subdivision to the south and southwest, several religious institutions and a motel across Marcelino Drive to the west, and rural residential uses on AHOD Site D to the east and to the north across Mission Drive/Highway 246. This site is just over 1/3 mile west of the High School and stadium. A Class I bike path runs along the northern shoulder of the highway across from the site, and an equestrian trail is evident along the northern perimeter of this property.

AHOD Site D. Site D is located at 867 Sienna Way in Santa Ynez. This 2.2-acre property is zoned for Residential 1.0/1-E-1. The majority of the property is an undeveloped field, while the southeast occupied by a single family residence and associated landscaping. Surrounding land uses include rural residential to the south, east, and west (AHOD Site C), and to the north across Mission Drive/Highway 246. This site is approximately 1/3 mile west of the High School and stadium. A Class I bike path runs along the northern shoulder of the highway across from the site, and an equestrian trail runs along the northern perimeter of this property.

4.1.2 Impact Analysis

Methodology and Significance Thresholds

Land use impacts were assessed based upon the level of physical impact anticipated in the various issues that can affect compatibility (air quality, noise, human health and safety, aesthetics). Although the County does not have “Land Use” thresholds of significance, it does provide guidelines related to “Quality of Life”.

Quality of Life is broadly defined as the aggregate effect of all impacts on individuals, families, communities, etc. and on the way those groups function. Quality of Life issues, while hard to quantify, are often primary concerns to the community affected by a project. Examples of such issues include the following:

- Loss of privacy;
- Neighborhood incompatibility;
- Nuisance noise levels (not exceeding noise thresholds);
- Increased traffic in quiet neighborhoods (not exceeding traffic thresholds);
- Loss of sunlight/solar access.

The elements comprising “Quality of Life” are to be considered on a case-by-case basis. In accordance with County guidelines, “Where a substantial physical impact to the quality of the human environment is demonstrated, the project’s effect on “quality of life” shall be considered significant. A project would be considered to have a significant land use impact if it meets one of the following criteria:

- *The project is incompatible in scale or use characteristics with any adjacent land uses; or*
- *The project would result in land use conflicts that are detrimental to the well-being and privacy of existing uses.*



These thresholds are augmented by those contained in Sections 4.6, 4.8, 4.12, 4.14 and 4.15 (*Air Quality, Noise, Hazards and Hazardous Materials, Visual and Aesthetic Resources, and Agricultural Resources*, respectively) which include issues that relate directly to land use compatibility.

The Santa Barbara County Association of Governments Airport Land Use Commission (ALUC) has established safety policies and designated airport safety areas. These policies are included in the ALUC's Airport Land Use Plan (ALUP, 1993) and require evaluation of any proposed land use or development according to the degree of hazard as Safety Area 1 (Clear Zone), Safety Area 2 (Approach Zone), and Safety Area 3 (General Airport Traffic Pattern Zone), which are collectively considered the Airport Influence Area (AIA). The "clear zone" as defined by the ALUP is an area at ground level which extends from the end of each primary surface to the approach zone where the approach surface reaches a height of 50 feet. The "approach zone" is an area at ground level that begins at the end of each runway clear zone and extends under the path of landing or departing aircraft. And "general airport traffic pattern zone" is the area that encompasses the remainder of the "approach zone", is the least restrictive and includes the areas in which airport traffic patterns occur. The airport's AIA is limited to the southeastern portion of the Plan Area including most of the Santa Ynez township and the areas east of the township in the vicinity of Quail Valley Road. The ALUC safety policy is to restrict development of new incompatible land uses within airport Safety Areas 1, 2, and 3. The entire Clear Zone (Safety Area 1) is located on Airport property, and is therefore not discussed in this report.

The ALUC has defined incompatible land uses within each safety area as follows:

Safety Areas 1 and 2:

- Any use, which would direct steady or flashing lights at aircraft during initial climb or final approach, other than FAA approved navigational signal or visual approach slope indicator;
- Any use which would cause sunlight to be reflected toward an aircraft on initial climb or final approach;
- Any use which would generate smoke or attract large concentrations of birds, or which may otherwise affect safe navigation within the area;
- Any use which would generate electrical interference that may be detrimental to operation of aircraft or airport instrumentation.

Safety Area 2 (Approach Zone):

- All residential construction within one mile of the runway end, except new single family construction on existing recorded parcels and rebuilding and alteration which will not increase density. (Residential noise concerns are discussed in Section 4.8, *Noise*);
- Non-residential uses within one mile of the runway end which would result in large concentrations of people such as, but not limited to, shopping centers, schools, hospitals, or stadiums;
- Hazardous installations such as oil or gas storage



- All project proposals in Safety Area 2 within one mile of the runway end, and proposals which would result in large concentrations of people in Safety Area 2 more than one mile from the runway end shall be reviewed on a case by case basis by the ALUC.

Safety Area 3 (General Airport Traffic Pattern Area):

- Any use which would result in large concentrations of people, such as schools, hospitals, apartment blocks, or shopping centers beneath “downwind and base legs or departure paths” of frequently used traffic patterns. The Airport Planning Advisory Committee will provide assistance to staff in this determination.

Per the ALUP, “large concentrations” is a purposely vague term as the issue will vary with the land use and location. For general purposes, the threshold for review is roughly 25 persons per acre for non-residential uses, or more than four units per acre on residential land.

Project Impacts and Mitigation Measures

The impact analysis evaluates both programmatic impacts associated with Plan buildout as well as project-level impacts of the development of the AHOD sites. Programmatic impacts include buildout of the Plan area, proposed land use and zoning changes, policy changes, and programs proposed as part of the Santa Ynez Valley Community Plan. The programmatic impacts include those that would be anticipated at the 20-year Plan buildout. Project-specific analysis may still be needed for any individual future projects proposed under the amended programs or policies. In addition, for the four AHOD sites, this analysis describes and evaluates potential site-specific impacts and mitigation measures. The project-level analysis for the AHOD sites is intended to serve as the project environmental review for possible future projects on these sites, as pursuant to State housing law, additional environmental review of any future development proposal on an AHOD site would not be allowed as long as the proposal is consistent with applicable zoning code requirements and standards.

Impact LU-1 Temporary Construction-Related Compatibility Conflicts
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Programmatic Impacts of the Plan

Plan Buildout and Rezones

The 20-year buildout and rezoning actions under the proposed Community Plan would result in 516 new primary residential units, 132 new residential second units, 24 new agricultural employee units, and 149 new mixed-use residential units, as well as up to 115 additional primary residential units on the four AHOD sites. In addition, 20-year buildout conditions would result in 555,334 square feet (sf) of additional commercial development. This represents an approximate 19% increase in primary residential units and an approximate 45% increase in commercial development compared to existing conditions (3,355 units and 1,239,202 sf, respectively) throughout the Plan Area.



Construction activity that would occur over the next 20 years in accordance with the proposed Santa Ynez Valley Community Plan would cause temporary, short-term emissions of various air pollutants. In addition, construction activities would generate noise that may disturb nearby sensitive receptors. Construction-related air quality and noise impacts are discussed in Sections 4.6 *Air Quality*, and 4.8 *Noise*, no other temporary construction-related compatibility conflicts would occur.

Mixed Use Overlay

Implementation of the proposed Mixed Use (MU) Overlay on the designated sites within the commercial cores of Los Olivos and Santa Ynez would generate additional opportunities for in-fill housing while simultaneously seeking to protect the commercial viability and potential of the commercial cores. The sites designated for application of the MU Overlay are within already developed portions of the Plan Area. Construction of projects under the MU Overlay would in many cases occur adjacent to occupied commercial or residential uses, which may be considered sensitive receptors in terms of noise and air quality impacts associated with temporary construction activities. Construction-related air quality and noise impacts are discussed in Sections 4.6 *Air Quality*, and 4.8 *Noise*, no other temporary construction-related compatibility conflicts would occur.

Design Control Overlay

The Revised Design Control (D) Overlay is proposed to protect scenic qualities, property values, and neighborhood character on certain key sites and along certain key corridors. This program would not accommodate construction of projects that could not already be developed under existing County land use regulations. Since this program would not generate additional construction activities compared to what could currently be generated, *no impacts* would result.

Heritage Sites Overlay

The proposed Heritage Sites (HS) Overlay would designate certain parcels in the Santa Ynez Valley whose potential subdivision requires a higher level of scrutiny and careful consideration. This program would not accommodate construction of projects that could not already be developed under existing County land use regulations, therefore *no impacts* would result.

Other Applicable Community Plan Policies, Programs, and Standards

No other Community Plan policies, programs, or standards would result in development that would result in construction-related compatibility conflicts.

Impacts Related to Development of AHOD Sites

Impact LU-1(A) Temporary Construction-Related Compatibility Conflicts: Site A

Full buildout of AHOD Site A could accommodate up to 45 dwelling units. Construction activities at this site would have the potential to adversely affect nearby sensitive receptors.



Construction-related air quality and noise impacts are discussed in Sections 4.6 *Air Quality*, and 4.8 *Noise*, no other temporary construction-related compatibility conflicts would occur.

Impact LU-1(B) Temporary Construction-Related Compatibility Conflicts: Site B

Full buildout of AHOD Site B could accommodate up to 20 dwelling units. Construction activities at this site would also involve demolition of the existing motel and have the potential to adversely affect nearby sensitive receptors. Construction-related air quality and noise impacts are discussed in Sections 4.6 *Air Quality*, and 4.8 *Noise*. During the demolition of the existing motel building and structures, construction personnel and future residents could be potentially exposed to harmful chemicals associated with lead based paint, asbestos and aurally deposited lead. These impacts are discussed in Sections 4.2 *Air Quality* and 4.12 *Hazards and Hazardous Materials*. No other temporary construction-related compatibility conflicts would occur.

Impact LU-1(C) Temporary Construction-Related Compatibility Conflicts: Site C

Full buildout of AHOD Site C could accommodate up to 24 dwelling units. Construction activities at this site would have the potential to adversely affect nearby sensitive receptors. Construction-related air quality and noise impacts are discussed in Sections 4.6 *Air Quality*, and 4.8 *Noise*, no other temporary construction-related compatibility conflicts would occur.

Impact LU-1(D) Temporary Construction-Related Compatibility Conflicts: Site D

Full buildout of AHOD Site D could accommodate up to 26 dwelling units. Construction activities at this site would have the potential to adversely affect nearby sensitive receptors. Construction-related air quality and noise impacts are discussed in Sections 4.6 *Air Quality*, and 4.8 *Noise*, no other temporary construction-related compatibility conflicts would occur.

Mitigation Measures

Programmatic Mitigation

Mitigation measures related to temporary construction-related compatibility conflicts for the proposed policies/programs are discussed in Section 4.6 *Air Quality* and Section 4.8 *Noise*. No additional mitigation measures are required

Mitigation Related to Development of AHOD Sites

Mitigation measures related to temporary construction-related compatibility conflicts for the AHOD sites are discussed in Section 4.6 *Air Quality*, Section 4.8 *Noise*, and Section 4.12 *Hazards and Hazardous Materials*. No additional mitigation measures are required.

Significance After Mitigation: Programmatic Impacts of the Plan

Impacts would be less than significant with the implementation of mitigation measures discussed in the *Air Quality* and *Noise* sections and standard dust control requirements.



Significance After Mitigation: *Impacts Related to Development of AHOD Sites*

Impacts would be less than significant with the implementation of mitigation measures discussed in the *Air Quality* and *Noise* sections and standard dust control requirements.

Impact LU-2 Airport-Related Compatibility Conflicts

Programmatic Impacts of the Plan

Plan Buildout and Rezones

The Santa Ynez Airport Influence Area (AIA) spans over much of the township of Santa Ynez, as illustrated in Figure 4.1-1. The AIA designates which portion of the area surrounding an airport would potentially be exposed to airport-related safety hazards or nuisances from aircraft noise. As shown on the AIA map, the majority of the flights avoid traveling directly over populated areas. In addition to reducing noise-related compatibility conflicts (discussed in Section 4.8 *Noise*), this flight pattern also reduces potential safety hazards to the public related to aircraft taking off and flying over populated areas. Buildout of additional primary or secondary units within the AIA will be subject to the referral requirements and compatibility considerations described in the Methodology section above, and subject to ALUC review. Compatibility conflicts would therefore be Class III, *less than significant*.

Mixed-Use Overlay

The proposed MU Overlay would result in the development of 132 residential units in the downtown core of Santa Ynez. As shown on Figure 4.1-1, this area is within the AIA. As described above, development of residential units within the AIA will be subject to the referral requirements and compatibility considerations described in the Methodology section above, and subject to ALUC review. Compatibility conflicts would therefore be Class III, *less than significant*.

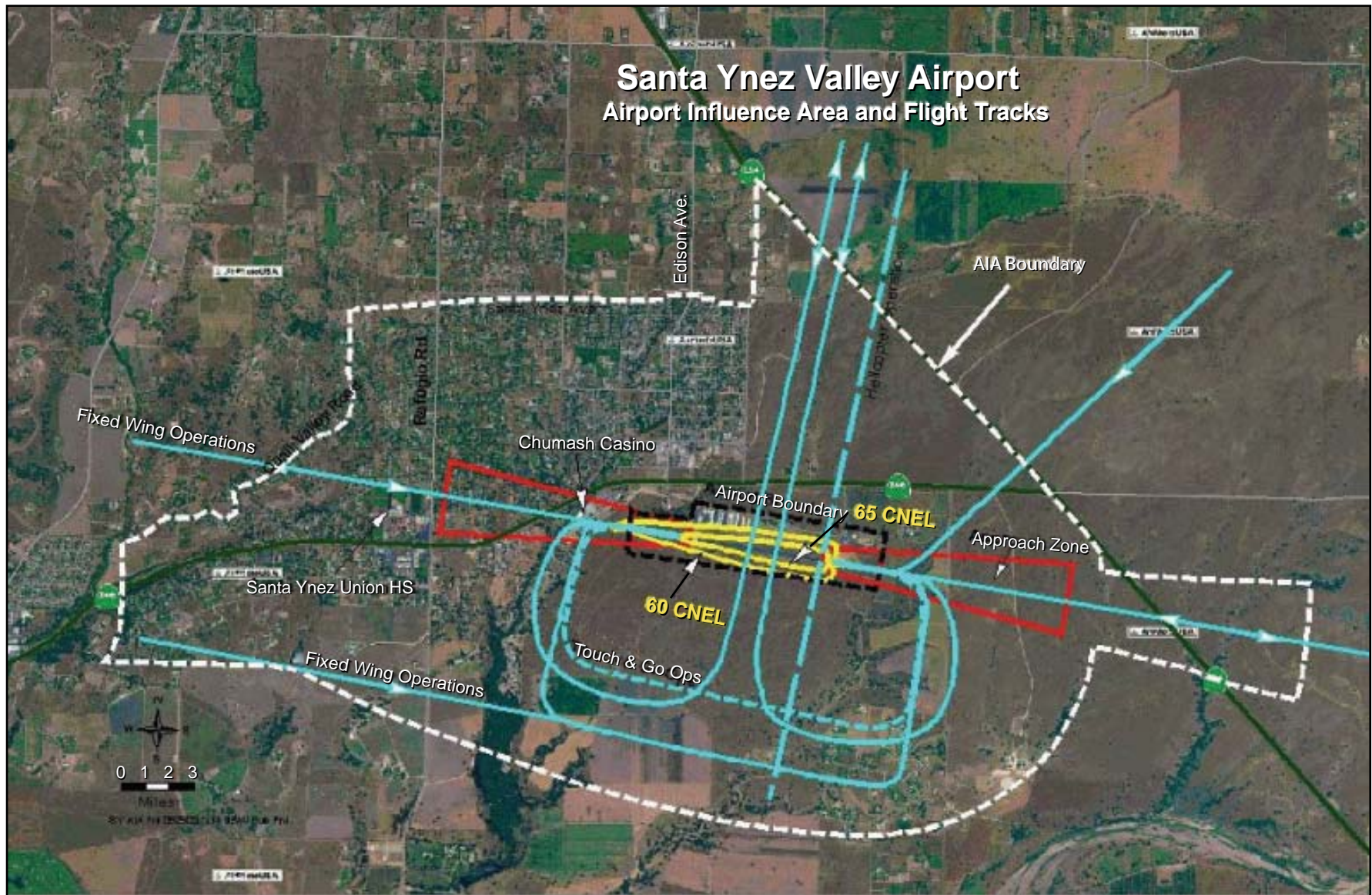
Design Control Overlay

The Revised Design Control (D) Overlay is proposed to protect scenic qualities, property values, and neighborhood character on certain key sites and along certain key corridors. This program would not accommodate construction of projects that could not already be developed under existing County land use regulations. Since this program would not generate additional development compared to what could currently be generated, *no impacts* would result.

Heritage Sites Overlay

The proposed Heritage Sites (HS) Overlay would designate certain parcels in the Santa Ynez Valley whose potential subdivision requires a higher level of scrutiny and careful consideration. This program would not accommodate construction of projects that could not already be developed under existing County land use regulations. Since this program would not generate additional development compared to what could currently be generated, *no impacts* would result.





Source, Santa Barbara Airport Land Use Commission, 2008; AirPhotoUSA, 2000.

Santa Ynez Airport Area of Influence

Figure 4.1-1
Santa Barbara County

Other Applicable Community Plan Policies, Programs, and Standards

No other Community Plan policies, programs, or standards would result in development that would be exposed to airport-related compatibility conflicts.

Impacts Related to Development of AHOD Sites

Impact LU-2(A) Airport-Related Compatibility Conflicts: Site A

As shown on Figure 4.1-2, Site A is approx. 0.8 mile from the Santa Ynez Valley Airport runway, and approximately 1.5 acres of the northern portion of this site is located within the “approach zone” for the runway, which is classified as Safety Zone 2. The airport’s prevailing flight pattern has been adjusted such that departing planes turn left towards less populated areas shortly after take-off and hence avoid fly-over of AHOD Site A³.

Nonetheless, since the site is within one-mile of the runway end under the Approach Zone, development of multi-family housing units, as proposed by the AH Overlay would be considered an incompatible land use by the ALUC (Bill Yim, ALUC, personal communication), as future residents would be subject to safety-hazards resulting from aircraft approaching the airport’s runway to land. Impacts would be Class I, *significant and unavoidable*.

Impact LU-2(B) Airport-Related Compatibility Conflicts: Site B

As shown on Figure 4.1-2, Site B is approx. 0.85 mile from the Santa Ynez Valley Airport runway, and approximately 0.44 acres of the northern portion of this site is located within the “approach zone” for the runway, which is classified as Airport Safety Zone 2.

While the airport’s prevailing flight pattern has been adjusted such that departing planes turn left towards less populated areas shortly after take-off and hence avoid fly-over of AHOD Site B, since the site is within one-mile of the runway end under the Approach Zone, development of multi-family housing units, as proposed by the AH Overlay would be considered an incompatible land use by the ALUC, as future residents would be subject to safety-hazards resulting from aircraft approaching the airport’s runway to land. Impacts would be Class I, *significant and unavoidable*.

Impact LU-2(C) Airport-Related Compatibility Conflicts: Site C

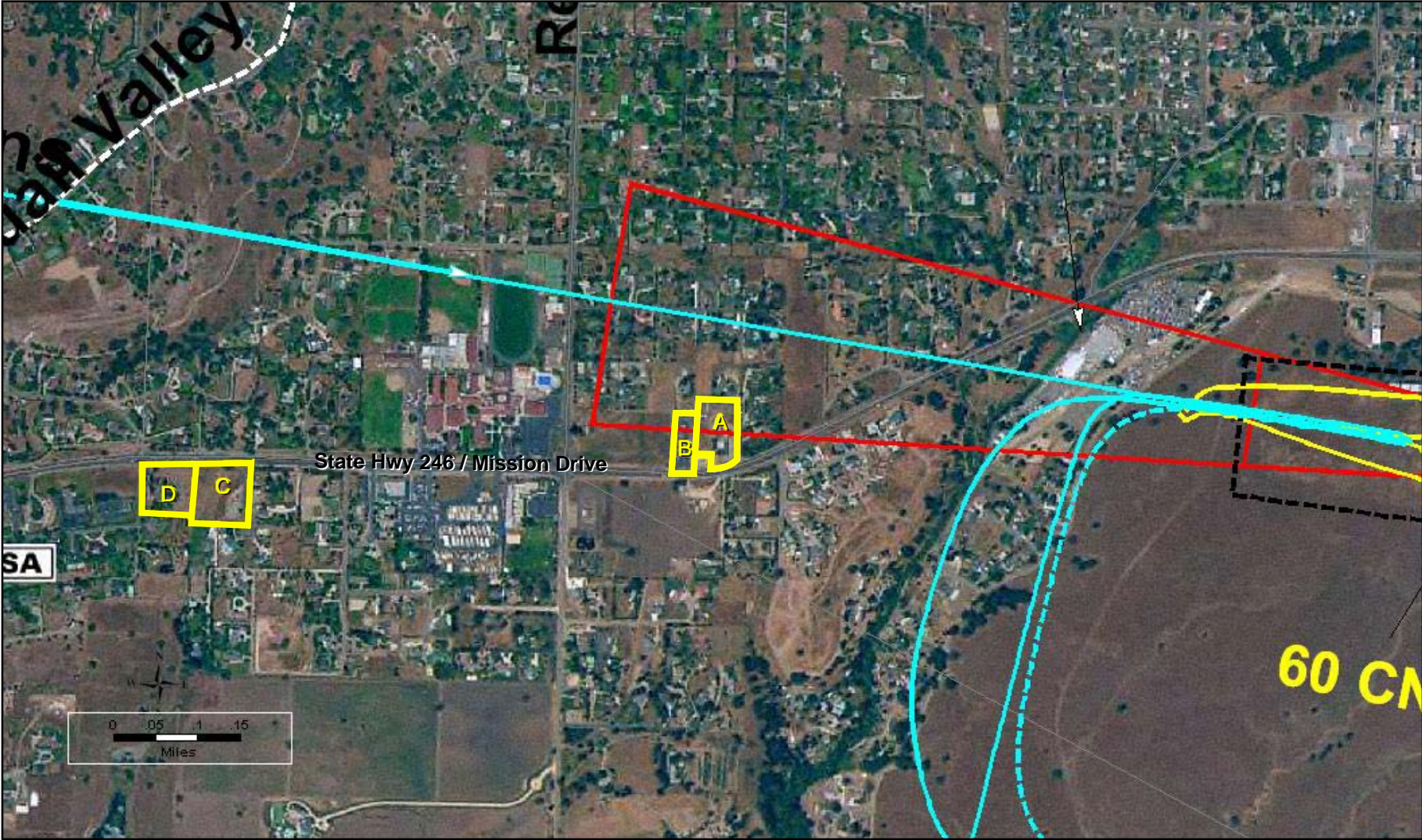
As shown on Figure 4.1-2, AHOD Site C is not located within the AIA for the Santa Ynez Airport. Airport safety and compatibility impacts are *less than significant* (Class III).

Impact LU-2(D) Airport-Related Compatibility Conflicts: Site D

As shown on Figure 4.1-2, AHOD Site D is not located within the AIA for the Santa Ynez Airport. Airport safety and compatibility impacts are *less than significant* (Class III).

³ The Santa Ynez Airport manager has responded to noise complaints by imposing a noise abatement operation requiring a left hand pattern to runway 26 which directs aircraft over sparsely populated, predominantly agricultural land to the south of the airport. An immediate turn to the south on takeoff minimizes noise to residents between Santa Ynez and Solvang. Figures 4.1-1 and 4.1-2 show the prevailing flight tracks.





Source: Santa Barbara Airport Land Use Commission, 2008; AirPhotoUSA, 2000.

Affordable Housing Overlay Sites Airport Hazards

Figure 4.1-2
Santa Barbara County

Mitigation Measures

Programmatic Mitigation

No mitigation measures are required.

Mitigation Related to Development of AHOD Sites

In accordance with the Santa Barbara County ALUP, the following mitigation measures are required to reduce potential airport safety impacts on AHOD Sites A and B to the extent feasible.

- LU-2.1 Airport Safety.** For AHOD Sites A and B, future development proposals in the airport flight Approach Zone (Airport Safety Area 2) or in the general airport traffic pattern that result in large concentrations of people (e.g., high density residential) shall be subject to review and approval by the Airport Land Use Commission (ALUC).

Plan Requirements and Timing. Prior to approval of zoning clearance for development under the AHOD overlay, the applicant for such development, in coordination with Planning & Development (P&D), shall submit development plans to the Airport Land Use Commission for approval. **Monitoring:** P&D staff shall verify that the project has been referred to ALUC staff and shall monitor ALUC review. Should the ALUC determine that the proposed development is inconsistent with the ALUP, P&D staff shall determine if the plans and the ALUC's determination should be referred to the Board of Supervisors for additional consideration.

- LU-2.2 Avigation Easements.** For any new development on AHOD Sites A and B that is proposed within the Approach Zone (Airport Safety Area 2) as defined in the Santa Barbara County ALUP, an avigation easement for noise and safety purposes shall be required.

Plan Requirements and Timing. The Avigation easement is required to be attached to every lease, and a notice of airport operations within the vicinity of the residential units and associated noise and safety issues be disclosed to all future homebuyers or lessees of property on AHOD Sites A and B prior to sale, transfer, or lease of real estate property. **Monitoring.** P&D staff shall ensure that avigation easements are filed prior to approval of zoning clearance.

- LU-2.3 Airport Hazards Avoidance.** The County shall incorporate the following development standards specific to AHOD Sites A and B into the Affordable Housing (AH) Overlay to be developed as Action LUT-SYV-1.4 in the Santa Ynez Valley Community Plan:



Development of increased residential densities under the Affordable Housing Overlay shall not be located in areas within the Approach Zone (Airport Safety Area 2) as defined in the Santa Barbara County ALUP.

Plan Requirements and Timing: This development standard would be included as new standards for AHOD Sites A and B in the Final Santa Ynez Valley Community Plan. **Monitoring:** Planning and Development shall review and approve the inclusion of these development standards prior to adoption of the Final Santa Ynez Valley Community Plan.

Significance After Mitigation: Programmatic Impacts of the Plan

Impacts would be Class III, *less than significant without mitigation.*

Significance After Mitigation: Impacts Related to Development of AHOD Sites A and B

Mitigation measures LU-2.1, LU-2.2, and LU-2.3 would reduce potential airport-related compatibility conflicts on AHOD sites A and B to the extent feasible. Avoidance of building high-density housing within portions of the AHOD Sites that are located within the Airport Approach Zone would restrict development under the overlay to the 0.75-acre portion of AHOD Site A and the 0.56-acre portion of AHOD Site B that are outside of the Approach Zone. Adherence to this restriction would reduce the development potential of these 2 AHOD sites from 65 units to approximately 26 units. While avoidance of high-density residential development within the approach zones of these sites would be expected to lead to a determination of ALUC consistency, as a result of uncertainty in the outcome of the ALUC's consistency review as well as the County's incorporation of any ALUC-recommended avoidance measures, impacts related to Airport Hazards for AHOD sites A and B would remain Class I, *significant and unavoidable.*

Significance After Mitigation: Impacts Related to Development of AHOD Sites C and D

Impacts would be Class III, *less than significant without mitigation.*

Impact LU-3	Other Long-Term Compatibility Conflicts
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Programmatic Impacts of the Plan

Plan Buildout and Rezones

The 20-year buildout and rezoning actions under the proposed community plan would result in 516 new primary residential units, and 305 new secondary units (including residential second units (RSUs), agricultural employee units, and mixed-use residences). The application of and buildout of four sites under the proposed Affordable Housing Overlay District would result in up to 115 new residential units, and potential long-term land use compatibility impacts are discussed below on a site by site basis. Additional commercial development under 20-year



buildout conditions would result in approximately 555,334 square feet (sf) of additional development. Future development in accordance with the proposed Community Plan could alter the present land use on sites throughout the Plan Area, and may result in incompatibilities with adjacent existing and planned land uses. Potential long-term compatibility conflicts could result in “quality of life” impacts to existing or future residents of the Plan Area. As described under *Methodology and Significance Thresholds* above, quality of life impacts could be caused by a project that is incompatible in scale or use characteristics with any adjacent land uses; or a project that would result in land use conflicts that are detrimental to the well-being and privacy of existing uses.

Development of primary residential units, RSUs, or agricultural employee housing on agricultural parcels could potentially be subject to contamination associated with agricultural pesticide use, leaking underground storage tanks and lead contamination along roadsides. This impact is discussed in Section 4.12, *Hazards and Hazardous Materials*. Commercial and residential development in the Plan Area could conflict with the rural character of the Valley, block scenic views, or could introduce nighttime lighting and daytime glare in areas that currently lack extensive lighting and glare. These impacts are discussed in Section 4.14, *Visual and Aesthetic Resources*. Residential development on or adjacent to agricultural lands could result in potential incompatibilities with adjacent agriculture activities. Future residential development could have several negative impacts on continued on-site and adjacent agricultural production activities; and residents living adjacent to farmland could be adversely affected by odors, noise, dust, and pesticide spraying associated with agricultural operations. These impacts are discussed in Section 4.15, *Agricultural Resources*.

The proposed Community Plan also contains several land use changes which, in addition to the development described above, could affect potential long-term compatibility conflicts. The Plan proposes minor changes to the Rural/Inner-Rural Boundary, maintenance without expansion of existing developed rural neighborhoods (EDRNs), and changes to certain land use designations in the developed townships, which are described below. The proposed Mixed-Use, Design Control and Heritage Sites Overlays are discussed in the following sections.

The Land Use Element defines the Inner-Rural area as an area where development is limited to rural uses such as agriculture, recreation and residential ranchette development. This designation is to be used adjacent to urban areas as a buffer urban and rural land uses. The plan proposes to make several minor changes to the Inner-Rural boundary to reflect existing land uses and development patterns. Lands currently within the Inner-Rural area that proposed for removal from the inner-rural area would be placed into either of two categories, either EDRNs or rural lands. EDRNs are areas that have been historically developed with lots smaller than those found on the surrounding Rural or Inner-Rural lands. The purpose of this designation is to prevent pockets of smaller rural residential development from spreading onto adjacent agricultural lands. These changes to the Inner-Rural and EDRN boundaries are based on existing land use patterns, and would serve to prevent or improve any compatibility conflicts that may result from improperly designated land uses; therefore, no impact would result.

The proposed rezoning of Highway Commercial properties along Highway 154 in Los Olivos and Highway 246 in Santa Ynez to General Commercial would serve to restrict certain uses that



are currently allowed on these properties, but which are in contrast with the rural character of the townships and Plan Area. The application of the Mixed Use Overlay to a majority of these properties would further guide the type of future development on these parcels. Uses such as service stations, auto-sales lots, lumber yards, and trailer and truck rentals would not be allowed under the proposed rezoning and Plan policies. The preclusion of such uses, would primarily serve to reduce potential visual character impacts in these locations. This would be a *potentially beneficial impact* of the proposed plan, and would prevent or improve potential compatibility conflicts that may result under existing zoning (Class IV).

Overall, at a program level, Plan buildout and rezones would not result in additional long-term compatibility conflicts.

Mixed Use Overlay

Implementation of the proposed Mixed Use (MU-SYV) Overlay on the designated sites within the commercial cores of Los Olivos and Santa Ynez would increase opportunities for centrally-located, residential infill development. This overlay would help implement a number of policies of the County's Housing Element, as discussed in Section 5.0, *Policy Consistency*. The proposed overlay includes provisions for reducing parking and front setback requirements to provide design flexibility and promote a pedestrian-oriented character of the Township centers.

The effect of this overlay would be to generate additional opportunities for in-fill housing in the township centers of Los Olivos and Santa Ynez. Mixed-use development can enhance the vitality and perceived security of an area by increasing the number of people on the street and creating a 24-hour presence in the neighborhood. Streets, public spaces and pedestrian-oriented retail become places where people meet, attracting pedestrians onto the street and helping to vitalize community life. Mixed-use can convey substantial fiscal and economic benefits. Commercial uses in close proximity to residential areas have a built-in customer base and therefore are frequently more successful. Businesses recognize the benefits associated with areas able to attract more people, as there is increased economic activity when there are more people in an area to shop. Communities find that by mixing land uses, they make their neighborhoods more attractive to residents and can provide an enhanced quality of life. These would be potentially beneficial land use compatibility impacts.

In addition, some uses within the General Commercial designation have been identified as having the potential to conflict with the small town character of the townships, the MU Overlay would prohibit certain specified commercial uses which are seen as inconsistent with the rural ambiance of the townships. Prohibited uses include: frozen food locker, storage warehouse including mini-storage, unenclosed new and used automobile sales lot, automobile service station, lumber and building materials sales yard, mechanical car wash, trailer and truck rentals, contractor equipment storage yard and single room occupancy facilities. This would be a beneficial impact of the proposed MU-SYV Overlay.

Mixed Use development, however, can also present certain land use compatibility conflicts. Residential uses on the same site as commercial uses can expose residential uses to higher levels of noise than what would be expected in straight residential developments because of the traffic, loading docks, mechanical equipment (such as generator, heating, ventilation and air



conditioning (HVAC) units), deliveries, trash hauling activities, and customer and employee use of the facilities associated with commercial uses. The proposed Plan contains several policies that would minimize or reduce any potential conflicts to a less than significant level, as described in Sections 4.8 *Noise*, and Section 4.14 *Visual and Aesthetic Resources*. In addition to these policies, CBAR review would ensure that future development and upgrades to existing development within the MU-SYV Overlay is compatible with the existing commercial core in terms of size, scale, type of use and architectural design, which would further reduce the potential for land use compatibility conflicts. No additional impacts would result, and impacts would be Class III, *less than significant*, overall.

Design Control Overlay

Revisions to Design Control (D) Overlay are proposed to protect scenic qualities, property values, and neighborhood character on certain key sites and along certain key corridors, as depicted on Figure 2-12. Application of this overlay would enhance visual character compatibility. No land use compatibility conflicts would result; rather impacts would be *potentially beneficial* given the review of quality of life issues such as neighborhood compatibility, privacy, and solar access maintenance that would be a part of Central BAR consideration of proposed development subject to the Design Control Overlay (Class IV).

Heritage Sites Overlay

The land use pattern within the Inner-Rural Area has changed over time. Throughout the 1970s and 1980s, many subdivisions of larger agricultural parcels into smaller parcels occurred. Smaller orchards, equestrian facilities and vineyards became more common in these areas than large-scale commercial agricultural operations. The subdivision of Inner-Rural AG-I parcels is resulting in more estate ranchettes and associated hobby farms and less commercial agriculture. The purpose of this overlay district is to designate those parcels whose potential subdivision requires a higher level of scrutiny and careful consideration in order to ensure that several community objectives are met. These objectives are: preserving the rural aesthetic at valley and township gateway areas, maintaining separation between the townships, and providing compatibility in lot size with neighboring parcels. Application of this overlay would be a *potentially beneficial* impact of the proposed Plan, and no land use compatibility conflicts would result (Class IV).

Other Applicable Community Plan Policies, Programs, and Standards

The proposed Plan contains numerous policies, programs and development standards which seek to prevent land use compatibility conflicts, as discussed in Sections 4.8 *Noise*, 4.14 *Visual and Aesthetic Resources*, and 4.15 *Agricultural Resources*, and would be considered beneficial impacts. No policies, programs, or standards have been identified that would result in long-term compatibility conflicts.



Impacts Related to Development of AHOD Sites

Similar to the MU-SYV Overlay, the designation of the AHOD overlay on the four sites in the Plan Area would help implement the policies of the Housing Element, as discussed in Section 5.0, *Policy Consistency*.

Impact LU-3(A) Long-Term Compatibility Conflicts: Site A

Residential development on AHOD Site A could conflict with the rural character of the Valley, block scenic views, or could introduce nighttime lighting and daytime glare in areas that currently lack extensive lighting and glare. These impacts are discussed in Section 4.14, *Visual and Aesthetic Resources*. As discussed in Section 4.15 *Agricultural Resources*, AHOD Site A is not currently used for agricultural production, and is surrounded by urban development. No urban/agricultural compatibility conflicts would result.

Impact LU-3(B) Long-Term Compatibility Conflicts: Site B

Residential development on AHOD Site B could conflict with the rural character of the Valley, block scenic views, or could introduce nighttime lighting and daytime glare in areas that currently lack extensive lighting and glare. These impacts are discussed in Section 4.14, *Visual and Aesthetic Resources*. As discussed in Section 4.15 *Agricultural Resources*, AHOD Site B is not currently used for agricultural production, and is surrounded by urban development. No urban/agricultural compatibility conflicts would result.

Impact LU-3(C) Long-Term Compatibility Conflicts: Site C

Residential development on AHOD Site C could conflict with the rural character of the Valley, block scenic views, or could introduce nighttime lighting and daytime glare in areas that currently lack extensive lighting and glare. These impacts are discussed in Section 4.14, *Visual and Aesthetic Resources*. As discussed in Section 4.15 *Agricultural Resources*, AHOD Site C is not currently used for agricultural production, and is surrounded by urban development. No urban/agricultural compatibility conflicts would result.

Impact LU-3(D) Long-Term Compatibility Conflicts: Site D

Residential development on AHOD Site D could conflict with the rural character of the Valley, block scenic views, or could introduce nighttime lighting and daytime glare in areas that currently lack extensive lighting and glare. These impacts are discussed in Section 4.14, *Visual and Aesthetic Resources*. As discussed in Section 4.15 *Agricultural Resources*, AHOD Site D is not currently used for agricultural production, and is surrounded by urban development. No urban/agricultural compatibility conflicts would result.

Mitigation Measures

Programmatic Mitigation

Mitigation measures related to long-term compatibility conflicts for the proposed policies/programs are discussed in the following sections: Section 4.6, *Air Quality*; Section 4.8, *Noise*;



Section 4.12, *Hazards and Hazardous Materials*; Section 4.14, *Visual and Aesthetic Resources*; and Section 4.15, *Agricultural Resources*. No additional mitigation measures are required.

Mitigation Related to Development of AHOD Sites

Mitigation measures related to long-term compatibility conflicts for the rezone sites are discussed in the following sections: Section 4.7, *Air Quality*; Section 4.8, *Noise*; Section 4.12, *Hazards and Hazardous Materials*; Section 4.14, *Visual and Aesthetic Resources*; and Section 4.15, *Agricultural Resources*. No additional mitigation measures are required.

Significance After Mitigation: *Programmatic Impacts of the Plan*

Impacts would be Class III, *less than significant without mitigation*.

Significance After Mitigation: *Impacts Related to Development of AHOD Sites*

Impacts would be Class III, *less than significant without mitigation*.

Impact LU-4	Cumulative Temporary Construction-Related Compatibility Conflicts
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Given the amount of development in the greater Santa Ynez Valley that is contemplated over the next 20 years, it is reasonable to conclude that some major construction activity could be occurring at any given time. Additional development would be anticipated under build-out of the Santa Ynez Valley Community Plan Area, buildout of the Cities of Solvang and Buellton, as well as continued development or redevelopment within the Chumash Reservation. Impacts could also be complicated by the fact that multiple construction projects could occur simultaneously in any specific portion of the valley. Construction activity in the Santa Ynez Valley would cause temporary, short-term emissions of various air pollutants. In addition, construction activities would generate noise that may disturb nearby sensitive receptors. Construction-related air quality and noise impacts are discussed in Sections 4.6 *Air Quality*, and 4.8 *Noise*, other temporary cumulative construction-related compatibility conflicts would be *less than significant* (Class III).

Mitigation Measures

Mitigation measures related to temporary construction-related compatibility conflicts for the proposed policies/ programs are discussed in Section 4.6, *Air Quality* and Section 4.8, *Noise*. No additional mitigation measures are required.

Significance After Mitigation

Impacts would be less than significant with the implementation of mitigation measures discussed in the *Air Quality* and *Noise* sections and standard dust control requirements.



Impact LU-5 Cumulative Airport-Related Compatibility Conflicts

As discussed in above in Impact LU-2(A) and LU-2(B), the proposed development of these two AHOD sites would be inconsistent with policies of the ALUP that restrict new multi-family development in the Approach Zone of the Airport. However, this impact would be limited to a specific portion of the Plan Area and would not present a cumulatively significant airport-related land use compatibility conflict. The cumulative impact presented by the potential development of AHOD Sites A and B would be less than significant (Class III) on a cumulative basis.

Mitigation Measures

No mitigation measures are available to reduce the Plan's impacts related to Airport Hazards for AHOD sites A and B. Nor are any required to address cumulative impacts.

Significance After Mitigation

The Plan's contribution to cumulative land use conflicts would be *less than significant without mitigation* (Class III).

Impact LU-6 Other Cumulative Long-Term Compatibility Conflicts

Cumulative development throughout the greater Santa Ynez Valley would increase the potential for land use compatibility conflicts related to noise nuisances, the urban/rural interface, aesthetic incompatibility, airport-related hazards, and quality of life issues. The proposed Community Plan would facilitate additional residential and non-residential development, which would incrementally contribute to this cumulative impact. As discussed under Impact LU-3, the proposed Plan contains numerous policies, programs and development standards which seek to prevent land use compatibility conflicts, which are discussed in Sections 4.8 *Noise*, 4.14 *Visual and Aesthetic Resources*, and 4.15 *Agricultural Resources*. Therefore the Plan's contribution to these cumulative non-airport-related compatibility conflicts would be Class III, *less than significant*.

Mitigation Measures

Mitigation measures related to long-term compatibility conflicts for the proposed policies/ programs are discussed in the following sections: Section 4.6 *Air Quality*, Section 4.8 *Noise*, Section 4.12 *Hazards and Hazardous Materials*, Section 4.14 *Visual and Aesthetic Resources*, and Section 4.15 *Agricultural Resources*. No mitigation measures are required to address the Plan's non-airport-hazard related contribution to cumulative long-term compatibility conflicts in the Valley.

Significance After Mitigation

The Plan's contribution to other long-term land use compatibly impacts would be *less than significant without mitigation* (Class III).

