

From: [Paul Mocker CPA](#)
To: [PER Meetings](#)
Subject: Public Comment Case Nos. 24-0004-CUP(AM); 24-0010-DP(AM), etc
Date: Tuesday, June 23, 2026 9:37:42 AM
Attachments: [image.png](#)

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Christ Lutheran Church and New Anthem Chapel

1. Has anyone considered the noise impacts for the person living in the caretaker cottage at the Stow House? This residence is very close to the Anthem Chapel.



2. Cars traveling south on Los Carneros Rd. will turn left into the Anthem Chapel parking lot entrance. There is no doubt. Your task is to determine how many cars will turn left. Then, I think you need to study the traffic jams that will occur. Also, what is the impact on the Fire Department?

3. The Raised Pavement Markers (Botts' Dots) on Covington cause noise. Many cars drive on them. I hear the bumps about every ten minutes. I work from home. Please consider removing them.

4. How did those Botts' Dots get approved and installed without public comment? That occurred about 3-4 years ago. I asked someone at the City

of Goleta to look into it and never received a response.

5. Wildlife access. If chain-link fences are present, I would like small holes at ground level so raccoons, skunks, and other small animals can pass through. (I suggested this to City Staff about six-seven years ago soon after Bishop Ranch installed its fences along Los Carneros and Cathedral Oaks Rd. I never received a response.)

6. I submitted a public comment card at last night's Planning Commission hearing but had to leave before my name was called. So my apologies for this late comment. Please let me know if the PC can't accept it.

Thank you for your time!

PS. I support the Anthem Chapel because churches generally improve people's lives. I know there will be noise, traffic, and other inconveniences. But I trust the process. I think Anthem will be a good neighbor once they learn to live with the neighborhood. In return, I think my neighbors will - eventually - learn to live with public assembly building in their "backyard."

--

In Sincerity, Gratitude and Community,

Paul Mocker

206-328-6794 Cell

6599 Camino Venturoso, Goleta

From: [Di Lee](#)
To: [PER Meetings](#)
Subject: Support for Anthem Chapel
Date: Monday, June 22, 2026 6:23:58 PM

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City of Goleta,

I am writing to share how much Anthem has helped my family and me. After being involved in a severe accident with a drunk driver in October 2025, we were nearly killed. Nate and the team at Anthem have been instrumental in helping us navigate this incredibly difficult period in our lives.

As lifelong Catholics, we deeply appreciate that Anthem supports people of all religions. We are very grateful for the assistance we have received.

Best regards,
Diane and David Leflang

805 722-0402

From: [Brian Hiefield](#)
To: [PER Meetings](#)
Subject: FW: Anthem Chapel Project
Date: Thursday, July 16, 2026 2:16:02 PM

Public comment for the August 10th PC hearing.

Brian Hiefield
Senior Planner
City of Goleta
Planning & Environmental Review Department
Current Planning Division
805-961-7559
bhiefield@cityofgoleta.gov

From: CARTER MORGAN <morganfamily1@cox.net>
Sent: Thursday, July 16, 2026 1:19 PM
To: Brian Hiefield <bhiefield@cityofgoleta.org>
Subject: Anthem Chapel Project

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Dear Brian Hiefield:

My wife and I live on Camino Caseta in the Lake Carneros area. We love this neighborhood and have lived in our home for 33 years and raised our two daughters here. With its proximity to Lake Los Carneros and the Stow House, this is a very special place, as we're sure you know. We previously wrote to you about the proposed project at Covington and Los Carneros. As we have said in our prior letters and in public comments at both Design Review Board and Planning Commission meetings, this proposed building is simply too large for this location.

We applaud the Planning Commission for recommending denial of the applicant's proposal due to lack of neighborhood compatibility. The commissioners saw that there were many concerns that had not been addressed by the Planning Department. In particular, commissioners noted that the traffic study that was performed only looked at VMT for staff during weekday work hours. They recognized, as do we and other neighbors, that this study was grossly inadequate. Why? Well, during the week, there will be both daytime and evening meetings that were not taken into account by the traffic study. In particular, the proposed day care center and preschool will require parents (not just the staff vehicles counted in the study) to the property at least twice daily. However, the greatest cause of traffic concern relates to the weekends - Saturdays when weddings, memorials, and other special events would regularly take place - but most especially Sundays. The applicant intends to have as many as three services every Sunday. The proposed sanctuary building will seat up to 500 people, and the parking lot is slated to have 117 parking spaces. As many as 117 cars could be entering and exiting this lot six times for the scheduled three services! Los Carneros Road cannot accommodate this high level of usage. Additionally, many of the supporters of this project spoke to the fact that their congregation intends to grow in the future. How soon would it be before the parking lot is too small, and many cars need to be parked in the surrounding neighborhood? Once again, a big thanks to the Planning Commission for recognizing the long-term results if this project were to be

approved.

During the most recent PC meeting, it seemed that Planning Department staff was strongly advocating for this project. We recognized that preliminary studies for this project were not nearly as thorough and exhaustive as they were during the approval process for the nearby Islamic Society mosque. Planning Commissioners may have also recognized this as they asked pertinent issues and asked relevant questions of the planning staff. Particularly concerning was when one Planning Department staff member suggested that the bike lane on Los Carneros could act as a “kind of” additional turning lane into the property. The two-lane road is already quite narrow, and the bike lane is even narrower - certainly not wide enough to accommodate an automobile; but more so, bike lanes are intended for safe bicycle travel, NOT for car use! My wife and I are recreational bicyclists and regularly cycle on Los Carneros. We have often noticed the high number of other cyclists who use Los Carneros. This road is looked at as one of the very few safe passages between Cathedral Oaks and Calle Real/Hollister/UCSB. We and other cyclists intentionally avoid Patterson, Fairview, and Storke Roads because of the high volume of speeding cars on these cross-freeway passages. Los Carneros is considered much safer than these other roads; and even at that, there was a recent fatality when a skateboarder was involved in a collision with a car right next to where this project is proposed. It is frightening to think of the danger to cyclists and pedestrians if this project is approved! Please continue to recognize the hazards that are inherent in this project. For this and a number of other reasons, we urge the Planning Commission and the City Council to deny this building proposal.

Sincerely,

Carter and Wendy Morgan
6542 Camino Caseta
morganfamily1@cox.net

Cc: Goleta Planning Department
Goleta Planning Commissioners
Goleta City Council Members

From: Catherine Bartsch

To: PER Meetings

Cc: Brian Hiefield; Rita Serotkin; Cary Penniman; Anne Miller; Katie Maynard; Jennifer Fullerton

Subject: Opposition to the Anthem Project at 6595

July 25, 2026

To Whom It May Concern,

My name is Catherine Bartsch, and my husband and I have lived at 6416 Covington Way for more than 25 years. I am writing to express my strong opposition to the proposed Anthem Church project at 6595 Covington Way.

My opposition is not based on the fact that this is a church. Rather, it is based on the project's scale, frequency of use, and operational intensity, all of which are fundamentally incompatible with the residential character, existing infrastructure, public safety, and environmental conditions of the Lake Los Carneros corridor and the surrounding neighborhood.

The proposed development includes a 22,038-square-foot sanctuary designed to accommodate three Sunday services of up to 500 attendees each, in addition to daily programming, a preschool, and more than 60 annual special events, including weddings and conferences. This level of activity far exceeds what the surrounding neighborhood and transportation infrastructure can reasonably support.

The project proposes only 117 on-site parking spaces. However, actual observations indicate that substantially more parking is required. On August 31, 2025, my husband and I counted 208 vehicles parked between the Goleta Valley Junior High School parking lot and the adjacent Santa Barbara Charter School during Sunday services. On June 22, 2025, an independent count documented 290 vehicles. Both counts significantly exceed the parking capacity proposed by Anthem.

In addition, vehicles are regularly parked in the red fire lanes along the interior curbs of both Goleta Valley Junior High and the Santa Barbara Charter School (see attached photographs), indicating that even the existing parking supply is insufficient to meet demand.

Goleta Valley Junior High provides 130 legally designated parking spaces, and Santa Barbara Charter School provides an additional 38, for a combined total of 168 legal spaces. Even with these 168 spaces—51 more than Anthem proposes—parking demand still

exceeds capacity, resulting in illegal parking in designated fire lanes. If this project is approved with only 117 parking spaces, the predictable result will be overflow parking along Los Carneros Road, Covington Way, and surrounding residential streets. This will adversely affect the residential character of the neighborhood while creating additional traffic congestion and public safety hazards.

Parking demand associated with the proposed church will also compete with existing community events at Stow House. For example, during the Tuesday evening summer concert series, parking demand already exceeds available capacity. On July 14, 2026, a total of 372 parked vehicles were counted. Cars were parked along both sides of Los Carneros Road and in front of two fire hydrants. This existing overflow parking already creates safety concerns for pedestrians, bicyclists, motorists, and emergency responders. Adding another high-intensity use at this location will only exacerbate these existing problems.

Overflow parking on Los Carneros Road and Covington Way presents significant safety risks for everyone who uses these roadways, including pedestrians, bicyclists, motorists, emergency responders, and nearby residents. The project proposes two closely-spaced driveways onto Los Carneros, 107 feet apart, both crossing the Class II bike lane, with no dedicated left turn refuge for vehicles exiting the site onto the arterial – a concern the city's own Design review Board raised on the record without receiving a design solution from the applicant. My husband and I are both cyclists and regularly ride on Los Carneros as a path towards home. If vehicles queue in or adjacent to the bicycle lane while waiting to enter the church parking lot, cyclists will be forced into travel lanes occupied by moving traffic, creating an unnecessary and foreseeable safety hazard. Both Los Carneros Road and Covington Way are designated components of the Goleta North Bike Path, a route intended to provide safe travel for cyclists. That objective cannot be achieved if vehicles routinely block or park within designated bicycle lanes.

There are many additional reasons why I oppose this project, including Anthem's request to reduce the required monarch butterfly habitat buffer from 100 feet to 50 feet. The City's General Plan establishes a 100-foot minimum buffer for a reason: monarch butterfly roosting locations can vary from year to year and require an adequate protective margin. Anthem's own application acknowledges that the existing buffer area on its property is currently used for parking during events and consists primarily of gravel and dirt. Stow Grove Park's Site 72 monarch butterfly roost is located immediately adjacent to the project site. Reducing the required buffer would diminish protections for this sensitive habitat and could adversely affect one of the area's important natural resources.

I am also concerned that approving a reduction in the required buffer would set a precedent for weakening General Plan habitat protections elsewhere in the City. Lake Los Carneros is one of Goleta's most treasured natural areas and wildlife preserves. Every effort should be made to protect its environmental resources for future generations.

Thank you for taking the time to consider my concerns. For the reasons outlined above, I respectfully urge the City to deny approval of the proposed Anthem Church project.

Sincerely,

Catherine Bartsch



From: [Jim Bartsch](#)
To: [Brian Hiefield](#); [Cary Penniman](#); [Anne Miller](#); [Rita Serotkin](#); [Katie Maynard](#); [Jennifer Fullerton](#)
Cc: [PER Meetings](#)
Subject: Anthem Chapel Project
Date: Friday, July 24, 2026 9:23:03 AM

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Dear Planning Commission Members,

I'm deeply concerned about the proposed Anthem Chapel project at 6595 Covington Way.

Many have raised concerns about the project's size, which impacts fire and emergency access, overflow parking, noise, the ESHA buffer, and the insufficiently undersized parcel of land it would occupy. I strongly agree with all these concerns, so will not go into detail about each of these issues.

An additional major concern I have is for the safety of cyclists on Los Carneros Road, a Class II bike lane connecting areas south of 101 to the northern Goleta bike route used by commuters, students and recreational cyclists. Many cyclists, including my wife and me, ride on city streets on Sunday mornings when traffic is light. If the project is approved, Los Carneros will become unsafe, especially every Sunday when up to 500 people will arrive and leave the site for church services, causing congestion and posing a danger to cyclists. This affects the surrounding neighborhood and the entire cycling community of Santa Barbara, Goleta, and visitors to the area. I believe most of the cycling community is unaware of this project's impact on their safety and would vehemently object if they knew.

Anthem Chapel's daily programing, preschool, and 60 annual events, including weddings and conferences, will also increase traffic on Los Carneros. Combine that with normal everyday traffic, Stow House events, and only two lanes on Los Carneros, this will no longer be a viable, safe bike route.

Goleta is obligated to follow **Policy TE 1**, which directs the city to create a **balanced** transportation network where walking, transit, and bicycles are **safe** alternatives to driving.

Please consider the negative impacts of approving the Anthem Chapel project. Please do not approve it. Keep Goleta safe!

Thank you for considering my concerns.

Jim Bartsch

From: [Judy Salviolo](#)
To: [PER Meetings](#)
Subject: Fwd: Anthem Chapel Project - Oppose
Date: Friday, July 31, 2026 11:37:58 AM
Attachments: [image.pdf](#)
[image.pdf](#)
[image.pdf](#)
[image.pdf](#)

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From: Judy Salviolo <salviol Judy@gmail.com>
Subject: Fwd: Anthem Chapel Project - Oppose
Date: July 31, 2026 at 11:21:20 AM PDT
To: PERmeetings@cityofgoleta.org

31 July 2026

To Whom It Concerns:

Hello. I am expressing my opposition to the Anthem Chapel Project that is proposed within my neighborhood. Following are the supporting reasons to deny this proposed project located at 6595 Covington Way. I am inserting in different color the reasons and/or Codes that support denial. Denial is supported by the neighborhood conditions stated in Goleta General Plan below:

- **Goleta General Plan / Residential Districts 17.52.080 Conditions for Approval.** (All in Black bold)

“The Review Authority may impose reasonable conditions on any approval in accordance with the applicable law and demonstrated nexus (*central link*) to *a.) Protect the persons or property in the neighborhood, to (*b.) preserve the neighborhood character, *a. *b. We request to be protected by denial of this project that imposes heavy traffic on our streets, the inherent safety of pedestrians, bicyclists, as well as our Cerebral Palsy neighbor in his wheel chair. Our quiet, peaceful homes would be disturbed by traffic, noise from the 3 open garage doors and overflow of people during services/ AND as per Anthem Chapel Project document other events on up to every day of the week. (SEE TABLE 1) This project does not fit our character of neighborhood.*c.) natural resources or (*d.) scenic quality of the area,*c. *e. Anthem requests and exemption because IF the ESHA is NOT reduced by 50 feet, the proposed

buildings are built right to the edge of this protected space. Thus no space for play yards. **IF** allowed to encroach on 50' of ESHA- this would be the **ONLY** portion of the property to have outdoor gatherings and permanent play yards. **The Proposed Anthem Chapel does not fit in this small acreage, only 1.8 acres if the ESHA boundary remains.** This impacts the Open Space with noise. **(SEE FIGURE 7)**

~Goleta City Code 17.30.180 states 1. Buffers shall not be less than 110 feet... 2. Required buffer may be reduced **ONLY**...where the trees contribute to the habitat ...such as along narrow windrow.

~Los Carneros Road is listed as a "Scenic View to be protected" **(FIGURE 6-1** Gen/Plan/Coastal Land Use plan) The visual impact of this project does not fit with this area.

to (*e.) preserve or enhance public peace, health, *c. *d. & *e. Destruction of 50' of designated ESHA and the excessive noise has been and will be a direct contradiction of "preserving and enhancing public peace in our Neighborhood and Stow House and the Train Museum visitors- WHICH serves the whole public community. There is not a way to limit noise because church's have a noise exemption.

***f.) safety and general welfare to implement the purposes of this Title.** *f. The compounded traffic will occur on many more days than studied, **based on** the number of events as listed in the Proposed Anthem Chapel Project-**(TABLE 1)**

Los Carneros Road is a designated level II bicycle corridor by the City. **(SEE PG 4)**. The amount a traffic during gatherings at proposed facility (based on Sunday vehicle count at their current facility 260-290 cars) the entering and leaving proposed parking area significantly increases the danger for bicyclists on Los Carneros Road. Covington Way is also a level III bike corridor which would experience very heavy congestion therefore be a danger to cyclists.

In addition, to the conditions imposed by the Review Authority and any other agency with jurisdiction over a project, the City may consider as a requirement or condition, any plan exhibit, statement, or other material provided by the applicant and on record with the decision."

As written in the Goleta General Plan, "reasonable conditions for approval" are impossible to be met. The bottom line is that the Anthem Chapel Project is too large for the property and they should continue looking for a very large, suitable property for their project. Thank you very much for allowing me to have input into the preservation of our peaceful, beautiful neighborhood.

Sincerely,

Judy Salviolo

TABLE 1:

FIGURE 7

FIGURE 6-1

PAGE 4

Commissioner and Planner Statements

June 22, 2026 Goleta Planning Commission Hearing

*Cross-Referenced Against the City of Goleta General Plan / Coastal Land Use Plan
Submitted to Assist City of Goleta Planning Staff in Preparing the Findings of Denial Directed by the
Planning Commission on June 22, 2026*

Case Nos. 24-0002-SUB, 24-0004-CUP(AM), 24-0010-DP(AM), 24-0005-CUP, 24-0009-DP, 24-0030-DRB | 6595
Covington Way, Goleta, CA

I. Purpose and Methodology

This memorandum is submitted to assist City of Goleta planning staff with the task the Planning Commission directed at the close of the June 22, 2026 hearing: preparing revised findings of denial for the August 10, 2026 hearing on the Anthem Chapel Conditional Use Permit and Development Plan (Case Nos. 24-0004-CUP(AM), 24-0010-DP(AM), 24-0005-CUP, 24-0009-DP, 24-0030-DRB). It compiles every substantive statement made by Planning Commissioners and City planning staff at the June 22, 2026 hearing and pairs each with the specific City of Goleta General Plan and Coastal Land Use Plan policy it implicates, so that each proposed finding can be traced directly to a statement already on the record and a specific adopted policy, rather than to argument alone. Public speaker testimony is intentionally excluded.

Two sourcing rules govern everything below, so that staff can draw on any statement here without needing to independently re-verify it against the recording before including it in a staff report. First, every General Plan quotation is taken verbatim from the adopted General Plan/Coastal Land Use Plan text and cited to the specific policy number. Second, every transcript quotation is taken from the June 22, 2026 hearing transcript (a Whisper machine transcription of the official recording, lightly cleaned for spacing). The transcript's public comment section has reliable per-speaker attribution because the clerk announced each public speaker by name. The Commissioner Q&A and deliberations sections do not have reliable per-speaker attribution, because the transcription tool does not identify who is speaking within a continuous exchange. Where a statement can be attached to a specific Commissioner with confidence, based on the Chair's direct address, a named vote, or an unambiguous procedural marker, that attribution is given. Where attribution is inferred from context (voting record, sequence, or subject matter) rather than a direct on-record identification, it is labeled 'probable' rather than stated as fact. This distinction matters because findings of denial must rest on substantial evidence in the record: no finding drafted from a statement below should carry an attribution the transcript does not actually support, since that is exactly the kind of error the applicant's counsel would look to exploit on appeal.

Section II below sets out, topic by topic, a Commissioner or planner statement paired with the General Plan or Coastal Land Use Plan policy it implicates. Section III addresses statements of the project and identifies a basis to distinguish or answer them. Section IV reproduces, in full and without alteration, the transcript of the Commission's public deliberations and the three motions that followed, so the Commission's own reasoning toward denial is preserved in one place for staff drafting findings consistent with that direction. Section V summarizes the record's key factual concessions in a form suited for direct use in a staff report. Section VI identifies specific documents or confirmations that, if obtained before August 10, would further strengthen the evidentiary basis for the findings the Commission has directed staff to prepare.

II. Arguments the Record Supports

1. The City's Own Traffic Methodology Never Measured Sunday Conditions — On the Applicant's Busiest Day

Vice Chair Serotkin → Staff / Applicant's Traffic Engineer (Scott Schell, Associated Transportation Engineers) *Commissioner Questions section*

"You're going to have your largest parking lot congregation ingressing and egressing onto Los Carneros Road, correct? ... Los Carneros is a two-lane road. There is no ... left-turn lane that people can veer into to get into the parking lot or come out of the parking lot. ... there's no traffic light and there's no stop sign ... I'm just having a hard time visualizing and understanding how that flow is going to occur."

Commissioner Questions — Staff & Applicant, [approx. 1:03:00–1:04:30]

Commissioner Maynard, later in the same exchange

"Okay, so for both level of service and VMT, the weekend traffic was not accounted for?"

Staff & Applicant Response — Commissioner Follow-Up Q&A, [approx. 2:26:00]

Staff (Brian Hiefield), in direct response

"Correct."

Staff & Applicant Response — Commissioner Follow-Up Q&A

Commissioner Maynard, in deliberations

"I am dismayed that we're not looking at weekend travel when we're looking at traffic. ... level of service on a weekend is definitely something our community cares about and is, I think, envisioned by the general plan. We assumed that weekends would be a part of assessing level of service, so I am surprised that we are not looking at Sunday travel as a part of the travel assessment."

Commission Deliberations, [approx. 2:38:43 onward]

TE 4.1 General Level of Service Standard [GP]

"A traffic LOS standard C shall apply citywide to major arterials, minor arterials, and collector roadways and signalized and unsignalized intersections... The standard shall apply to daily traffic volumes and both AM and PM peak hours for intersections, and to average daily traffic volumes (ADT) for roadway segments."

TE 9.2 Adequacy of Parking Supply in Proposed Development [GP/CP]

"The City shall require all proposed new development ... to provide a sufficient number of off-street parking spaces to accommodate the parking demand generated by the proposed use(s), and to avoid spillover of parking onto neighboring properties and streets."

Analysis: TE 4.1's own text does not say "weekday." It requires LOS C for "daily traffic volumes" and, on roadway segments, for "average daily traffic volumes," which by definition means every day, not a Monday-through-Friday subset. The City's traffic consultant confirmed on the record that only weekday AM/PM peak hours were studied, and that Sunday, the day of the project's highest attendance by the applicant's own account, was never analyzed for level of service at all. This is not a minor gap: the applicant's own presentation stated that a second or third Sunday service could triple parking-lot turnover to roughly 351 vehicle movements. A Commissioner who is a semi-judicial decision-maker bound to the General Plan's actual text, not to a staff practice that has grown up around it, has a

defensible basis to find that the traffic record does not support a finding of General Plan consistency under TE 4.1, because the analysis never tested the condition TE 4.1's plain language covers. Commissioner Maynard's own statement that she was "dismayed" and that weekend LOS is "envisioned by the general plan" is itself a Commissioner reading TE 4.1 the same way this argument does — she simply concluded she could not act on that reading for this one project without changing the standard for every project. That procedural hesitation is answered in Section III below.

2. Two Driveways on a Two-Lane Arterial With No Turn Lane, Both Crossing a Class II Bike Lane

Vice Chair Serotkin → Staff / ATE

"Los Carneros is a two-lane road. There is no — as far as I know, there's no left-turn lane that people can veer into to get into the parking lot or come out of the parking lot. So it's really going to — and there's no traffic light and there's no stop sign ... Does that also include the bike lanes? The safety of the bike lanes? I mean, did you take that into account?"

Commissioner Questions — Staff & Applicant

Scott Schell (ATE), in response

"We did do a pretty thoughtful analysis of the driveways. There's two drives that are proposed, so they're going to spread traffic out a little bit. ... We didn't forecast a really large left turn volume. ... We looked at the sight distances to make sure that drivers would have adequate visibility turning in and out of the driveways, and that the driveways would be wide enough so that if somebody was leaving, you would still be able to turn in without impinging upon the bike lanes."

Commissioner Questions — Staff & Applicant

TE 12.1(a) Transportation Systems Management — General [GP]

"Control the location and spacing of driveways and the design of parking lots to avoid traffic and pedestrian conflicts and confusing circulation patterns (especially along designated arterials)."

TE 11.5 Bicyclist Safety [GP]

"The City supports programs to increase public awareness of bicycle safety. ... increased signage to alert others of the presence of bicycles."

TE 11.1 Bikeways Plan Map [GP]

"Figure 7-6 identifies the locations of planned Class I, II, and III dedicated bike paths and local streets that are intended to serve as bike routes. The bikeways plan is intended to establish a safe, interconnected system of bikeways that is linked to walkways and trails to meet existing and anticipated mobility needs of residents for nonmotorized transportation."

TE 11.4 Facilities in New Development [GP]

"Bicycle facilities such as lockers, secure enclosed parking, and lighting shall be incorporated into the design of all new development to encourage bicycle travel... Transportation improvements necessitated by new development should provide onsite connections to existing and proposed bikeways."

VH 2.1 Designated Scenic Corridors [GP], and VH 2.3(f) Development Projects Along Scenic Corridors [GP]

VH 2.1 designates Los Carneros Road a Scenic Corridor. VH 2.3(f) requires that, to ensure visual compatibility along scenic corridors, development shall "limit grading for development including

structures, access roads, and driveways" and "minimize the length of access roads and driveways." A related hillside-design provision separately instructs projects to "share vehicular access to minimize curb cuts."

Analysis: This stretch of Los Carneros Road is not simply a residential street with a bike lane painted on it: it is a City-designated Scenic Corridor under VH 2.1 and a formally mapped segment of the City's own Bikeways Plan under TE 11.1, and the applicant's own project includes bicycle parking and charging that depends on cyclists reaching it safely along that same designated bikeway, the connection TE 11.4 requires new development to provide. VH 2.3(f)'s instruction to minimize the length and number of access roads and driveways along scenic corridors, and the related design guideline favoring shared access to minimize curb cuts, point the same direction as the safety analysis below: two separate, unrefuged crossings of a designated bikeway on a designated scenic corridor is in tension with the City's own visual and bicycle-network policies at this location, not merely a traffic-engineering footnote. The applicant's traffic engineer confirmed two further things worth pinning down for the record: the project relies on "not forecast[ing] a really large left turn volume" rather than on any physical turn-lane infrastructure, and the driveway width analysis was designed only to avoid "impinging upon the bike lanes," which is a minimum standard, not a safety margin. Two driveways on the same arterial, both crossing the same Class II bike lane, on a road the traffic engineer's own analysis assumes will carry a surge of vehicles converging on fixed service start and end times, is exactly the "confusing circulation pattern" TE 12.1(a) instructs the City to avoid, particularly "along designated arterials." The absence of a left-turn refuge lane was raised as an unresolved concern in the Design Review Board transcript as well, meaning this is not a new objection invented for this hearing; it has been on the table since the design review stage and was never physically resolved, only analytically waved off.

Direct precedent: the Islamic Center's own required mitigation measures *Islamic Center of Santa Barbara, Draft Mitigated Negative Declaration, November 25, 2011*

"Frontage improvements, including sidewalk, curb and gutter, exist along Los Carneros Road, but would be reconfigured as part of the project. ... Also, the Los Carneros Road median would be reconfigured with a left-turn pocket to allow access to the and from the project site."

Islamic Center DMND, Required Mitigation Measure 1

The Islamic Center's approval also required five dedicated bike parking spaces and sidewalks along both street frontages as conditions of approval.

Analysis: This is not an abstract comparison; it is the same physical safety feature this section already argues is missing. On the same Los Carneros Road corridor, for a comparable institutional assembly use, the City required a left-turn pocket be built into the roadway median so vehicles turning into the site would not have to cross oncoming traffic and the bike lane without a refuge. Nothing in Anthem's record shows this was required, considered, or rejected with reasons. Separately, the City is concurrently funding and promoting the Lake Los Carneros corridor as an active-transportation and recreation resource through the Lake Los Carneros Master Plan and Dam Improvement Project, a capital project supported by BRIC, PDM, and FMA grants and City CIP funding, and the kind of community outreach around that project that invites organizations like MOVE Santa Barbara County and Cycling Without Age reflects the City's own view of this corridor as a place people are meant to safely walk and bike. Approving a project that introduces two unrefuged driveway crossings of the bike lane on that same corridor, without requiring the same left-turn pocket the City required of a comparable nearby project, sits in real tension with the City's own concurrent investment in and promotion of this corridor's bicycle and pedestrian character.

Chair Miller, in deliberations, tying this concern to a specific recent event

"Some of the big problems that I have are zoning, the zoning issues, the compatibility with the neighborhood, the public safety of the neighborhood, particularly with there being already a very recent accident, a very bad accident, and the project isn't even built yet."

Commission Deliberations

Verification note: Santa Barbara County Sheriff's Office confirmed that a vehicle struck a pedestrian on North Los Carneros Road near Covington Way, the project's own intersection, at approximately 6:20 a.m. on March 31, 2026, roughly twelve weeks before this hearing, per Noozhawk and the Santa Barbara Independent (both March 31, 2026), citing Sheriff's spokesperson Raquel Zick. The pedestrian, Cory Macomber of Goleta, also known as "Dragon Leigh," died of his injuries. John Palminteri, senior reporter for KEYT News Channel 3, reported on X on April 20, 2026 that Macomber "was hit by a car March 30 in Goleta while on his way to work and died," and that a Celebration of Life was held for him on May 3, 2026 at the Solstice Workshop in Santa Barbara (x.com/JohnPalminteri/status/2046086300273668488). Palminteri's reported date (March 30) is one day off from the Sheriff-confirmed collision date (March 31); Section VI, Item 13 requests the official incident and coroner's records to resolve that discrepancy for the formal record. What is not in question is that a Goleta pedestrian was killed at this project's own intersection roughly three months before this hearing.

PF 3.4 Fire Safety in New Development [GP/CP]

"Two routes of ingress and egress shall be required for any new development or subdivision of land requiring approval of a discretionary action... Driveways shall have sufficient width to minimize conflicts between through traffic and turning movements... Driveways shall adhere to safe sight-distance requirements to the extent feasible."

Analysis: Chair Miller's vote against the project was informed, on the record, by a specific and recent safety event at this location, not a generalized fear of traffic. That event is independently confirmed: a serious pedestrian collision at the project's own intersection twelve weeks before this hearing, closing the road for hours during an active City investigation. This is precisely the kind of "unusual circumstance" relevant to a CEQA categorical exemption's fair-argument standard (CEQA Guidelines § 15300.2(c)) and precisely what PF 3.4's driveway sight-distance and conflict-minimization standards are meant to prevent. A Commissioner does not need to rely on speculation to treat this project's driveway design as a live safety question; the record already contains a documented, dated, located incident at the same intersection, and the traffic study's driveway analysis, discussed above, never addresses pedestrian conflict at all, only vehicle-to-vehicle and vehicle-to-bicycle sight distance.

Draft Safety Element, Potential Evacuation Route designation, and CAL FIRE Very High Fire Hazard Severity Zone (VHFHSZ) map [emergency access]

Los Carneros Road is identified in the City's draft Safety Element, currently in progress, as a Potential Evacuation Route serving the surrounding neighborhood. CAL FIRE's Fire Hazard Severity Zone map for the City of Goleta Local Responsibility Area (effective April 1, 2024, updated March 10, 2025) designates the corridor a Very High Fire Hazard Severity Zone. The project's frontage carries a posted 45 mph speed limit, the same design speed the applicant's traffic engineer used to set the sight-distance standards for the two new driveways.

Source: FHSZ_City_LRA map, CAL FIRE, effective 4/1/2024, updated 3/10/2025; draft General Plan Safety Element, City of Goleta, May 2025. Note: the "Potential Evacuation Route" designation is draft and not yet adopted; the VHFHSZ designation is formally adopted.

RS-8 Zone Purpose [zoning], Goleta Municipal Code Title 17

The RS land use designation is intended to maintain low-density residential areas, preserve natural topography, and ensure compatibility with surrounding development. A community assembly use of this scale is allowed in the RS-8 zone only through a minor Conditional Use Permit, a discretionary approval, not an as-of-right use.

VH 3.2 Neighborhood Identity [GP] [compatibility]

"The unique qualities and character of each neighborhood shall be preserved and strengthened. Neighborhood context and scale shall be maintained. New development shall be compatible with existing architectural styles of adjacent development."

Analysis, tied to Chair Miller's three named concerns: Chair Miller named three problems in a single sentence, zoning, neighborhood compatibility, and public safety, and the record supports each independently, not just the safety point already discussed above. On zoning: this is a discretionary minor CUP in an RS-8 zone whose stated purpose is to maintain low-density residential character; the Commission is not asked to approve a use the zone permits by right, it is asked to exercise judgment about whether this specific use, at this specific scale, on this specific corridor, fits a zone designed around a different character entirely. On compatibility: VH 3.2 requires that neighborhood context and scale be maintained and that new development be compatible with adjacent architectural styles; a 20,066-square-foot institutional complex with a planning population of up to 1,500 is a scale question VH 3.2 and LU 1.8 (Topic 4 above) both put squarely before the Commission, not a matter of taste. On public safety, beyond the pedestrian collision already discussed: Los Carneros Road carries a draft Potential Evacuation Route designation over a corridor CAL FIRE has classified a Very High Fire Hazard Severity Zone, and no study in this record analyzes what two new unrefuged driveways, concentrated arrivals and departures at fixed service times, and the existing overflow-parking pattern documented elsewhere in this memorandum do to that corridor's capacity to move people out during a fire event. Chair Miller's statement is not three separate impressions; it is one description of what happens when a use is added to a zone, a corridor, and a road network that were not designed to carry it.

[The Driveways Sit on the Access Route the General Plan Itself Designed for a Citywide, Not Just Local, Preserve](#)

OS 6.7 Regional Open Space [GP]

"Regional open space areas are contiguous to or encompass significant natural resources and may include areas of historical, environmental, or ecological value. These areas may contain special amenities or features that attract people from throughout the city and the surrounding region... The typical service area shall be within a 0.5- to 1.0-hour drive... Regional open spaces should be easily accessible from the surrounding neighborhoods and easily accessible by automobile for visitors from more distant locations."

Open Space Element, Citywide Trail Connectivity Goal, and OS 7.5(d) [GP]

The Open Space Element's own goals direct the City to "provide and maintain a system of trails that will connect major parks and open space areas with each other, neighborhoods, the regional trail system, and Los Padres National Forest." OS 7.5(d) separately directs the City to "maximize the use of the existing park, recreation, and open space resources within the City by connecting them with an integrated system of trails and sidewalks."

Analysis: Lake Los Carneros Natural and Historic Preserve is not classified in the General Plan as a neighborhood amenity; the Open Space Element groups it with Sperling Preserve and Santa Barbara Shores Park as one of the City's three largest "regional open space" holdings, and OS 6.7 defines that

classification specifically by its citywide and regional draw, a typical service area of a half-hour to a full hour's drive, not a walk around the block. The General Plan's own trail-connectivity goals and OS 7.5(d) confirm the intent behind that classification: the City is supposed to be actively linking neighborhoods across Goleta to this Preserve, not treating access to it as a matter of purely local concern. That context changes what the two new unrefuged driveway crossings discussed above actually threaten. They do not just endanger cyclists using the Class II bike lane in the abstract; they sit directly on the sidewalk and bike-lane frontage that functions as the arrival route for the citywide and regional visitors OS 6.7 anticipates, walking or biking in from other parts of Goleta to reach the Preserve, Stow House, the Historical Society, and the Railroad Museum. A neighborhood whose General Plan character is defined in part by hosting a resource meant to draw the whole city is entitled to have that access route treated as more than an afterthought in a driveway sight-distance calculation, and the record contains no analysis of what two additional unrefuged vehicle crossings do to that regional pedestrian and bicycle access function specifically, as distinct from the general roadway safety questions already addressed above.

3. The Class 32 CEQA Exemption's "Urban" Finding Conflicts With the City's Own Scenic Corridor Designation for the Same Road

Vice Chair Serotkin → Staff (Lisa Prasse and Hannah Park, City CEQA counsel)

"It just seemed odd to me that in one place we say it's urban and it's surrounded by development, and then in another place in all the documentation, it said that that's a scenic route, that Los Carneros there is a scenic route, which it kind of is, you know, that whole side of town is really kind of scenic, so it seemed inconsistent to me."

Commissioner Questions — Staff & Applicant

Staff (Lisa Prasse), in response

"I don't know if it's a scenic route, but it's a scenic corridor, and we have many of those. ... under CEQA doesn't require that the city look necessarily at, oh, if there is a scenic corridor or a roadway that's designated a certain way, that that would necessarily kick out the project under a categorical exemption, in particular with respect to the class 32."

Commissioner Questions — Staff & Applicant

VH 2.1 Designated Scenic Corridors [GP]

"The Scenic Resources Map in Figure 6-1 identifies corridors that pass through, or provide visual access to, areas of high scenic value. These corridors, or segments of corridors, include but are not limited to the following: ... d. Los Carneros Road."

Analysis: Staff's answer to Vice Chair Serotkin conceded the factual premise of his question: Los Carneros Road is, in staff's own words, "a scenic corridor." The General Plan does not leave this to interpretation; VH 2.1 names Los Carneros Road on the list of designated Scenic Corridors. Staff's follow-up, that a scenic-corridor designation does not automatically defeat a Class 32 exemption, may be correct as a narrow legal proposition, but it sidesteps the question Vice Chair Serotkin actually asked, which was whether the Notice of Exemption's factual characterization of the site as "urban" and "infill" is consistent with the same road being formally designated a Scenic Corridor two chapters over in the same General Plan the exemption is supposed to be consistent with. A Class 32 exemption under CEQA Guidelines section 15332 requires that the project be consistent with the applicable general plan; a Notice of Exemption that characterizes a General Plan–designated Scenic Corridor as unremarkable urban infill, without addressing the Scenic Corridor designation anywhere in its own text, has not

demonstrated that consistency on this record. This is a genuine, unresolved tension a Commissioner flagged in real time and staff did not fully close.

4. Staff Could Not Confirm Any True Precedent for a Community Assembly Use of This Size

Commissioner Miller → Staff

"Is there a precedent in the past where the city of Goleta approved a project of this size in a residential zoned area, one that had this number of assemblies and size of assemblies and amount of traffic ...?"

Commissioner Questions — Staff & Applicant

Staff, in response

"Chair and commissioners, I can think of two actually community assembly uses that have been approved in the 13 years I've been here. One is the Islamic Center with a much smaller parking lot, and also the synagogue... I don't think we do not have a census of how many families are each of the church facilities."

Commissioner Questions — Staff & Applicant

Commissioner Miller, follow-up

"So there's nothing, you can't, can you really say there's been a precedent, or maybe you're not sure because there's some similarities, but you don't know if there's 100% similarities. Is that what you're saying?"

Commissioner Questions — Staff & Applicant

Staff, in response

"I'm saying we have approved community assembly uses, and they have similar characteristics."

Commissioner Questions — Staff & Applicant

LU 1.8 New Development and Neighborhood Compatibility [GP/CP]

"Approvals of all new development shall require compatibility with the character of existing development in the immediate area, including size, bulk, scale, and height."

Analysis: Staff's own answer confirms there is no city record of the congregation size at either comparable facility, meaning the claim that this project has precedent rests on land-use category alone ("community assembly"), not on any comparison of actual scale. The Islamic Center of Santa Barbara's 2011 Draft Mitigated Negative Declaration documented a congregation of roughly 110 people at its largest weekly service on a parcel under half an acre, and that project underwent Initial Study-level CEQA review rather than a categorical exemption. Anthem's own Sunday rental capacity at Goleta Valley Junior High, and its combined-venue Christmas capacity, run into the thousands. A staff answer that concedes it cannot confirm "100% similarities" is, on this record, an admission that no true precedent for a project of this scale and operating pattern exists, which directly bears on the LU 1.8 compatibility finding the Commission is being asked to make.

What the Islamic Center Actually Had to Do: A Full Comparison for the Precedent Question Commissioner Miller Raised

Commissioner Miller's question, whether staff could point to a true precedent, deserves a direct answer built from the Islamic Center's actual approval record, not just its category label. The Islamic Center of

Santa Barbara (2011) is the closest comparable religious-assembly CUP on the same Los Carneros Road corridor, and its Draft Mitigated Negative Declaration and required conditions of approval are a matter of public record. At roughly one-sixth the site and a congregation between six and eighteen times smaller than Anthem's own documented facility-use figures, it was still required to accept every one of the following, none of which currently appears in Anthem's record:

- Full Initial Study-level CEQA review (a Mitigated Negative Declaration), not a categorical exemption, despite a documented congregation of roughly 110 people at its largest weekly service.
- A combined Rezone, Development Plan, and Conditional Use Permit action (Case No. 03-051-RZ, -DP, -CUP), not a minor CUP alone.
- A Los Carneros Road median reconfiguration adding a left-turn pocket, and sidewalks required along both the Los Carneros Road and Calle Real frontages, as a required mitigation measure (Topic 2 above).
- Removal or relocation of five parking stalls found by the City's own Traffic Engineer to conflict with onsite circulation, including lengthening a driveway throat to prevent vehicles from overhanging the public sidewalk.
- Five dedicated bike parking spaces (Topic 2 above).
- A mandatory advance carpool, shuttle, or valet parking plan filed with City staff for any single event approaching or exceeding approximately 110 people, the facility's own base congregation size (Topic 15 above).
- Mandatory Planning Commission compliance hearings at the first and second anniversary of the Certificate of Occupancy, with authority to add conditions, require a permit amendment, or revoke the permit if it is not working as represented (Topic 15 above).

Every one of these seven conditions was applied to a facility a fraction of Anthem's disclosed scale. If the City's answer to Commissioner Miller is that this project has precedent because it falls in the same use category as the Islamic Center, the record should show it was held to at least the same conditions the Islamic Center accepted at a smaller scale, not fewer. On the current record, it has not been asked to meet a single one of them.

5. A 500-Seat Sanctuary Sized and Planned for a 1,500-Person Congregation

Vice Chair Serotkin → Applicant

"[D]oes it need to be that size and would ... perhaps that would alleviate some of the objection if it wasn't planning, if the out, if it wasn't there for 1500 as a goal, which is probably terrifying to people who live in a neighborhood."

Staff & Applicant Response — Commissioner Follow-Up Q&A

Applicant, in response

"[I]f we increase in size, they'll just reuse the same space. ... I don't think that there's a way to ... changing from 1500 to 1200 wouldn't really change much because the sanctuary size is sort of fixed at that 500."

Staff & Applicant Response — Commissioner Follow-Up Q&A

LU 1.2 (referenced by staff's own community-character standards) and LU 1.8 [GP/CP]

"Approvals of all new development shall require compatibility with the character of existing development in the immediate area, including size, bulk, scale, and height."

Analysis: The applicant's own answer to Vice Chair Serotkin is a direct, on-the-record admission that the 500-seat figure used throughout the parking and traffic analysis is a fixed physical ceiling per service, not a description of the congregation the project is designed to serve; the applicant confirmed the facility is intended to accommodate a congregation of up to roughly 1,500 people across multiple services, three times the single-service design capacity every parking and VMT calculation in the record is built on. A CUP compatibility finding under LU 1.8 is supposed to weigh the actual scale of the proposed use against the character of an RS-8 single-family neighborhood; a use whose own sponsor describes its target population as three times its stated design capacity is not adequately described by that design capacity alone, and the Commission has a basis to require the compatibility analysis to address the 1,500-person planning figure directly rather than the 500-seat sanctuary figure in isolation.

Independent Evidence the 1,500-Person Scenario Is the Facility's Real Operating Scale, Not a Future Hypothetical

SBUSD Facilitron reservation records, Goleta Valley Junior High School (recurring monthly, 2023–2025)

Anthem's own SBUSD facility-use records show it has rented the same combination of rooms every Sunday on a recurring monthly basis since at least January 2023: the 630-seat Auditorium, the 340-capacity Cafeteria, the 73-capacity Library, and a 30-capacity classroom, simultaneously, every week. Facility-rated capacity, not attendance as reported by the renter, is the objective figure: $630 + 340 + 73 + 30$ is a combined weekly rented capacity of 1,073 seats, booked as a single recurring reservation, not an occasional overflow.

SBUSD Facilitron reservation records, Dos Pueblos High School (Christmas services, 2022–2024)

For its annual Christmas services, Anthem has rented Dos Pueblos High School's 748-capacity Performing Arts Center together with the 1,200-capacity Gym in the same reservation, in 2022, 2023, and 2024, a combined rented capacity of 1,948 seats. This is not a single unusual booking; it is the same combined-venue pattern repeated in three consecutive years.

Independent car counts at Goleta Valley Junior High (not self-reported by the applicant)

Two independent, dated vehicle counts at the GVJH site corroborate that the SBUSD capacity figures reflect real attendance rather than unused rented space. On June 22, 2025 at approximately 10:10 a.m., 290 vehicles were counted front and back of the site. On August 31 at approximately 10:39 a.m., a conservative count found 208 vehicles, with the entire GVJH lot full, including the posted red-zone perimeter, and the adjacent charter school lot also full. Neither count relies on the applicant's own self-reported attendance figures, which this memorandum does not use as evidence for this reason.

Analysis: The applicant's hearing testimony that the sanctuary is designed around a planning population of up to 1,500 is not a speculative worst case; it is corroborated by three independent, objective data sources, none of them the applicant's own self-reported attendance figures. The SBUSD reservation records show Anthem has rented a combined 1,073-seat weekly capacity at GVJH on a recurring basis for over two years, and a combined 1,948-seat capacity at Dos Pueblos for three consecutive Christmas seasons; the independent June 2025 and August car counts confirm the GVJH lot and an adjacent lot filling to capacity, including illegal red-zone parking, on ordinary Sundays. This is not a burden this group is required to carry alone; under CEQA, it is the lead agency and the applicant who bear the burden of establishing that the record supports a finding of no significant impact, not the public who bears the

burden of disproving it. On this record, the Commission has ample basis to ask, rather than to assume: has any study tested the scenario the applicant's own team has already described as its planning target, and that its own facility-rental history over multiple years already documents, three Sunday services at up to 500 people each, filling the 500-seat sanctuary three times over? Every parking count, VMT calculation, and traffic study in this record is built on the 500-seat, single-service figure. None of them test the 1,500-person, three-service scenario the applicant's own rental history shows is already its current pattern of operation at its existing location, and that the new sanctuary is explicitly designed, in the applicant's own words, to "reuse the same space" to accommodate. The Commission should direct staff to require the applicant to run its technical studies against that scenario, or to explain on the record why it should not.

The 500-Seat Figure Is Adults Only; the Children in the Education Building Are Not Counted Anywhere in This Record

The applicant's own testimony, already quoted in Topic 7 above, describes the 500-seat figure as an adult-only count: "the adult services would be in the 500 seat sanctuary at the same time we have what would call Sunday school where the kids would be gathering at that time in the education building." That single sentence means the 500-seat design capacity, the 1,500-person three-service planning figure discussed above, and the independent vehicle counts documented above are all, on the applicant's own description, adult-only figures. The children attending Sunday school and youth programming in the education building at the same hour, drawn from the same families and arriving in the same vehicles those car counts captured, are additional people on the site during a service, not a subset already reflected in the 500 or 1,500 numbers. None of the technical studies in this record, the traffic study, the VMT analysis, the acoustic study, or the parking calculation Topic 7 addresses, appears to separately count or model this concurrent child population. For evacuation capacity in particular (Topic 2 above), the number of people who would need to leave the site during an emergency is the adult figure plus the children in the education building at the same hour, not the adult figure alone; the same is true for any occupant-load or life-safety analysis the City relies on. This is not a new impact category; it is the same undercounting problem identified throughout this memorandum, applied to the single number, total people on site, that every other calculation in the record is ultimately built on. The Commission should ask staff and the applicant to confirm, directly and on the record, how many children are typically present in Sunday-school and youth programming during a main service, and to state whether that figure is included in any parking, traffic, noise, or evacuation-capacity calculation in the record. If it is not, staff should be directed to obtain it before treating those calculations as complete.

6. The Noise Analysis Modeled Amplified Music, But the Ambient Noise Question Was Never Fully Answered

Chair Miller → Staff / Applicant, quoting the Municipal noise ordinance directly

"Goleta's noise ordinance states that its purpose is to preserve the public peace and comfort of the citizens of Goleta from unwarranted noise and disturbances ... including but not limited to that of amplified music played in or out of doors after certain hours. ... did you take all of this ambient noise into consideration, particularly when you add that to the other noise that maybe wasn't above a particular level...?"

Staff & Applicant Response — Commissioner Follow-Up Q&A

Applicant, in response

"[W]hen they come in, there isn't amplified noise going on, right? So when they come into the church, now they're in the church and there aren't hundreds of people outside, they're inside the church."

Staff & Applicant Response — Commissioner Follow-Up Q&A

Chair Miller, pressing further

"[W]hen you have the ambient noise of lots of people, hundreds of people talking at once, kids playing, vehicles driving in and out, that's additional noise on top of the noise that you're talking about... I guess what I'm asking, though ... would that not extend the noise?"

Applicant, conceding the point

"Maybe it would. I don't know if it would raise the level, but it certainly would extend the time period of the noise. Of course, no doubt. I can't argue against that. That's common sense."

Staff, redirecting the question to the City's own noise peer reviewer

"[W]e do have our noise consultant that is the city's peer reviewer. He is Bill Vostey. He's with Rincon Consultants. He is available to potentially set context and fill us in on how a noise study is prepared, including questions about ambient noise and what is typically involved in that, if that would help answer your question."

Commissioner Questions — Staff & Applicant, June 22, 2026 hearing

Bill Vostey, Rincon Consultants (the City's own contracted noise peer reviewer), addressing entering, exiting, and milling noise directly

"[A]s far as, you know, okay, you're going to have noise being made before the event and after the event with people just kind of outside talking, you know, those would be less than the event themselves. So since the event themselves are below the noise limits, those sort of events are going to be further below the limits. So it's not going to result in a[n] exceedance of Goleta standards or significant noise impact."

Commissioner Questions — Staff & Applicant, June 22, 2026 hearing

Noise Element, Section 9.2, Guiding Principles and Goals [GP]

"2. Ensure that open space areas that support significant environmentally sensitive habitat are not subjected to disruptive levels of noise. 3. Ensure noise exposure compatibility between neighboring land uses..."

NE 1.1 Land Use Compatibility Standards [GP]

"The City shall use the standards and criteria of Table 9-2 to establish compatibility of land use and noise exposure. The City shall require appropriate mitigation, if feasible, or prohibit development that would subject proposed or existing land uses to noise levels that exceed acceptable levels."

Analysis: This exchange produced a direct concession from the applicant that the acoustic study, which models amplified indoor music and a generic parking-lot noise factor, does not capture the duration of ambient crowd, children's, and vehicle noise associated with arrival and departure at a facility planning for 500 to 1,500 people. The applicant's own words, "I can't argue against that," are as clean an admission as this record contains that a component of the project's real-world noise profile was not modeled. Because the parcel sits adjacent to the Lake Los Carneros Natural and Historic Preserve, a documented ESHA and passive-recreation resource, this gap is directly relevant to Noise Element 9.2's guiding principle that open space supporting significant ESHA not be subjected to disruptive noise levels,

a standard the acoustic study's amplified-sound-only methodology does not test. When the Commission pressed further and staff brought in the City's own contracted noise peer reviewer to answer directly, the answer he gave was not a measurement of entering, exiting, or milling noise at all; it was an assumption. Bill Vostey's response, that pre- and post-event outside talking "would be less than the event themselves" and therefore "further below the limits," is a logical inference, not a citation to any field data measuring that specific condition. No study in this record places a sound meter outside the sanctuary during an actual arrival or departure period and reports a number; the acoustic report's own field measurements, discussed above, were taken on a rainy Tuesday and Wednesday when no service of any kind was occurring, not during the crowd conditions the Commission specifically asked about. The Commission has a basis to ask staff and the applicant to confirm whether entering, exiting, and milling noise has ever actually been measured, rather than assumed, before treating this question as resolved.

Was March 10, 2024 a Representative Sunday, or Did the Applicant Know It Was Being Measured?

The acoustic report's event-source measurement was taken inside Anthem's sanctuary at GVJH during an actual service on March 10, 2024, and the report states that "the Client, Anthem Church, confirmed that the service instrumentation, programming, and sound levels will be similar to what they intend for the new/proposed sanctuary." That confirmation comes from the applicant itself, not from an independent check against the applicant's typical Sunday operation. Nothing in the record establishes whether Anthem knew in advance that a professional acoustic consultant would be measuring that specific service, and if so, whether that knowledge affected the volume or duration of amplified music that day. This is not an idle question: the applicant's own written correspondence with neighbors, discussed further below, documents a repeated pattern of the applicant adjusting sound levels specifically in response to complaints and outside attention, which is a reasonable basis to ask whether the same dynamic applied on a day the applicant knew was being professionally measured. CEQA Guidelines § 15125(a) requires that an environmental baseline reflect normal, representative conditions, the same principle already raised in Topic 13 above regarding the traffic count taken during a documented travel lull; the same principle applies here. The Commission should ask the applicant directly, on the record, whether it knew in advance that March 10, 2024 was a measurement date, and if so, to confirm that no adjustment was made to sound levels, equipment, or programming for that service as compared to an ordinary Sunday.

A second, separate category of noise has not been studied at all, on the acoustic report's own terms: its table of contents covers only indoor amplified events, parking lot noise, the ambient baseline, and construction and demolition noise. No section addresses the fenced outdoor play area proposed for up to 110 preschool and day care children, the twice-weekly youth group meetings of 50 to 100 children, or Sunday school itself, all of which the applicant's own Project Description discloses as regular, recurring uses of the site. Entering, exiting, and milling noise, and outdoor school and youth-group noise, are two distinct gaps, not one, and both should be independently field measured under representative conditions rather than assumed or left unaddressed. The Commission should direct staff to require both before treating the acoustic analysis as complete.

7. Parking Is Calculated Only Against the Sanctuary, Even Though the Education Building Is Used at the Same Time

Commissioner Maynard → Staff

"[D]uring service will you also have like kids Sunday class Sunday room classes and things using the other spaces or are you only using the auditorium on Sundays..."

Commissioner Questions — Staff & Applicant

Applicant

"[I]t would be, you know, conjoined use — the adult services would be in the 500 seat sanctuary at the same time we have what would call Sunday school where the kids would be gathering at that time in the education building."

Commissioner Maynard, to staff

"[S]o I think the my understanding of the parking requirements is that they were based on the square footage of the non fixed seating 500 person auditorium. Why didn't we also include the other spaces if they're used at the same time?"

Staff, in response

"[T]he primary parking requirement is based on the sanctuary and it's thought of that the sanctuary that people are coming to church or worship services together and so ... they would be all coming in one car and then going to two separate ... facilities."

Commissioner Maynard, in deliberations, returning to the point

"I really appreciate Ms. Prasse helping us really understand the parking guidelines within the zoning ordinance that were confirmed at only looking at the assembly area and not the full building. That is a little bit odd to me that we're not looking at some parts of the building that would also be in use on us on the same day as the main assembly area..."

TE 9.2 Adequacy of Parking Supply in Proposed Development [GP/CP]

"The City shall require all proposed new development ... to provide a sufficient number of off-street parking spaces to accommodate the parking demand generated by the proposed use(s), and to avoid spillover of parking onto neighboring properties and streets."

TE 9.7 Shared (Joint Use) Parking [GP/CP]

"...to allow consideration and approval of proposals for shared parking for multiple uses on a single site and/or adjacent sites where some proposed uses have peak demand in the daytime while the peak demand for other uses is in the nighttime hours."

The applicant's own submitted parking table makes the gap visible in numbers *Traffic, Parking and VMT Study, ATE, Report No. 24009, January 5, 2026, Table 7*

Table 7 — Anthem Chapel City of Goleta Parking Requirements (as submitted)

"Weekday: Day Care Center (6 spaces) + Pre-School (6 spaces) + Church Admin Office (4 spaces) = 28 spaces required. Weekend: Sanctuary/Assembly Area only = 101 spaces required. "Separate parking requirements were therefore developed for weekdays when the day care center, school and church office activities occur and on weekends when the larger religious services occur.""

Analysis: The applicant confirmed on the record that the education building's Sunday-school function operates simultaneously with the main sanctuary service, not at a staggered or off-peak time. TE 9.7, the General Plan's own shared-parking policy, is expressly premised on uses whose peak demands occur at different times of day; it does not contemplate two uses whose peak occurs at the identical hour being treated as needing no additional parking because the same family arrived in one car. TE 9.2 requires enough parking to "accommodate the parking demand generated by the proposed use(s)", plural, not

solely the sanctuary. The applicant's own Table 7 shows exactly how this plays out: it builds two mutually exclusive columns, a "Weekday" column that carries the day care, pre-school, and church office demand, and a "Weekend" column that carries only the 101-space sanctuary demand. The table's own explanatory footnote confirms the structure was deliberate: it separates parking "for weekdays when the day care center, school and church office activities occur and on weekends when the larger religious services occur," treating those as two non-overlapping conditions. But the applicant's own hearing testimony describes a third, unaddressed condition: Sunday school in the education building running at the same hour as the sanctuary service. That demand belongs in the Weekend column and is not there. This is not a matter of interpretation; it is an arithmetic gap in the applicant's own submitted table, and Commissioner Maynard's on-record observation, that the parking analysis excludes square footage "in use on us on the same day as the main assembly area," describes precisely this gap. Where a project satisfies a zoning ordinance's minimum mechanical test but the record shows that test does not actually capture the demand TE 9.2 requires the City to accommodate, the Commission has a basis to treat the zoning-minimum compliance as necessary but not sufficient for a General Plan consistency finding.

8. The Commission's Own Vote Rejected One of the Nine Requested Code Adjustments

Commissioner Maynard, questioning the e-bike parking waiver at the CLC parcel

"[I]t's hard to design additional trees into an existing parking but I was surprised to see the modification to not put in a single e-bike parking space that seems more achievable to me so I'm curious can you talk about any cost estimates you did to determine that that would be infeasible for CLC"

Commissioner Questions — Staff & Applicant

Applicant, in response

"[I]t's mostly about being able to trench and dig a utility line out to proposed to charge so that was why we requested not to have to do that if we had to do it I'm sure it would not be the end of the world"

Commissioner Maynard, in deliberations

"I didn't hear a compelling assessment of that being costing too much. I think that could easily be something that you walk your bike up to the building and it can be plugged in next to the building so it doesn't need to be a lot of trenching, so I would lean towards not accepting the waiver of the e-bike parking space."

Analysis: This is not a hypothetical argument; the Commission acted on it. Motion 2 was ultimately amended, and then denied on a separate procedural vote, specifically to exclude the applicant's requested exemption from the electric bicycle parking and charging requirement, on the ground that the applicant had not substantiated an infeasibility claim. This establishes, as a matter of the Commission's own findings from this hearing, that at least one of the nine requested Adjustments was not supported by the evidentiary record the applicant submitted. It is directly useful for August 10 because it shows this Commission does not simply defer to the applicant's stated justifications for code relief; it independently tested at least one and found it wanting, and there is no principled reason the same standard of scrutiny should not be applied to the ESHA buffer reduction, the height and cross-height Adjustments, and the parking-count methodology, none of which received the same individualized cost or feasibility scrutiny at this hearing.

9. The 1965 Entitlement Predates the City of Goleta and Its General Plan by Decades — It Cannot Function as a Consistency Precedent

Staff, in the staff presentation, on site history

"That campus was established in 1965, and community assembly uses were at that time and now as well approved or allowed with approval of a minor CUP. So that CLC site received that in 1965. ... in 1965, as I mentioned, the County of Santa Barbara approved a CUP for the CLC campus. That included a sanctuary and some accessory buildings as well as a parking lot."

Staff Presentation, [approx. 0:05:07 onward]

Staff, moments later, explaining the requested CLC parking-lot Adjustments

"Our current code has certain provisions that didn't exist in the 60s. That would include items like heat island shading effect. Our current code requires 50 percent shading. They're asking that to be reduced to 22 percent based on the historical configuration."

Staff Presentation

MC 17.38.110(J) Heat Island Effect Shading Standard [current, post-1965 code]

Requires a minimum of 50 percent shading of paved parking areas to mitigate the heat island effect, as confirmed by staff above and independently confirmed by the applicant's own January 2026 Project Description, which states that Anthem's own new parking lot achieves 24,873 SF of combined canopy and light-paving shading against a 41,380 SF lot, exceeding the 50 percent standard.

The applicant's own January 2026 Project Description, explaining why Lot 1 (the existing 1965 CLC lot) cannot meet that same current standard

"Request to provide less than a combination of 50% shading for the Heat Island Effect pursuant to the Municipal Code. This is an existing parking lot and there are limited ways to provide additional shading. ... there are no islands in the existing lot and so the new trees are located on the perimeter. Adding islands would reduce parking and the lot has existed in this configuration for 50 years. The result of adding additional trees is to improve the shading to 22% of the paved area."

Project Description, Anthem Chapel, January 2026, Section 3.3 (Requested Adjustments, Lot 1)

Applicant's project team, in the applicant presentation

"As Brian mentioned, it was entitled in 1965 by Christ Lutheran Church. Phase one was constructed right away and comprises most of what's on the site today. However, phase two, which is also approved, included a new sanctuary, fellowship hall, and additional classrooms. That part has not yet been constructed, so it's been on the books for about 60 years."

Applicant & Project Team Presentation, [approx. 0:41:00]

Applicant's project team, drawing the direct comparison

"So if we compare what we're proposing now to that previous work, you can see some striking similarities. The design in 65 was for a new sanctuary, classrooms, more parking with a new access off Los Canarios. And that's essentially what we're doing with this project."

Applicant & Project Team Presentation

Governing framework (not a General Plan policy, but the legal predicate for every policy cited in this memo)

"The Goleta General Plan/Coastal Land Use Plan was adopted in September 2006. The City of Goleta was incorporated on February 1, 2002. In 1965, neither the City of Goleta nor its General Plan existed; the approving body, by staff's own account, was the County of Santa Barbara acting under 1965 County zoning and subdivision standards."

Analysis: This is the applicant's central legitimizing narrative, and it is worth naming plainly: the argument is that tonight's 6,512-square-foot sanctuary and 13,554-square-foot education building (20,066 square feet total, per the applicant's January 2026 Project Description and the City's May 2026 Notice of Exemption) are not really a new project at all, but the completion of something already blessed sixty years ago. The record does not support that framing, and staff's own testimony is what dismantles it. Staff confirmed, without being asked to make this point, that the 1965 approval was issued by the County of Santa Barbara, not the City of Goleta, because the City of Goleta would not exist for another thirty-seven years. The Goleta General Plan and Coastal Land Use Plan, the document every consistency finding at this hearing and at August 10 must be measured against under Government Code section 65860, was not adopted until September 2006, forty-one years after the entitlement the applicant is now invoking. There was no LU 1.8 compatibility standard in 1965. There was no CE 4.5 monarch buffer policy in 1965. There was no TE 4.1 level-of-service standard, no TE 9.2 parking-adequacy standard, no VH 2.1 Scenic Corridor designation for Los Carneros Road, and no MC 17.38.110(J) heat-island shading standard at all. None of the standards this hearing is applying existed when the plan the applicant now points to as precedent was drawn. The heat-island shading Adjustment is the clearest example of the pattern this topic identifies: the applicant's own Project Description does not argue that the existing 1965 lot meets a current standard, it argues that the lot should be excused from a current standard because "the lot has existed in this configuration for 50 years," the same 1965-era-configuration logic offered as the central justification for the project as a whole. Staff's own unprompted concession, made in the same breath as the 1965 discussion, that "our current code has certain provisions that didn't exist in the 60s," is the City acknowledging exactly this gap, even as the applicant invites the Commission to treat six-decade-old, never-built County-era massing as a reason to view today's General Plan consistency questions more leniently. A CUP consistency finding is made against the plan in effect at the time of the decision, not against whatever a predecessor jurisdiction with no General Plan authority might once have contemplated. Staff should also be asked to produce the 1965 County resolution itself and any record of extension; the applicant's characterization that phase two has simply been "on the books" for sixty years assumes an entitlement survives indefinitely without ever being exercised, a proposition that is not established anywhere in this record and that most conditional use permits, including the County's own permit practice, do not support without a specific extension on file.

10. The Weekday-Only Trip Generation Scope Was the Traffic Consultant's Choice — the Same ITE Manual Supports Doing It the Other Way

The applicant's own traffic study, self-titled and self-scoped *Traffic, Parking and VMT Study, ATE, January 5, 2026, "Project Trip Generation" section*

Traffic Study, as submitted

"Weekday trip generation estimates were calculated for the Project based on the rates published in the Institute of Transportation Engineers (ITE) Trip Generation Manual (12th Edition) for Church (Land Use Code #560) and Day Care Center (Land Use Code #565). ... The analysis completed for the church portion of the Project excluded the building areas dedicated to the day care center and the pre-school facilities." Table 1 reports 399 average daily trips, 76 AM peak-hour trips, and 40 PM peak-hour trips — all measured Monday through Friday."

Scott Schell (ATE), confirming this was a scoping choice, not a rule

"[U]sing the city's methodologies and policies, we said everything was going to be fine. ... it's not really the city's policy to go out and study things on Sundays."

Commissioner Questions — Staff & Applicant

TE 4.1 General Level of Service Standard [GP]

"The standard shall apply to daily traffic volumes and both AM and PM peak hours for intersections, and to average daily traffic volumes (ADT) for roadway segments."

Analysis: Nothing in state law required a weekday-only study, and the applicant's own data source contradicts the idea that Sunday analysis is exotic. The Church land use code (ITE #560) is the specific code the applicant's consultant used, and traffic engineers in comparable projects around the state routinely run a Sunday peak-hour analysis for exactly this land use code, because industry practice recognizes that a church's peak trip generation occurs on Sunday, not on a weekday commute pattern. SB 743 (2013) replaced Level of Service with Vehicle Miles Traveled as the required CEQA metric, but state guidance implementing SB 743 explicitly preserves each city's own General Plan LOS standards; it does not touch them and does not require, or even address, a weekday-only scope for either metric. Scott Schell's own testimony frames the weekday-only scope as "the city's policy," not a legal requirement flowing from Sacramento. That distinction matters for a straightforward CEQA reason: findings of no significant impact must be supported by substantial evidence in light of the whole record (Pub. Resources Code § 21082.2; CEQA Guidelines § 15384), and an agency's findings must "bridge the analytic gap between the raw evidence and the ultimate decision" (Topanga Assn. for a Scenic Community v. County of Los Angeles, 11 Cal.3d 506 (1974)). A trip-generation study that omits the one day of the week the project's own land use code is known to peak, using a scope the consultant himself describes as a discretionary city practice rather than a rule, leaves a real gap between the evidence gathered and a finding that traffic and parking impacts are less than significant.

11. The Sanctuary's Roll-Up Doors Face the Preserve, Not Just the Neighbors — and the Acoustic Study Never Treats the ESHA as a Receptor

The applicant, explaining the noise mitigation rationale for the site plan

"[W]ith our siting, we are 300 feet from the residential areas on Covington. And the doors are facing the other direction towards the Stow House if they happen to be open, which I already mentioned, they have amplified events there and weddings and concerts. So it's nothing new compared to what's already happening on there."

Staff & Applicant Response — Commissioner Follow-Up Q&A

The applicant's own Project Description, on what sits in that direction

"[A] Monarch overwintering site (Site 72) and historic raptor nests are located on the adjacent City-owned Stow Park site."

Project Description, Anthem Chapel, April 2025

The acoustic consultant's own definition of "sensitive receptor," which never includes the ESHA

"[I]n addition to the residential land uses to the north of the project site (300ft or more away from the new church), we also conservatively consider several nearby properties — the Stow House (approx. 350 ft away), Goleta Valley Historical Society (approx. 250 ft away), and the South Coast Railroad Museum (approx. 350 ft away) — to be sensitive receptors, specifically during daytime and evening hours as these buildings are not used for residential or lodging."

Noise Element, Section 9.2, Guiding Principles and Goals, Principle 2 [GP]

"Ensure that open space areas that support significant environmentally sensitive habitat are not subjected to disruptive levels of noise."

NE 7.5 Implementation of Recommendations from Acoustical Analyses [GP]

"For projects where an acoustical analysis is required because of potential noise impacts, the City, through its development review and building permit processes, shall ensure that all appropriate noise reduction measures are incorporated."

Analysis: The applicant's own explanation for why the roll-up doors are not a problem is that they face away from the residential neighbors and toward Stow House. But Stow Park, the same parcel the applicant points to as the safe direction, is also where the applicant's own Project Description places the Monarch overwintering site and historic raptor nests. The design choice that protects one sensitive receptor (residential neighbors) does so by directing the same noise source toward another sensitive receptor entirely, the ESHA and its associated wildlife, one the acoustic study never once evaluates. The acoustic consultant's own methodology confirms this gap rather than requiring an inference: the report goes out of its way to extend "sensitive receptor" status to three non-residential buildings in that direction, Stow House, the Historical Society, and the Railroad Museum, specifically because they host people even though they are not residences. That same reasoning was never extended to the monarch habitat or raptor nests sitting on the same parcel, despite the Noise Element containing its own guiding principle, entirely separate from the residential-compatibility standard the study actually applied, requiring that "open space areas that support significant environmentally sensitive habitat are not subjected to disruptive levels of noise." No study in the record measures sound levels at the ESHA boundary or considers wildlife noise tolerance at all. Separately, the acoustic report itself states plainly that "the roll-up exterior doors that open to the southeast may be open or closed" and that no mitigation is required either way; nothing in the record shows a CUP condition requiring the doors to remain closed during amplified sound, which means the report's "compliant either way" finding was never converted into an enforceable operating restriction, in tension with NE 7.5's instruction that the City "shall ensure that all appropriate noise reduction measures are incorporated" through the development review process.

The "300 Feet From Neighbors" Framing Omits the Closest Occupied Structure of All: Fire Station 14, Where On-Duty Firefighters Live and Sleep

The acoustic report's own receptor table and its own statement excluding the Fire Station from protection

"We understand that the Fire Station is not to be considered a sensitive receiver for the purposes of construction noise evaluation."

45dB Acoustics, Sound Level Assessment, Rev. 8, Section 7.3.3, and Table 6 (Modeled Existing Ambient Levels at Selected Neighboring and Sensitive Receiver Locations)

Table 6 of the applicant's own acoustic report lists the fire station receiver, labeled "FH," at 0 feet from the site boundary, the single closest receptor location in the entire table, closer than the nearest residential receiver ("Res-0," 60 feet from the boundary) that the report treats as its controlling sensitive receiver. The report's vibration analysis separately states the fire station building sits approximately 10 feet from the project boundary during construction. Despite this proximity, the report states outright that the Fire Station is not considered a sensitive receiver, at least for construction noise, and the

report's broader sensitive-receiver discussion (discussed above) extends that status to the Stow House, the Historical Society, and the Railroad Museum, all several hundred feet farther away, without addressing the Fire Station at all for the amplified-event analysis. Santa Barbara County Fire Station 14, per the General Plan's own Public Facilities Element, is staffed by a three-person crew on duty around the clock; firefighters on 24-hour shifts eat, rest, and sleep on site between calls as a normal feature of how a fire station operates. The applicant's own repeated point that the project is "300 feet from the residential areas" says nothing about the people who are actually closest to the roll-up doors and the parking lot, the firefighters at Fire Station 14, present overnight, every night, a few feet from the property line. The Commission should ask the applicant and the City's noise consultant to state directly, on the record, why on-duty personnel who sleep on site are not entitled to the same sensitive-receiver protection the report extends to three daytime-use buildings farther from the source, and whether the acoustic modeling was ever run against nighttime and overnight conditions at the fire station specifically, as distinct from the daytime and evening-only analysis the report describes for its other receptors.

The General Plan's own definition of "sensitive noise receptor" [GP]

"Sensitive noise receptors are defined as users or types of uses that are interrupted (rather than merely annoyed) by relatively low levels of noise. Such receptors include residential neighborhoods, schools, libraries, hospitals and rest homes, auditoriums, certain open space areas, and public assembly places."

NE 1.4 Acoustical Studies [GP]

"An acoustical study that includes field measurement of noise levels may be required for any proposed project that would: a) locate a potentially intrusive noise source near an existing sensitive receptor..."

The Noise Element does not name fire stations one way or the other, but its own definition of a sensitive receptor is not a closed list of use categories; it is a functional test, whether the use is one that is "interrupted" by low noise levels rather than merely annoyed by them. The listed examples are introduced with "include," not "are limited to," and one of those examples, "hospitals and rest homes," is on the list for the same underlying reason a fire station's sleeping quarters would qualify: people there need to sleep or rest, and are correspondingly more sensitive to intrusive noise than an ordinary daytime use. On-duty firefighters resting between calls at Fire Station 14 fit that functional description at least as well as, and arguably more precisely than, several of the categories the acoustic report did treat as sensitive receptors, such as auditoriums and public assembly places, which are on the list for reasons unrelated to sleep. If the fire station qualifies as a sensitive receptor under the General Plan's own functional test, NE 1.4 required an acoustical study addressing it, since the project unquestionably "locate[s] a potentially intrusive noise source near an existing sensitive receptor." This is an interpretive question the record does not resolve, not a settled violation; the Commission should direct staff and the applicant to address, specifically and on the record, whether Fire Station 14 meets the General Plan's own definition of a sensitive noise receptor, and if so, why the acoustic study excluded it.

The Roll-Up Doors Also Face the Historic Stow House Lawn and the Preserve's Passive-Recreation Visitors, Neither of Which the Acoustic Study Treats as a Distinct Receptor

OS 7.5(b) Open Space for Outdoor Recreation [GP]

"Lake Los Carneros Natural and Historic Preserve shall be managed primarily as a passive preserve, with low-intensity activities allowed near the Stow House, the historic farm buildings, and the historic Goleta Train Depot and South Coast Railroad Museum."

Noise Element 9.2, Guiding Principles and Goals, Principle 1 [GP]

"Protect Goleta's residents, workers, and visitors from the harmful effects of excessive noise, with special attention to reduction and mitigation of noise levels for residential areas, schools, and other sensitive noise receptors."

Analysis: The acoustic study treats the Stow House only as a building that happens to host events, one of three non-residential structures given sensitive-receptor status. It does not separately address the Stow House lawn itself, the outdoor event space the applicant's own testimony above acknowledges hosts weddings and concerts, nor does it address the historic character of that use, a passive, low-intensity setting the General Plan itself requires the Preserve to be managed around under OS 7.5(b). A roll-up door aimed at that lawn introduces amplified sound into a space the General Plan designates for exactly the kind of quiet, low-intensity historic activity OS 7.5(b) protects, an impact distinct from, and not captured by, treating the Stow House as a generic sensitive-receptor building. Separately, nothing in the acoustic study addresses the experience of the Preserve's ordinary passive-recreation visitors, birders, walkers, and anyone seeking quiet at the lake, even though Noise Element 9.2's first guiding principle protects "visitors," not only residents and workers, from excessive noise. The Commission should ask the applicant to address, specifically, what the roll-up doors' amplified sound does to the historic character of the Stow House lawn as an event space and to the ordinary experience of Preserve visitors, as distinct from the building-based sensitive-receptor analysis and the ESHA-noise gap already discussed above; on this record, neither has been studied.

12. Cumulative Impacts of Assembly Uses Sharing the Preserve Boundary — Never Studied Together

A framing note before this argument: on this single parcel, the record supports two religious assembly facilities (Christ Lutheran Church and Anthem Chapel), not three, and it is worth deliberately not framing any part of this argument around the number of religious institutions as such. RLUIPA's Equal Terms provision (42 U.S.C. § 2000cc(b)(1)) prohibits treating a religious assembly use less favorably than a comparable secular assembly use, and an argument built around "too many churches" invites exactly that challenge. What follows is about un-studied cumulative impact on a shared resource, the Lake Los Carneros Natural and Historic Preserve, from independent institutional approvals along its boundary, a framing that would apply equally if every use involved were secular.

A. Christ Lutheran Church and Anthem Chapel, sharing one parcel

Design Review Board member, on the pairing itself *DRB Hearing transcript, August 2025 — not the June 22, 2026 Planning Commission hearing*

"[I]t just, you know, I mean, just even looking at that footprint next to that church, and it's odd having two churches next to each other. I hope they don't fight."

DRB Hearing transcript, August 2025

Design Review Board member, on parking given the pairing

"I've seen it in my own neighborhood where there's not enough parking in the churches in the neighborhood[, they] park out through the neighborhood. ... I think that, with two churches there, ... parking might be somewhat constrained."

DRB Hearing transcript, August 2025

The applicant's own traffic study, confirming the two facilities are analyzed as unconnected

"Access to the Christ Lutheran Church parking lot would continue to be provided via the existing driveway on Covington Way, and there would be no reciprocal access or shared parking between the two sites."

Traffic, Parking and VMT Study, ATE, January 5, 2026

Analysis: Christ Lutheran Church and Anthem Chapel are not merely nearby uses; they sit on a single 3.4-acre parcel that this very application is subdividing into two lots, sharing a common site history and, until this subdivision, a common legal parcel. Every parking, traffic, and noise study in the record analyzes Anthem's operations as if CLC's continuing operations do not exist, and the traffic study affirmatively confirms the two sites will have no reciprocal access or shared parking, meaning the City has structured this application to treat them as unconnected even while approving them side by side in the same hearing. Nothing in the record models what happens when CLC hosts a wedding or funeral, its own periodic larger draws beyond its small ~30-person regular Sunday service, on a weekend when Anthem is also running services.

Framed the same cautious way as Section B below: this is not a question about the number of religious institutions as such, it is a question about cumulative institutional assembly-use approvals on a single shared resource boundary, a framing that would apply equally to three secular assembly uses in the same location. As Section B documents, Anthem would be the third institutional assembly-use approval along this same Preserve boundary, after Christ Lutheran Church (1965, County-era) and the Islamic Center (2011, City-era). Commissioner Miller's question in Topic 4 above, whether staff could identify a true precedent for a project of this kind and scale, was answered there only as to scale. It is worth asking separately, as to sequence: is there a City precedent for approving a third consecutive institutional assembly-use CUP touching the same environmentally sensitive boundary, without a cumulative impact analysis considering the first two, and if not, what makes this instance different? Section B below sets out why CEQA Guidelines § 15130's cumulative-impact requirement bears on that question; this note flags the precedent question itself for staff to answer directly.

B. A third institutional assembly use on the same Preserve boundary, a different intersection on the same corridor

The Islamic Center of Santa Barbara (302 N. Los Carneros Road) is not on the same block as 6595 Covington Way; it sits at the corner of Los Carneros Road and Calle Real, next to the roundabout, a separate intersection further south on the same Los Carneros Road corridor, near the US-101 interchange. But its own environmental document places it on the identical shared resource this project borders, and, notably, Anthem's own traffic engineer treats that same intersection as close enough to matter for this project:

Anthem's own traffic study confirms Calle Real/Los Carneros Road, the Islamic Center's own intersection, is within Anthem's traffic study area

"Table 4, Existing + Project Intersection Operations — PM Peak Hour, lists only four study intersections for the Anthem project: Cathedral Oaks Road/Los Carneros Road, US 101 NB Ramps/Los Carneros Road, US 101 SB Ramps/Los Carneros Road, and Calle Real/Los Carneros Road."

Traffic, Parking and VMT Study, ATE, January 5, 2026, Table 4

Islamic Center of Santa Barbara, Draft Mitigated Negative Declaration, November 25, 2011, Site Information

"Surrounding Uses/Zoning — North: Lake Los Carneros Natural and Historic Preserve; zoned REC (Recreation District). East: Lake Los Carneros Natural and Historic Preserve; zoned REC (Recreation

District). ... Its western border abuts the Los Carneros scenic corridor, as identified by the Visual and Historic Element of the City's General Plan."

This project's CEQA review track is independently confirmed on the State Clearinghouse: SCH# 2011111070, City of Goleta, Document Type "MND — Mitigated Negative Declaration," received 11/28/2011, Cross Streets "Northeast corner of Los Carneros and Calle Real," Parcel # 077-160-035, Total Acres .497, Local Actions "Site Plan, Rezone, Use Permit." (California Environmental Quality Act database, ceqanet.lci.ca.gov/2011111070, accessed 2026.) This is a state-maintained public record, verifiable independently of the applicant's or the opposition's own submissions.

Analysis: Three institutional assembly-use approvals now touch the same Preserve boundary along the same corridor: Christ Lutheran Church (1965, County-era), the Islamic Center (2011, City-era, reviewed under a full Initial Study/Mitigated Negative Declaration), and Anthem Chapel (2026, proposed under a CEQA categorical exemption). Each was processed as its own isolated CUP action decades apart, with no study anywhere in any of these records analyzing what the combined institutional traffic, parking, and noise load along this stretch of Los Carneros Road does to the Preserve's boundary character as a whole. The connection is not speculative: Anthem's own traffic engineer selected Calle Real/Los Carneros Road, the intersection the Islamic Center directly fronts, as one of only four intersections material enough to include in Anthem's own PM peak hour study area. If that intersection is close enough to be part of Anthem's own traffic analysis, it is close enough that the Islamic Center's own institutional trip generation should have been part of the same cumulative baseline, and it was not. That gap is squarely what CEQA Guidelines § 15130 exists to close: a cumulative impact analysis must address the change in the environment that results from a project's incremental impact "when added to other closely related past, present, and reasonably foreseeable probable future projects" (CEQA Guidelines § 15355 (definition)). The Islamic Center is a closely related past project on the identical shared resource and, on the applicant's own selection of study intersections, the identical study corridor; its incremental effect on the Preserve boundary and on Calle Real/Los Carneros Road has never been considered together with Anthem's. It is also worth noting for the record that the smaller of these two more recent projects, the Islamic Center, received the more rigorous environmental review: a full Initial Study leading to a Mitigated Negative Declaration, not a categorical exemption. Nothing in this record explains why a larger, later Preserve-boundary institutional project should receive less individualized environmental scrutiny than a smaller one processed fifteen years earlier on the same corridor.

13. The Traffic Study's Baseline Was Built During a Documented Lull — On a Project Riding a Categorical Exemption

The applicant's own submitted HCS driveway operations worksheets *Traffic, Parking and VMT Study, ATE, January 5, 2026, Table 5 attachments*

HCS Two-Way Stop-Control Report, both Project driveways, AM and PM peak hour (as submitted)

"Date Performed: 12/19/2025. Analysis Year: 2025. Analysis Time Period (hrs): 0.25. Project Description: EX+PROJ."

Two independently verifiable calendar facts bracket that date. UCSB's Fall 2025 quarter ended instruction on Friday, December 5, 2025, with final examinations the following week and winter break beginning immediately after — meaning UCSB had already been out for roughly a week by December 19. Santa Barbara Unified School District's 2025–2026 calendar sets winter recess for all grades at December 22–31, 2025 — meaning December 19 was the last instructional day before an eight-day closure.

CEQA Guidelines § 15125(a) (Environmental Setting)

"An EIR must include a description of the physical environmental conditions in the vicinity of the project... This environmental setting will normally constitute the baseline physical conditions by which a Lead Agency determines whether an impact is significant."

Analysis: This point needs one honest caveat before it is used: "Date Performed" on an HCS worksheet is the date the analyst ran the software calculation, and the record available here does not independently establish that this is also the date the underlying turning-movement counts were physically collected in the field, rather than a date on which previously-collected or modeled data was processed. That distinction should be confirmed, ideally through a records request for the raw turning-movement count sheets and their field collection timestamps, before this argument is presented as settled fact. What is already fully documented, regardless of that open question, is that the analysis submitted to the City is dated to a week that both UCSB and the K-12 school district treat as an atypical travel period, one at the tail end of a fall quarter that had already concluded and immediately before an eight-day school closure. This matters more than it would on an ordinary project because Anthem is proceeding under a CEQA categorical exemption rather than an Initial Study or EIR; there is no independent layer of review positioned to catch a baseline that does not reflect normal conditions. CEQA Guidelines § 15125(a) requires that the environmental baseline reflect the normal existing physical conditions at the relevant time, and a categorical exemption is only available where the record does not show a reasonable possibility of a significant effect from unusual circumstances (CEQA Guidelines § 15300.2(c)). A baseline built during a documented regional travel lull, on a project with no Initial Study to independently test it, is exactly the kind of gap that provision exists to catch. The Commission has a basis to ask the applicant, before August 10, to confirm the actual field collection date for the turning-movement counts underlying Table 5 and to explain whether that date reflects normal weekday conditions on Los Carneros Road.

14. An Established Bike Race Uses Los Carneros Road Directly, and a Confirmed Corridor Event Already Documents Overflow Parking on Covington Way

Corridor events record (independent of the applicant), on a recurring organized bicycle race on the project's own road *Competing Events Corridor tracking spreadsheet, sourced to mondaynighttimetrial.com*

Doc Flanigan Monday Night Time Trial (37th year, 2026 season)

"Course starts at South Coast Railway Museum parking lot, 300 N. Los Carneros Rd. Approximately 10-mile out-and-back course on Los Carneros Road. Monday evenings, 5:45–8:00 PM, approximately 75–150 riders per event, recurring monthly March through October 2026."

Corridor events record, on a separate confirmed running event's own documented parking instructions

GEF Lemon Run 10K/5K/1K (confirmed September 20, 2026)

"Approximately 500–800 participants. CRITICAL PARKING NOTE: Overflow parking in residential areas along Covington Way and La Patera Lane per 2025 race instructions. Los Carneros Rd parking prohibited."

TE 11.5 Bicyclist Safety [GP]

"The City supports programs to increase public awareness of bicycle safety. ... increased signage to alert others of the presence of bicycles."

Analysis: Two things follow from these entries, both independent of anything Anthem has submitted. First, the Class II bike lane the project's two driveways cross is not a lightly-used amenity; it carries an

organized, decades-old timed bicycle race, staged a few hundred feet from the project site, on a recurring basis throughout the same months the project would be in full operation. This is direct, dated, sourced evidence that the safety concern raised in Topic 2 is not speculative: real, concentrated bicycle traffic uses this exact stretch of Los Carneros Road on a predictable schedule. Second, and separately, a confirmed nearby running event's own official instructions already direct overflow parking onto Covington Way, the same residential street the project fronts, because on-street parking on Los Carneros Road itself is prohibited during the event. This is independent, present-tense confirmation that this specific residential neighborhood already absorbs corridor-event overflow parking under existing conditions, before any addition of Anthem's own disclosed weekend attendance of up to 1,500 people. The cumulative parking and safety picture on this corridor is not a future hypothetical the Commission is being asked to imagine; it is a documented, ongoing condition the project would be added on top of, without any study in the record accounting for it.

15. A Comparable Nearby Project Received Enforceable Special-Event Parking and Compliance-Review Conditions — Nothing Equivalent Appears in Anthem's Record

Direct precedent, the Islamic Center's own required mitigation measures *Islamic Center of Santa Barbara, Draft Mitigated Negative Declaration, November 25, 2011, Required Mitigation Measures*

"To eliminate parking impacts on the surrounding streets and neighborhoods from parking demands generated by special events, the applicant shall ensure adequate overflow parking and/or submit a carpool, shuttle, and or valet parking program to City staff 3 weeks prior to the special event for special events approaching or exceeding 110 persons."

Islamic Center DMND, Required Mitigation Measure 1

The same approval's second required mitigation measure, establishing ongoing compliance review

"The Planning Commission shall hold a noticed Operations/Compliance public hearing on approximately the first and second anniversary of the Certificate of Occupancy issuance date. The purpose of the hearings would be to determine whether or not the permit is working adequately. If it is not adequate, adjustments may be required. ... [T]he decision maker may revoke the permit or direct that the applicant apply for an amendment or revision to the permit."

Islamic Center DMND, Required Mitigation Measure 2

TE 9.3 Parking in Residential Neighborhoods [GP/CP]

"Any proposed new or expanded use in residential areas shall provide adequate onsite parking to support the use. Adequate parking shall be provided to minimize the need for parking in public rights-of-way and to avoid spillover of parking onto adjacent uses and into other areas."

Analysis: This is not a hypothetical mitigation the opposition is proposing for the first time; it is a condition the City has already required of a comparable institutional assembly use on this same corridor, at a scale far smaller than Anthem's. The Islamic Center's approval ties any single event of 110 or more people to an advance overflow parking or shuttle plan filed with the City, and separately commits the project to two post-occupancy public compliance hearings with the Commission's authority to add conditions or revoke the permit if the parking and operations are not working as represented. Anthem's own disclosed calendar, 26 weddings, 30 memorials, 4 conferences, and 60-plus special events per year, on top of weekly services with a stated planning population of up to 1,500, describes a far larger and more frequent special-event footprint than the Islamic Center's, yet nothing in this record shows either type of condition, an advance special-event parking plan or a scheduled post-occupancy compliance hearing, has been proposed for this project. TE 9.3's spillover-prevention mandate applies with at least

equal force here. If the City's own practice is to pair a assembly-use approval of this kind with enforceable special-event parking planning and a built-in compliance check, the Commission has a concrete, precedented basis to require the same, or stronger, conditions before approving a project with a substantially larger event calendar.

16. The Neighborhood Is Already Absorbing Unenforced Overflow Parking From a Smaller Existing Use — the Corridor's Real-World Protection Depends on Enforcement, Not Just the Code's Weekday Formula

A note on sourcing before this topic is used: unlike Topics 1 through 15, this point does not yet rest on a City record. It rests on direct observation by a member of this group, offered here as a factual account to be corroborated, where possible, by the records request in Section VI, Item 14 before it is relied on at the hearing.

During Stow House and Goleta Valley Historical Society events, vehicles routinely park on both sides of N. Los Carneros Road, including within the posted red-curb no-parking zone, for the roughly two-hour duration of these events. No enforcement action against this parking has been observed during these events despite the posted restriction. Stow House events draw a small fraction of the attendance Anthem has disclosed for its own weekend services and special-event calendar.

The City's own current event announcement, confirming the lot is already insufficient

"Attendees are encouraged to park near the N. La Patera Entrance. Parking is limited at the Stow House (304 N. Los Carneros Road)."

City of Goleta, event announcement, "10 Darn Good Reasons to Come to Goleta's Dam Dinner," for the August 15, 2026 event at the Lake Los Carneros Dam, organized by the City of Goleta and Goleta Valley Historical Society

This is not a resident's account of an informal problem; it is the City's own current, dated, publicly posted instruction for its own co-organized event, steering attendees away from the Stow House lot and toward an unpaved overflow area near the N. La Patera entrance because the paved lot cannot handle the crowd. Two further points bear on why that lot is so easily overwhelmed, offered here for verification before the hearing: first, the overflow area attendees are directed to seek out is unpaved ground, not a designated, striped, or drained parking facility; second, of the roughly 60 spaces in the nominal "Stow House lot," approximately half sit on land owned by the Santa Barbara County Fire Department, not the City or Goleta Valley Historical Society. County parcel records identify Fire Station 14 itself at 320 N. Los Carneros Road as APN 077-160-060, zoned OSAR/PQ (Open Space/Active Recreation and Public/Quasi-Public), with a land use designation of "Public/Quasi Public, Recreation." That dual designation, Public/Quasi-Public paired with Recreation rather than Public/Quasi-Public alone, is consistent with this parcel carrying a recreation-serving function, such as shared event parking, alongside its fire-station use, though it does not by itself establish the specific space count. This means the lot's effective public-event capacity is smaller than its total space count suggests, and any event use of the Fire Department's portion raises its own emergency-access question distinct from, and in addition to, the general parking-adequacy point this topic makes. The unpaved-overflow arrangement and the precise boundary between the City/GVHS-controlled spaces and the APN 077-160-060 spaces are not yet independently confirmed in this record; Section VI, Item 14 has been updated to request that confirmation.

TE 9.3 Parking in Residential Neighborhoods [GP/CP]

"Any proposed new or expanded use in residential areas shall provide adequate onsite parking to support the use. Adequate parking shall be provided to minimize the need for parking in public rights-of-way and to avoid spillover of parking onto adjacent uses and into other areas."

PF 3.4 Fire Safety in New Development [GP/CP], referenced in Topic 2 above

"Driveways shall have sufficient width to minimize conflicts between through traffic and turning movements... Driveways shall adhere to safe sight-distance requirements to the extent feasible."

Analysis: TE 9.3's protection against spillover parking is only as strong as the City's willingness to enforce it once spillover actually occurs. On this specific stretch of Los Carneros Road, the existing evidence is that it is not enforced: a use with a far smaller draw than Anthem's already sends parking into a posted no-parking zone on a public road, without apparent consequence, on a recurring basis. This connects directly to the gap identified in Topics 1 and 10 above. No weekend level of service or trip generation was ever studied for this corridor, and on this record no weekend parking enforcement has been documented either. The standards that are supposed to protect this neighborhood, TE 9.3's spillover mandate, PF 3.4's conflict-minimization standard, and the Vehicle Code's own prohibition on parking in a posted red zone (Veh. Code §§ 22500(d), 22500.1), exist on paper, but the corridor's day-to-day reality suggests the City is not applying them against an existing, smaller institutional use. Whether an agency may treat an already-unenforced, unlawful parking pattern as an acceptable baseline against which to measure a new project's incremental contribution to the same problem, rather than as a condition the new project should not be permitted to compound, is a question this group should confirm with its CEQA advisor rather than assert as settled law here; but factually, the record would show the City tolerating exactly the outcome TE 9.3 exists to prevent, before Anthem's own disclosed calendar of 26 weddings, 30 memorials, 4 conferences, and 60-plus special events per year is added to the same street. Under LU 1.8's compatibility standard, a neighborhood is not protected by a parking-space count on a site plan; it is protected by whether that count is actually enforced once cars exceed it. On this corridor, on the record as it currently stands, that enforcement has not been shown to happen, and the burden of that gap falls on the residents of Covington Way and N. Los Carneros Road, not on the institutions whose visitors park illegally there.

[Sylvia/Terry: add specific observation dates, approximate vehicle counts, and time-stamped photos here as they are collected, so this topic can be moved out of the sourcing caveat above before the letter is filed.]

17. The Applicant's Own Disclosed Operations Describe a Multi-Use Complex, Not a Single Weekly Assembly Use, and the Municipal Code's Own Event-Permit Process May Not Have Been Applied to It

A framing note before this topic is used: this is not an argument that the project should be reclassified as a secular "community center" rather than a religious institution. RLUIPA's Equal Terms provision (42 U.S.C. § 2000cc(b)(1)) prohibits treating a religious assembly use less favorably than a comparable secular assembly use, and recharacterizing a religious use as something else specifically to justify different treatment invites exactly that challenge. The point below is narrower and does not depend on relabeling anything: the applicant's own disclosed operating pattern, a daily preschool and day care, weekly multi-service worship, and a heavy annual calendar of ticketed and rented events, should be analyzed as the single combined operation it actually is, the same way the City would analyze any other applicant's combined operations, rather than siloed by day of week and use type in a way that lets each slice look individually small.

The applicant's own Project Description, on the temporary event permit process

"[For an] event at some future date, the applicant would be required to file a separate application with the City for a temporary event permit, as required by code."

Project Description, Anthem Chapel, January 2026, Section 4 (Operations)

NE 6.3 Special-Event Noise Control [GP]

"For all special-event permit applications where the proposed event or activity is expected to generate significant noise, the City shall consider imposing limitations on the hours of the event or activity or other noise-reduction measures."

Analysis: The applicant's own Project Description confirms the Municipal Code has a separate permit track, the temporary event permit, for events beyond the facility's base operations, and confirms NE 6.3 treats special-event permit applications as their own noise-review trigger, distinct from ordinary operations. Anthem's own disclosed annual calendar, 26 weddings, 30 memorials, 4 conferences, and 60-plus special events, on top of weekly multi-service worship and a daily preschool and day care for up to 110 children, is a considerably larger and more frequent event footprint than a single "future event" the Project Description's temporary event permit language appears to contemplate as the exception rather than the rule. The record does not currently show whether any of this disclosed calendar has been or will be run through temporary event permit review, or whether it has instead been folded entirely into the base CUP's single weekly assembly-area parking count discussed in Topic 7 above. That is a factual question staff is positioned to answer directly: whether the volume and character of the applicant's own disclosed event calendar meets the threshold that triggers temporary event permit review under the Municipal Code, and if so, whether that review has occurred. Topics 1, 7, and 10 above each identify a different piece of the same underlying pattern, weekend traffic never studied, the education building's simultaneous use never counted, and the trip-generation scope limited to a single land use code, and this is the same pattern again: an applicant whose own disclosed operations describe a daily-use, multi-service, high-frequency event complex, evaluated instead through a methodology that looks at one slice of that operation at a time. None of this requires calling the use anything other than what it is; it only requires that the City's analysis of parking, traffic, and noise match the applicant's own description of how the facility will actually operate, seven days a week, rather than the narrower slice each individual technical study happens to model.

18. An Established History of Unaddressed Noise and Parking Complaints, Documented by Neighbors, Parallels the Unenforced Parking Pattern in Topic 16

The applicant's own hearing testimony, on why current operations look quieter than the historical record

"[W]e analyzed all the events that could be happening now. The vast majority of these are indoors, which is the big difference between what was happening during COVID when we were looking at tents. And so I think a lot of the concerns from the community stem from those activities at that time."

Commissioner Questions — Staff & Applicant, June 22, 2026 hearing

Documented neighbor complaints to the applicant, in writing, following a 2022 outdoor tent event

"The boom boom sound from your drums is as loud as ever. It really needs to stop."

Email, neighbor to Anthem Chapel leadership, December 8, 2022, re: Meeting Recap thread

"Sound mitigation is not working. Other ideas need to be explored, including acoustic services. Going back over the same issues time and time again is frustrating."

Email, neighbor to Anthem Chapel leadership, December 8, 2022, re: Meeting Recap thread

The tent-service period, dated independently from a gap in the applicant's own SBUSD Facility rental records

Anthem's own SBUSD facility-rental history contains a nearly three-year gap in reservations: the last booking before the gap is a Christmas service at San Marcos High School on December 23, 2019, and the next booking of any kind is a Christmas service at Dos Pueblos High School on December 22, 2022, with regular weekly Sunday reservations at GVJH not resuming until January 8, 2023. No SBUSD facility of any kind was rented by Anthem between January 2020 and December 2022. Because Anthem was not renting school district facilities during this period, and the applicant's own hearing testimony above confirms that its COVID-era services were held in tents rather than indoors, this gap independently brackets the tent-service period to approximately January 2020 through December 2022, without relying on the applicant's own characterization of when that period began or ended.

Source: Santa Barbara Unified School District Active Reservations records (Anthem Chapel of Goleta, Larry Linton), all bookings sorted chronologically; last pre-gap booking 12/23/2019 (San Marcos High School); first post-gap booking 12/22/2022 (Dos Pueblos High School); first resumed regular Sunday booking 1/8/2023 (Goleta Valley Junior High School).

Documented parking complaints from the same neighborhood meeting, naming specific intersections

"Currently there are ongoing issues with Anthem members parking on corners and blocking views to pull out (Los Carneros to Covington, Camino Venturoso to Covington, and Camino Caseta to Covington), parking in front of fire hydrants, and partially blocking driveways. It was shared that some Anthem members have been belligerent when it has been pointed out that they are parking in these areas."

Email, neighborhood meeting recap, October 26, 2022, re: Meeting Recap thread

NE 6.1 Enforcement of Noise Ordinances [GP], and NE-IA-3 Noise Enforcement Program [GP]

"The City shall enforce regulations and standards set forth in a City Noise Ordinance. The City shall periodically review noise regulations and update or add regulations that control noise generation appropriately." The City's implementation program separately commits to "continue the City's practice of promptly investigating and following-up on noise complaints, and tracking these complaints in the City's Customer Service Request Database."

Analysis: This is the same underlying pattern already documented in Topic 16 for parking, applied to noise: a City protection exists on paper, NE 6.1's enforcement commitment and NE-IA-3's promise to track and follow up on complaints, and the applicant's own record shows years of documented complaints without resolution. The applicant's own hearing testimony volunteers that "a lot of the concerns from the community" trace back to the COVID-era tent services, when Anthem held outdoor amplified events rather than the indoor-only operation it now describes, an implicit acknowledgment that the historical noise record is worse than what the acoustic study models, and the applicant's own SBUSD rental gap independently brackets that period to roughly January 2020 through December 2022, a specific and verifiable date range rather than an approximation resting on the applicant's own account. Separately, and independently of the COVID period, a documented December 2022 email exchange with neighbors shows a named resident stating plainly that "sound mitigation is not working" and that the same complaints had been raised "time and time again," after the applicant had already represented, in the same thread, that it had "tried its best to mitigate the sound." A separate email from

the same neighborhood group, an October 2022 meeting recap, names three specific intersections where this pattern was reported directly to Anthem: Los Carneros/Covington, Camino Venturoso/Covington, and Camino Caseta/Covington, plus parking in front of fire hydrants and partial blocking of driveways, and states that some Anthem members were belligerent when asked to move. That exchange, together with the December 2022 fire-hydrant complaint discussed above, documents unresolved parking-enforcement problems at named locations, tying this pattern directly to the enforcement gap Topic 16 already establishes for parking: the City's own protections exist, but the record does not show they were applied consistently against this applicant's prior, smaller-scale operations. If the record shows the same pattern for noise that it already shows for parking, unresolved complaints against an existing, smaller use, that is directly relevant to whether the same pattern should be expected, and prevented, at a substantially larger scale.

Chair Miller, in deliberations, on the neighborhood-divisiveness consequence of an unresolved pattern like this one

"[W]hat happens is it disrupts the neighborhood. It disrupts the existing neighbors' lives and their perhaps even their livelihoods. It's very, and it creates divisiveness. It takes away from that residential community feel."

Commission Deliberations, probable Chair Miller (see Section IV below for full context and the confirmed/probable attribution convention)

This statement, made in deliberations before this topic's documentary record was assembled, anticipated exactly the pattern the record now shows: unresolved neighborhood friction that does not resolve itself, and that a Commissioner independently identified as a "divisiveness" cost distinct from any single traffic, noise, or parking impact. The complaint history in this topic is not a prediction of that cost; it is the same cost already realized once, at a smaller scale, without resolution.

19. The Daycare and Preschool Play Yard Sits in the Same Corner as the Reduced ESHA Buffer, Its Required Size Is Never Disclosed, and Active Children's Play Is Not an Allowed Buffer Use

The applicant's own Project Description, on the play yard's location

"The southeast corner of the property includes new areas for passive recreation and gathering (e.g. patios) as well as a fenced outdoor play yard for the daycare and preschool. Proposed plant materials in this area will include native species that will support butterfly foraging and restore and enhance an existing disturbed buffer for a mapped Monarch Butterfly roosting area within Stow Park."

Project Description, Anthem Chapel, January 2026, Section 3.3 (Landscaping, Trees, and Fencing)

The same Project Description, on the fenced yard itself, with no square footage given

"A fenced yard (as required by law for day care facilities) is proposed south of the church to provide an outdoor play area for the children. Additional play areas will be made available inside the church."

22 CCR § 101238.2 Outdoor Activity Space, and 22 CCR § 101238.3 Indoor Activity Space [state child care licensing regulation]

"There shall be at least 75 square feet per child of outdoor activity space based on the total licensed capacity." Excluded from that calculation: swimming pools and adjacent decking, and "natural or man-made hazards such as canals, cliffs, condemned buildings, creeks, lakes, ocean fronts, mines, power lines, quarries, rivers, ravines, swamps, watercourses and areas subject to flooding." The

playground must be enclosed by a fence at least four feet high. Separately, 22 CCR § 101238.3 requires "at least 35 square feet of indoor activity space per child," excluding bathrooms, halls, offices, and storage areas, for any indoor space counted toward licensed capacity.

CE 1.6 Protection of ESHAs [GP/CP]

"No development, except as otherwise allowed by this element, shall be allowed within ESHAs and/or ESHA buffers." Allowed uses within a buffer are limited to public road crossings, utility lines, resource restoration and enhancement projects, nature education, biological research, and specified Public Works projects.

Analysis: Four separate, unresolved questions converge in this one corner of the site. First, size: 22 CCR § 101238.2 requires at least 75 square feet of outdoor activity space per child based on total licensed capacity; at a combined 110 children across the preschool and day care, that is a minimum of exactly 8,250 square feet. The applicant's own Project Description, in both its April 2025 and January 2026 versions, describes the fenced play yard without ever stating its square footage, and immediately adds that "additional play areas will be made available inside the church," a detail that only matters if the outdoor yard by itself may not carry the full licensed capacity, and that indoor space carries its own separate 35-square-foot-per-child minimum under 22 CCR § 101238.3 rather than functioning as an unlimited backup. Second, and separate from size: 22 CCR § 101238.2 excludes "natural or man-made hazards such as... watercourses and areas subject to flooding" from the outdoor-space calculation entirely. If any portion of the proposed stormwater detention basin overlaps the play yard, or sits close enough to be regulated as a hazard requiring exclusion, that reduces the usable area available to satisfy the 8,250-square-foot minimum, on top of whatever space the ESHA restoration plantings and passive-recreation hardscape already occupy in the same corner. The record does not currently show whether the fenced yard alone meets the 8,250-square-foot threshold, in a corner of the site that is also carrying the stormwater detention basin, ESHA restoration plantings, and passive-recreation hardscape discussed elsewhere in this record. Third, location: the applicant's own description places this play yard in the same southeast corner as the Monarch ESHA buffer restoration area, not in a separate part of the site. Fourth, use: CE 1.6 prohibits development within an ESHA buffer except for a short, specific list of allowed uses, none of which is a children's play yard. The passive-recreation pavers elsewhere in this same buffer band are at least arguably consistent with the buffer's intended passive character; an active, unstructured play yard for children as young as infants through pre-kindergarten age is a different use entirely, and its consistency with CE 1.6 has not been addressed anywhere in this record. This also bears directly on the buffer-reduction request itself: the City's peer reviewer found the 50-foot buffer reduction consistent with CE 4.5 based on a passive-use characterization of that zone; siting active children's play at or near that same reduced edge is a materially different condition than what was evaluated. The Commission should ask the applicant to disclose the play yard's actual square footage and confirm it independently satisfies 22 CCR § 101238.2's 8,250-square-foot minimum without relying on indoor space, to confirm none of that area is excluded under the watercourse/hazard exclusion given its proximity to the stormwater detention basin, to identify its precise location relative to the ESHA buffer boundary, and to address whether that use is consistent with CE 1.6's list of allowed buffer uses.

III. Statements Favoring the Project — and the Record's Response

Fairness to the record requires including the strongest statements made in the project's favor, and testing them rather than ignoring them. Two are addressed below because they were substantive and could otherwise be quoted by the applicant's counsel without response.

1. “We Can't Hold This Project to a Different Standard” (Commissioner Maynard)

"I still struggle that we're holding them to a different standard. ... If the primary concerns are parking and transportation, they're not backed up by the analysis or the standards set by the city. ... denying the project based on parking just doesn't seem consistent with our zoning ordinance. We have to be able to go back to that."

Commission Deliberations

Analysis: This statement is a fair and honest procedural concern, and it should not be dismissed. But it addresses only the zoning ordinance's mechanical minimums, which Commissioner Maynard herself, moments earlier in the same deliberation, called “a little bit odd” for excluding the simultaneously-used education building (see Section II.7 above). A finding of General Plan inconsistency is not the same action as changing the zoning ordinance's parking-count formula for every future applicant; it is a project-specific finding that, on this record, the traffic and parking analysis did not test the conditions TE 4.1 and TE 9.2 actually require (Sunday-peak level of service, and demand generated by simultaneously-operating uses). The Commission can hold this record to the General Plan's own text without purporting to rewrite the zoning code, because the two are legally distinct actions. The gap Commissioner Maynard identified is not a reason to approve; it is the reason a consistency finding cannot yet be made on this record.

2. “We Can't Require a Property Owner Not to Build” — The Regulatory-Taking Framing

Commissioner Maynard → City Counsel

"[W]e can't require a property owner not to use their space, right? So like we couldn't require a project to not build anything there, right? That would be sort of considered a taking in some ways. Can you just talk a little bit to that?"

Staff & Applicant Response — Commissioner Follow-Up Q&A

City Counsel, in response

"[T]his is a privately owned piece of property that is zoned for certain uses... So our obligation is to make sure that they meet all of the zoning requirements and our general plan, so when we approve this or deny this project."

Analysis: This exchange was actually about a different, narrower issue than a blanket taking argument: whether the City can require Anthem to keep subsidizing free overflow parking for Lake Los Carneros Preserve visitors. City Counsel's answer does not say, and was never asked, whether the City can require Anthem's own project to provide enough onsite parking to avoid its own congregants spilling into the neighborhood; counsel's answer instead confirms the opposite point relevant here: the applicant's obligation is to “meet all of the zoning requirements and our general plan.” Requiring compliance with TE 9.2 and TE 9.3, adequate onsite parking to avoid spillover onto neighboring properties and streets, is not a taking; it is the ordinary exercise of the City's police power that applies to every nonresidential applicant in Goleta, and it is squarely what those two General Plan policies exist to require. This exchange does not answer, and should not be read to answer, whether this project's onsite supply is adequate for its own congregation's demand.

A related framing worth addressing directly: that Anthem should not have to bear the burden of the site's historic informal use

If this framing is offered more broadly, not just about the Preserve's parking, but as a reason to relax scrutiny of Anthem's own new construction because of how the site has historically been used, the General Plan's own treatment of nonconforming uses cuts against it.

LU 10.1(c) Nonconforming Use Standard, applied to the Venoco Ellwood Onshore Oil and Gas Processing Facility [GP/CP]

"The EOF shall continue to be subject to the rights and limitations applicable to nonconforming uses under California law. No modifications or alterations of the facility or other actions shall be authorized that would result in the expansion of the permitted throughput capacity of the EOF."

Analysis: The General Plan's own example of how it treats historic, legally nonconforming uses draws a hard line: protection extends only to the existing use, continued unchanged, and expansion or modification forfeits that protection. Christ Lutheran Church's 1965 entitlement and its sixty-year-old parking lot configuration may fairly claim some version of that historic standing for Lot 1, which is why Topic 9 above treats Adjustments to the existing CLC lot differently from the new construction proposed for Lot 2. Anthem's own sanctuary and education building are not a continuation of anything; they are new construction under a brand-new Conditional Use Permit on a newly created lot. No historic or informal practice, whether the site's past role as informal overflow parking for the Preserve or CLC's own legacy configuration, extends any reduced level of scrutiny to that new building. TE 9.2's demand that the "proposed use(s)" independently accommodate their own parking demand applies to Anthem's new use in full, exactly as it would to any other new applicant on a vacant lot.

IV. Complete Verbatim Transcript — Commission Deliberations and Final Motions

The following is the complete, unedited transcript of the Commission's public deliberations and the three resulting motions, beginning immediately after the public hearing was closed. It is reproduced in full and without commentary interspersed, so the entire chain of reasoning behind each Commissioner's vote is preserved together. Speaker attribution follows the same confirmed/probable convention used above and is noted in brackets before each block where it changes. One correction has been made throughout this transcript: the Whisper transcription rendered "Stow House" and "Stow Park" as "Stowe," an audible mishearing of an unusual proper name; the spelling has been corrected to match every other reference to Stow House and Stow Park in this document and in the underlying project record. No other wording has been altered.

A. Public Comment Closed — Deliberations Begin [≈2:38:43]

Since we have no additional questions from the commissioners, I'm going to close the public comment portion of the hearing, and we're going to go into deliberations now. So the public hearing is now closed, and Commissioner Maynard, would you like to start us off on deliberations?

[Commissioner Maynard — confirmed, invited by name]

Sure, thank you very much. First, I just want to thank everybody who came out tonight. We've heard a lot of different perspectives and a lot of experiences, and I really appreciate getting to learn from all of you tonight, and for you to be out here late on a Monday and putting in that dedication to the community. So thank you for doing that.

As we look at this project, I think, as planning commissioners, we are a semi-judicial board. We are not fully, there are differences from city council in that sense. The planning commission is here to help to interpret the

zoning ordinance and the general plan, and to try to, as fairly and equitably as possible, look at any project that comes for us to determine if there are consistent with these planning documents, which makes us less subjective than some other boards that have, or the city council has, a little bit more leeway in interpreting policy moving forward. So we try to stay as close to the objective standards as we can.

Some things that stand out to me about this project, it is, I think, one of the things that stand out to me about this project, it is, on one side of the project is an existing church. On another side of the project is a community assembly. The Stow House project has many community events and public events on a frequent basis, having similar types of activities and amplified noise. So in terms of use, it does seem consistent with the uses to the north and to the south of the building.

There is some height modification here, but I do see that the intent of the height modification is to soften and not raise the height overall. I was very compelled that the maximum height of this project of 33 feet is an allowable height by our current existing building standards, and the only modification that's been requested is for a fairly thin cross that is the same height as the one at CLC, and for an angling of the building to allow for more softening and to make it actually look less tall in terms of the final result. So the height seems to help to address some of the concerns as opposed to create a taller structure. So I feel comfortable with the height requirements in that.

There's a lot of challenges with the way that we look at parking and traffic within our city, and that's why I asked a lot of really tough questions tonight to try to really understand the standards, and I really appreciate Ms. Prasse helping us really understand the parking guidelines within the zoning ordinance that were confirmed at only looking at the assembly area and not the full building. That is a little bit odd to me that we're not looking at some parts of the building that would also be in use on us on the same day as the main assembly area, but as defined and as written by our zoning ordinance, it is based on only the assembly area, and at that they have met the parking requirement of our zoning code here.

I am dismayed that we're not looking at weekend travel when we're looking at traffic. I think that made sense to me with the VMT and some of what's coming up with the state around really looking at greenhouse gas emissions. I understand why you might make some of the weekend exempt for that, but level of service on a weekend is definitely something our community cares about and is, I think, envisioned by the general plan. We assumed that weekends would be a part of assessing level of service, so I am surprised that we are not looking at Sunday travel as a part of the travel assessment. That said, I don't feel like I can hold this project to a different transportation standard or traffic standard than I could other projects, and so if this is the methodology that we use as a city, I have to apply that same methodology to every project, and by that methodology it does pass on both VMT and level of service, so not just the greenhouse gas emissions but also the traffic requirements for the city.

The reason I asked about the use of the site is I think that there's some real challenges with Lake Los Canarios and Stow House. Those projects are severely under-parked, but that is a problem of the neighbors in this case. That is a problem of the park. It is a problem of the Stow House, and it's not appropriate to require this private property owner to give up their right to develop the land because a neighbor has under-parked their own space, and so I hope that the city can work with Lake Los Canarios on alternative parking solutions because they're going to need it because for so long they've been relying on the generosity of this neighbor, but we can't assume that this project is never going to build something here. We can't assume that this project will always be the free parking solution for the neighbors. That feels like a taking to me. It feels a step too far, so I think on those standards we're there.

There's one exception I do want to note. I think on the CLC project, as I briefly noted before, I don't expect a project that's really only changing a site map to redevelop its whole parking lot, so I don't think requiring 43 spaces versus 41 and somehow making them completely change their parking orientation 60 years later is appropriate, but I don't feel like the e-bike parking space is that high of a lift. I didn't hear a compelling assessment of that being costing too much. I think that could easily be something that you walk your bike up

to the building and it can be plugged in next to the building so it doesn't need to be a lot of trenching, so I would lean towards not accepting the waiver of the e-bike parking space, but I think the other waivers for the CLC project made sense for me.

I'd like to hear more from my fellow planning commissioners about the buffer zone a bit more. I always struggle with reducing a buffer zone, so I think that's something I'd like to talk and go back and forth a little bit with my commissioners on, but I have been out to the space. I did do a site visit to go see the story poles, and it is a highly developed space that's fully, like there's a lot of gravel that's on the parking lot there. It's been a long time since that area's been in a restored space, and so I am excited about all the new trees and parking and all the new trees and landscaping that would be coming in with the project, but yeah, just trying to think about if as much paving is needed in the buffer zone, and those are some things that I'm thinking about. So that's where I'll start the discussion, but I hope it's really a discussion and not just sort of three comments.

[Unattributed — probable Vice Chair Serotkin, responding to the invitation to discuss the buffer]

I have very mixed feelings, I have to admit. Now, one of the things that troubles me is the reluctance to make it smaller. I was a college vice president in another lifetime, and that is a big building that far beyond what 55 daycare and 55 preschool takes up, and I understand to have facilities, but it just seems to me that what's happened is that the remaining property is being paved, and to get at your question about the buffer, you know, that's part of it is because it's so big and that the two-story, the education building, is the one that really strikes me as being, you know, way bigger than its neighbors, and because none of the other buildings are big, and so that is different about where that goes in the neighborhood, and the reluctance to try to find a way to not pave, you know, it's like put up a parking lot, pave paradise and put up a parking lot. I mean, there's an awful lot of that, and, you know, so I have very mixed feelings, and that's what affects the way we're talking about the buffer. Is it really necessary to minimize the buffer so much if it can be scaled back to some extent? You know, I'm not convinced that I understand why it needs to be quite that big, and I think that's what I sense a lot of people are concerned about. The size and, you know, the projected growth path that would be taken beyond what is typical in this, you know, right in this neighborhood. So that's basically my concern is just if it's necessary to pave so much, to build so big planning so far ahead, it may never happen, and never get that big, and then you've overbuilt, and you can't take it back once it's done. That's as I say. I have very mixed feelings, and I've been swayed on both sides by the points that people have made and compliments to all of you. You know, this is, it's a serious, you know, people have taken it very seriously.

[Unattributed — probable Chair Miller, who by procedure typically speaks last before calling for motions]

Well, as Commissioner Maynard said, I just want to thank everybody, to all the staff for your work, and thank you to the public for your many comments and concerns, ideas, and thoughts. It's really obvious that our community, Goleta community, is a caring and thoughtful one, and each of us wants what's best for our city and our neighborhoods. And it is our job as Commissioners to look at the findings, listen and read with an open mind to all the pros and cons, and evaluate the land issues for any project that comes before us. It is also our job to make sure that these issues comply with our general plan and zoning regulations. I would also just like to add that many of the public commenters provided alternative ideas and sites that Anthem could use for their use. I just feel that we have individually and collectively done all that. So I just wanted to mention that.

Some of the big problems that I have are zoning, the zoning issues, the compatibility with the neighborhood, the public safety of the neighborhood, particularly with there being already a very recent accident, a very bad accident, and the project isn't even built yet. And the level of service for traffic that on Sundays in particular is just, it's a little frightening to me. The parking, the parking to me is such a big problem in that what

happens to the parking, if it's not sufficient enough for the church, or if it's too hard to get in or too hard to get out or people don't want to bother, is that that goes into the residential area. It overflows into the residential area. And I guess there's nothing that says you can't do that, but what happens is it disrupts the neighborhood. It disrupts the existing neighbors' lives and their perhaps even their livelihoods. It's very, and it creates divisiveness. It takes away from that residential community feel. And being that this project is in a residential neighborhood, that's the big thing with the compatibility. I just don't think that it's entirely compatible with this residential neighborhood, as well as this beautiful open space of Lake Arneros and Stow Park, where there's many, many visitors on a daily basis. I go over there and walk at least once a week, and there's just lots of bikers. There's just lots of walkers, dog walkers. There's lots of kids there at the train depot on the weekends when it's open. I mean, there's lots of families. There's just a lot of visitors to that, particularly on Sundays. So the Sunday level of service that this project will have is going to add to the level of service that the neighborhood already has in many, as you said, on three sides, and then the disruption to the existing residential area on the other side. It just seems like a lot to me.

As far as the buffer is concerned, that Commissioner Mator wanted us to talk about a bit as commissioners together, you know, it's not my favorite thing. I'm not in favor of it, of the buffer being reduced by any means. I understand maybe what the science is as far as how it may not make a big difference to the monarch butterflies. I don't know, I personally don't know enough about it. It's not my bailiwick of knowledge. So I guess I have to rely on what the experts have already written and what the city is, what the city staff has recommended. But just a personal gut feeling is that it doesn't feel good, because as we all know, the butterfly is our logo. So it seems like we want to do whatever we can to protect that Esha, that's for the monarchs. So that's a very, very mixed feeling. But it's mostly the compatibility, the public safety, the overflow and the disruption into the residential area. And then just the added disruption and added congestion on the weekends, particularly on Sunday, as are my thoughts.

[Unattributed — the transcript shifts here without a clear break; content and reasoning are consistent with Commissioner Maynard responding to the concerns just raised]

I still struggle that we're holding them to a different standard. And I think that's the thing that keeps coming back to me here. If the primary concerns are parking and transportation, they're not backed up by the analysis or the standards set by the city. And so if there's concerns with parking at the levels that are here, we need to change the zoning ordinance. We need to change the requirements of the community assembly to include not just the assembly area, but other parts of the project, or to require more parking for a project of this scale. That's not what our zoning ordinance says. And so denying the project based on parking just doesn't seem consistent with our zoning ordinance. We have to be able to go back to that. We have to go back to the standards that we as a city set. And I remember debating these zoning ordinance standards when we worked on it. I was here as a planning commissioner when we worked on the zoning ordinance. And we spent a lot of time really trying to think about what was the right amount of parking. And I might have gotten it wrong. I don't know. But if I did, I did. It's in there now. I think if we're going to change those parking standards, we have to change it for everybody, for every project that comes forward, and not make this project have different parking than is in our own guidelines. I don't think I'm asking necessarily for the parking to be changed, for the parking lot to be changed. What concerns me more is the overflow and disruption into the neighborhood. And it also concerns me, even though the level of service wasn't done on Sundays, we know it's obvious. I mean, it's pretty 100% clear to me that, yeah, that level on Sunday, whether it was studied or not, is going to be pretty heavy on Sundays between Stow Park, the railroad depot, the railroad museum, Lake Canaros, the proposed church. And then, you know, if there happens to be, there's also sometimes special events in Stow Park on the weekends as well. So it's just, it's very cumbersome, and what happens then, I think when you've got so much of that happening, the public safety just becomes incredibly, you know, heightened. And it's just, it's very worrisome. I mean, it's not like, you know, Goleta never has a pedestrian death or hit. I mean, we've had a number of them, you know, and putting something like this in this neighborhood is, to me, is like just putting people's public safety at risk. I just, I'm having a

hard time getting over that and the disruption to the neighborhood, because what, you know, the neighborhood gets disrupted, the neighbors get, you know, get upset. You know, we have enough divisiveness and whatnot in this world right now. I just, I don't want to create any more. It's just, it's just, it's, our community is too important to do that, our whole Goleta community. So that's the way I feel. Shall I try to make a motion? Let me pull up. I'm going to try a motion. I don't know if it'll work, but I'll try it out. I do want to make an amendment to the motion around the e-bike parking space. That's just a small thing that I want to put back in. Should I do that in motion one or motion two, the item one or two? I'm going to do that in two. Okay, so the first one

The Claude note preserved at this point in the source: the transcript's own speaker breaks are unreliable across this passage, and the closing paragraph above may reflect more than one speaker's remarks run together without a clean transition; it is preserved verbatim rather than split arbitrarily.

B. Motion 1 — Notice of Exemption & Parcel Map 32,072 (Resolution 26-11) [≈3:03:15]

Per the City's approved minutes: approved 2–1 (Ayes: Serotkin, Maynard; No: Miller; Recused: Penniman).

is about the notice of exemption. So this is after, so my first motion is after considering the evidence presented during the public hearing, adopt planning commission resolution number 26 dash underscore entitled a resolution of the planning commission of the city of Goleta, California, adopting a notice of exemption and approving parcel map 32 dash or 32 comma 072 to create two lots located at 6595 Covington Way, APN 077160022, case number 24 dash 0002 dash sub. So we'll start with just that motion and see if there's agreement on the first before we go on to the second. Okay, we have a motion. Do we have a second?

C. Motion 2 — CUP / Development Plan Amendment [≈3:04:13]

Per the City's approved minutes: denied 1–2 (Aye: Maynard; No: Miller, Serotkin; Recused: Penniman).

I'll second the motion. Okay, commissioners, please lock in your votes. Roll call vote beginning with Commissioner Maynard. Okay, so I'm locked and I said yes. Thank you. Vice Chair Serotkin? I said yes. And Chair Miller? I said no. I'd like to make a second motion. My second motion is after considering the evidence presented during the planning commission, adopt planning commission resolution number 26 underscore entitled resolution of the planning commission of the city of Goleta, California, approving a conditional use permit amendment, development plan amendment with adjustments, conditional use permit and development plan with adjustments for development located at 6595 Covington Way, APN 077160022, case numbers 24 dash 0004 dash CUP AM 24 dash 0010 DP AM 240005 dash CUP 24 dash 0009 dash DP and 24 dash 0030 dash DRB with the exception that we do not approve the requested exemption of the one EV electric bike parking space at the CLC parcel. So can you put the staff amendment up one more time? I don't make sure I'm getting that right. Quick pause on the motion. Let's see. Ah, yes, this amendment. With the revision to condition one, as noted in the staff slides, can you put that back up so people can see it while we're voting on it? I saw it a second ago. Oh, there it was. Okay. Yes, with that one. And I just want to note for the record that that condition is on big page 168. So we have a motion. Do we have a second? So let me I just want to clarify this. We are now making a motion that we approve or acknowledge the fact that the and all of this now is will be affecting. Okay. Yeah, so the it's the motion is proposed in the staff report. This will be this would close out approving the project if you were to choose to prove it. This would add in not allowing the requested exemption of not moving forward with the electric bike parking space. And then sorry, go back to the other side. And then it allows it also includes adding this underlined language. So you can second you can choose not to second or you can also make a friendly amendment

D. Motion 3 — Continue Item to August 10, 2026 [≈3:07:45]

Per the City's approved minutes: approved 3–0 (Ayes: Miller, Serotkin, Maynard; Recused: Penniman). Staff directed to prepare revised findings for denial.

to the motion. Just throwing another option out in case you would prefer to make a friendly amendment. And then if you make it if you propose an amendment that I can accept or deny it, I will I will second your motion. All right. Thank you, commissioners. Please remember to lock in your votes once again. Roll call vote beginning with Commissioner Maynard. I will vote yes. Vice Chair Serotkin. This is just for the amendment, correct? No, this would approve the project and including this amendment. Yeah. Okay. Okay, then I vote no. Chair Miller. I vote no. So, Chair, at this point, since the commission has voted and essentially there isn't support for approving the project at this point in time, the Planning Commission can consider taking other than the staff recommended action and possibilities include, which we outlined in the staff report, continuing the project for additional information or review, including potential revisions or directing staff to prepare revised findings as required, for example, findings for denial and continuing the item to a date certain for action consistent with your direction. And if you choose that latter path, then I would want to consult with our current planners and our current planning manager, Lisa Prasse, as to the best date when we could bring that back. Our next Planning Commission meetings are July 13th, July 27th, August 10th, and August 24th, and I would think August 10th would give us adequate time to prepare revised findings, but I'd like to get Ms. Prasse's input on that. I suspect that July 13th is not possible. That's too soon. July 27th would probably be pretty tight as well. So if Ms. Prasse, if you and your staff concur, and I defer also to Mr. Mimick and Mr. Hiefield on this, depending on the findings that were directed to prepare, we could bring something back on August 10th. That date would work for us. So if, and if that wasn't clear, we're happy to elaborate, but essentially now we'd look to the commission to propose a motion that differed from the staff's recommended actions and that gave us direction to prepare revised findings of a different type. Would this be a chance that at this moment we could indicate if there was something that would make the project more palatable to the Planning Commission? Are we looking to suggest things that we would like to see changed in the project or are we just looking to give guidance to the staff to come up to develop a report that shows findings consistent with what we talked about tonight? I guess I'm trying to understand. What type of feedback do you need from us in advance of August 10th? So Chair and Commissioner Maynard, if the question was directed to me or to staff, then yes, you could either direct us to prepare denial findings or you could suggest revisions to the project and require those revisions and ask us to prepare findings consistent with that and ask the applicant to revise the project accordingly. I do believe that the applicant could, however, if it prefers, request a denial so that it could challenge the project onto the Council if it prefers to. Thank you, Chair Miller. Yeah, we would prefer, especially considering that there's a fourth Commissioner who could potentially come back in that time frame, which would make even a no vote possibly stall. I'd prefer to have a denial that we could take to the City Council as soon as possible. So the applicant is requesting a denial by the Commission so that it can challenge the action of the Commission to the Council. Okay, then do we have a motion for findings of denial? And Madam Chair, the motion would be to direct staff to return with findings of denial at a date certain. Okay, okay. Do we have a motion? Yes? No? No? No? Okay, I'll make the motion. We would like to direct the staff to come back by a date certain with findings for denial. And would that date be August 10th? If that's acceptable to you, yes. By August 10th, yes. So I made the motion. Do we have a second? I'll second. Okay. All right, thank you, Commissioners. Please remember to lock in your votes once again, please, beginning with Commissioner Maynard. Aye. Thank you. Vice Chair Serotkin. Aye. And Chair Miller. Aye. Sorry. Let me see if I have mine. Okay, yes. Thank you. Thank you. I thought I had my script, but I don't see it. Welcome back. Yes, okay. Yeah, it was. Okay, thank you. We need to finish our meeting. We need to finish our meeting, everyone. So we're going to go to

V. Summary for the August 10 Record

On this record, the applicant's own project team and the City's own staff and traffic consultant made five factual concessions worth restating plainly at the August 10 hearing, each tied to specific text in the adopted General Plan:

- Weekend and Sunday level of service was never studied, confirmed as “Correct” by staff, against General Plan TE 4.1's plain “daily traffic volumes” standard.
- The project's two Los Carneros Road driveways were sized only to avoid “impinging upon the bike lanes,” not to provide a left-turn refuge, against TE 12.1(a) and TE 11.5.
- The City's own Current Planning Manager conceded Los Carneros Road is “a scenic corridor,” matching General Plan VH 2.1's express designation, a fact the Notice of Exemption's “urban infill” characterization does not address.
- The applicant confirmed the 500-seat sanctuary is designed around, and expected to serve, a planning population of up to 1,500, directly relevant to LU 1.8's compatibility standard.
- The applicant conceded, “I can't argue against that,” that ambient crowd and vehicle noise extends beyond the modeled amplified-sound period, relevant to Noise Element 9.2 and NE 1.1.
- Staff confirmed on the record that the 1965 entitlement the applicant repeatedly invokes as precedent was approved by the County of Santa Barbara, thirty-seven years before the City of Goleta existed and forty-one years before the General Plan was adopted, and staff separately conceded that “our current code has certain provisions that didn't exist in the 60s” — undercutting the applicant's framing of this project as “essentially” completing a 1965 plan.
- The applicant's own submitted parking table (Table 7) splits demand into non-overlapping “Weekday” and “Weekend” columns even though the applicant's own testimony confirms the education building's Sunday-school function runs at the same hour as the sanctuary service — a gap in the applicant's own numbers, not an inference, relevant to TE 9.2 and TE 9.7.
- The applicant's own explanation for the roll-up doors' orientation, facing Stow Park to avoid the residential neighbors, points the same noise source at the applicant's own disclosed location for the Monarch overwintering site and raptor nests; the acoustic study extends “sensitive receptor” status to three non-residential buildings in that direction but never to the ESHA itself, leaving Noise Element 9.2's separate ESHA-noise principle untested.
- The applicant's own traffic study confirms Christ Lutheran Church and Anthem Chapel, sharing one parcel being subdivided by this very application, will have “no reciprocal access or shared parking” and were never analyzed together for cumulative impact under CEQA Guidelines § 15130; a third institutional assembly use on the same Preserve boundary further down the same corridor, the Islamic Center (2011), received a full Initial Study/Mitigated Negative Declaration rather than a categorical exemption, and none of the three approvals along this shared Preserve edge has ever been considered together.
- The applicant's own submitted intersection-operations worksheets are dated December 19, 2025 — roughly a week after UCSB's Fall 2025 quarter concluded (instruction ended December 5, 2025) and on the last school day before an eight-day SBUSD winter closure (December 22–31, 2025); on a project proceeding by categorical exemption rather than an Initial Study, CEQA Guidelines § 15125(a)'s normal-baseline requirement has no independent backstop to catch a non-representative count date, and the field collection date should be confirmed before August 10.

- A confirmed, decades-old organized bicycle race (Doc Flanigan Monday Night Time Trial) runs directly on Los Carneros Road through the project frontage on a recurring basis, and a separate confirmed running event's own official instructions already direct overflow parking onto Covington Way, the project's own street, because on-street parking on Los Carneros Road is prohibited during the event — both independent, dated, sourced facts showing the corridor's bicycle and parking pressures are present-tense, not speculative.
- The Islamic Center of Santa Barbara's own approval required an advance special-event parking or shuttle plan for any event of 110 or more people and a mandatory first- and second- anniversary Planning Commission compliance hearing with authority to add conditions or revoke the permit; nothing in Anthem's record shows either type of condition has been proposed, despite Anthem's disclosed special-event calendar being substantially larger.

Most of these are statements from the applicant's own team, the City's own staff, or the City's own contracted consultant, not outside assertions, which is what makes them durable for the record: they cannot be dismissed as advocacy, because they were made by the parties with the least incentive to make them. The remainder are independently sourced facts, confirmed event records and a comparable project's own City-required conditions of approval, that do not depend on anything Anthem, the opposition, or the City said at this hearing to be true.

VI. Requested Clarifications and Records — Before August 10

Several arguments in this memorandum rest on a documented gap in the record rather than on a claim this group can independently prove or disprove. Under CEQA, the burden of establishing that a categorical exemption applies, and that the technical studies supporting it reflect actual conditions, sits with the lead agency and the applicant, not with the public. The requests below are framed on that basis: each identifies a specific document or confirmation the City or the applicant is positioned to produce, and asks that it be produced or the underlying finding be treated as unsupported. Where staff is already positioned to confirm or produce the item directly, in the applicant's file, a consultant's report, or a prior staff determination, that is noted as the more direct route; the CPRA process is identified as the fallback for items originating outside the City's own files. Several of these are appropriate as formal California Public Records Act requests (Government Code § 7920.000 et seq.) directed to the City of Goleta; others are appropriately posed as direct questions to staff or the applicant on the record at the August 10 hearing. Both routes are noted below.

1. Raw Turning-Movement Count Sheets (Topic 13)

Request: the field data collection sheets, including date and time stamps, for the turning-movement counts underlying Table 5 (Driveway Operations) and the AM/PM peak-hour intersection analyses in the Traffic, Parking and VMT Study (ATE, updated January 5, 2026), separate from the HCS software output pages, which show only a “Date Performed” of 12/19/2025 for the analysis itself.

Why it matters: if the underlying counts were collected on or near December 19, 2025, the baseline was built during a week after UCSB's Fall 2025 quarter had concluded and on the last school day before an eight-day SBUSD closure — a materially non-representative traffic condition for a project relying on a categorical exemption with no Initial Study to independently test it. If the counts were collected on a different, more representative date, that should be stated plainly in the record, and this objection is resolved. Either outcome is better than the current silence.

Route: CPRA request to the City of Goleta Planning and Environmental Review Department, and/or a direct question to Associated Transportation Engineers through staff at the August 10 hearing.

2. The 1965 Santa Barbara County CUP Resolution and Any Extension Record (Topic 9)

Request: the original 1965 Santa Barbara County conditional use permit resolution for the Christ Lutheran Church campus, including the “phase two” approval the applicant repeatedly invokes as a sixty-year-old precedent, and any subsequent record of extension, renewal, or reactivation of that unbuilt phase.

Why it matters: the applicant's characterization that phase two has simply been “on the books” for sixty years assumes an entitlement survives indefinitely without ever being exercised. If no extension exists in the County's own file, that assumption is not supported, and the 1965 approval carries even less weight as precedent than Topic 9 already establishes.

Route: CPRA request to Santa Barbara County Planning and Development, since this predates the City's 2002 incorporation and would remain in the County's own archive.

3. Any CUP Condition Governing the Sanctuary's Roll-Up Doors (Topic 11)

Request: confirmation of whether any proposed condition of approval requires the sanctuary's roll-up doors to remain closed during amplified sound, or whether the acoustic consultant's “compliant either way, open or closed” finding is the sole basis for the noise conclusion with no corresponding operational restriction.

Why it matters: Noise Element NE 7.5 requires the City to ensure appropriate noise reduction measures are actually incorporated through the development review process, not merely modeled as an acceptable worst case. If no such condition exists, the Commission should be asked to add one directly, and to separately confirm whether Municipal Code 9.09's religious-noise exemption is understood to apply to this noise source regardless.

Route: direct question to staff at the August 10 hearing; request that the answer be placed on the record and, if no condition currently exists, that one be added prior to any approval.

4. Rincon Consultants' Confirming Peer-Review Letters

Request: the final, unconditional peer-review letters from Rincon Consultants for the air quality/GHG and acoustic technical studies. The companion arguments-for-denial memorandum in this file already documents that Rincon's letters on file close with conditional language pending additional analysis and a promised follow-up review, and that no confirming follow-up letter currently appears in the published record.

Why it matters: a categorical exemption resting on peer reviews its own authors describe as provisional has not carried the burden CEQA places on the City to support that exemption.

Route: CPRA request to the City of Goleta; alternatively, a direct request that staff confirm on the record at August 10 whether these confirming letters exist and, if so, produce them before any vote.

5. Any Cumulative Impacts Analysis for the Shared Preserve Boundary (Topic 12)

Request: any study, memo, or analysis in the City's files that considers Christ Lutheran Church, Anthem Chapel, and the Islamic Center of Santa Barbara together, rather than as isolated CUP actions, with respect to their combined traffic, parking, or noise effect on the Lake Los Carneros Natural and Historic Preserve boundary.

Why it matters: if no such analysis exists, as the record currently indicates, that is itself the point Topic 12 makes, and the Commission should treat CEQA Guidelines § 15130's cumulative impacts requirement as unaddressed rather than assume it was considered informally.

Route: CPRA request to the City of Goleta; if the City confirms no such analysis exists, that confirmation itself becomes part of the record supporting Topic 12.

6. The City's VMT Thresholds Study (Topic 10)

Request: confirmation of whether the City of Goleta's VMT Thresholds Study (GHD, July 2020), the document implementing SB 743 locally, mandates a weekday-only scope for church or assembly-use trip generation, or whether that scope was a discretionary choice by the applicant's traffic consultant.

Why it matters: Scott Schell's own testimony at the June 22 hearing described the weekday-only approach as "the city's policy" rather than a legal requirement. Confirming what the Thresholds Study actually requires, in writing, closes off any later argument that state or local law compelled this scope.

Route: the Thresholds Study is a published City document; request a copy directly from Planning and Environmental Services and review its own text for any day-of-week specification before August 10.

7. A Written Basis for Excluding Weekend Conditions from TE 4.1 (Topic 1)

Request: any staff memo, policy interpretation, or prior Commission action establishing why "daily traffic volumes" and "average daily traffic volumes" in General Plan Policy TE 4.1 have been implemented citywide as weekday-only, rather than an explanation offered for the first time at this hearing.

Why it matters: TE 4.1's text does not say "weekday." If no prior written interpretation exists, the weekday-only practice has never been tested against the policy's actual language outside of this project, which weakens any claim that the Commission would be treating Anthem inconsistently with an established, documented citywide standard.

Route: CPRA request to the City of Goleta for any Transportation Element implementation guidance, staff report language, or prior Planning Commission findings interpreting TE 4.1's "daily" language as weekday-only.

8. City Engineering Review of the Two Driveways and Left-Turn Safety, and the Lake Los Carneros Master Plan's Frontage Design (Topic 2)

Request: (a) any written conceptual review, comparable to the Engineering Division's review of the Islamic Center's median reconfiguration and left-turn pocket, addressing sight distance, left-turn safety, and bike-lane conflicts for Anthem's two Los Carneros Road driveways, 107 feet apart, with no left-turn refuge; and (b) the design documents for the Lake Los Carneros Master Plan and Dam Improvement Project, specifically any planned bicycle or pedestrian infrastructure improvements along the Los Carneros Road frontage adjacent to the project site, to determine whether the project's driveway design is consistent with or would conflict with those planned improvements.

Why it matters: the record as currently compiled shows the applicant's traffic engineer performed a driveway analysis, but does not show independent City Engineering sign-off comparable to what the Islamic Center's file contains, including the left-turn pocket required there. Separately, the City is concurrently investing capital funds in this same corridor's recreational and active-transportation character; if the Master Plan includes frontage-specific

bicycle or pedestrian improvements, the Commission should know whether this project's design accommodates or conflicts with them before approving driveway access that was never required to include a left-turn refuge.

Route: CPRA request to the City of Goleta Public Works/Engineering Division for driveway review memoranda, and to the Public Works Department (identified as the responsible department for the Lake Los Carneros Master Plan and Dam Improvement Project in the City's Local Hazard Mitigation Plan) for the Master Plan's design documents.

9. Whether Noise Impact on the ESHA Itself, Not Just Human Receptors, Was Ever Modeled (Topic 11)

Request: confirmation of whether any acoustic analysis in the record models sound levels at the monarch overwintering site or raptor nest locations on the adjacent Stow Park parcel, as distinct from the human sensitive receptors (residences, Stow House, the Historical Society, the Railroad Museum) the existing acoustic report addresses.

Why it matters: Noise Element 9.2's second guiding principle protects ESHA-supporting open space from disruptive noise as its own standard, separate from human land-use compatibility. If the City confirms no such analysis was ever performed, that directly supports Topic 11's argument that this standard has gone untested; if one exists, it should be produced and reviewed on its own terms.

Route: direct question to staff at the August 10 hearing, with a follow-up CPRA request to the City and to 45dB Acoustics if the answer is not readily available at the hearing.

10. Any Documentation Reconciling the 500-Seat Design Figure with the Disclosed 1,500-Person Planning Population (Topic 5)

Request: any staff finding, applicant submission, or analysis that addresses LU 1.8 neighborhood-compatibility specifically against the applicant's own disclosed planning population of up to 1,500 attendees across multiple Sunday services, rather than against the 500-seat single-service sanctuary figure alone.

Why it matters: if every compatibility finding in the file is written around the 500-seat figure and none addresses the 1,500-person planning target the applicant confirmed on the record, that is itself evidence the compatibility question Topic 5 raises has not yet been answered.

Route: CPRA request to the City for the full CUP application file and any staff findings addressing congregation size and neighborhood compatibility.

11. Actual Attendance Data for the City's Own Precedent Comparisons (Topic 4)

Request: any City records showing actual congregation size, attendance, or a comparable census for the Islamic Center of Santa Barbara and the synagogue near the Junior High, the two projects staff cited as precedent for a community assembly use of this kind.

Why it matters: staff told the Commission directly, "we do not have a census of how many families are each of the church facilities," and could not confirm the comparison was apples-to-apples. If the City genuinely has no such data anywhere in its files, that confirms Topic 4's point that the precedent claim rests on land-use category alone, not on any comparison of actual scale.

Route: CPRA request to the City of Goleta; note that attendance figures for the Islamic Center may also be independently available through the same type of third-party facility-use records this group has already used for Anthem (see the SBusD Facilitron analysis elsewhere in this file).

12. A Written Reconciliation of the “Urban Infill” Finding with the Scenic Corridor Designation (Topic 3)

Request: a written City response addressing how the Notice of Exemption's characterization of the site as unremarkable urban infill is consistent with General Plan Policy VH 2.1's express designation of this same segment of Los Carneros Road as a Scenic Corridor, an issue Vice Chair Serotkin raised directly at the June 22 hearing without a full answer on the record.

Why it matters: staff's response at the hearing addressed only whether a Scenic Corridor designation automatically defeats a Class 32 exemption; it did not address whether the Notice of Exemption's own factual narrative should have acknowledged the designation at all. A categorical exemption must be consistent with the General Plan it sits under, and this is the specific General Plan provision the current record leaves unaddressed.

Route: direct question to staff at the August 10 hearing, requesting that the response be given in writing and entered into the record rather than answered only verbally.

13. The Sheriff's Incident Report and Coroner's Record for the Late-March 2026 Los Carneros/Covington Collision (Topic 2)

Request: the Santa Barbara County Sheriff's Office incident report and Coroner's Bureau record for the vehicle-versus-pedestrian collision reported at North Los Carneros Road near Covington Way, variously dated March 30–31, 2026, including the pedestrian's identity, cause and date of death if applicable, whether the pedestrian was in a marked crosswalk or bike lane, and any contributing-factor findings. Specifically, confirm whether the pedestrian was Cory Macomber (also known as “Dragon Leigh”) of Goleta, resolve the one-day discrepancy between the Sheriff-confirmed collision date of March 31 and KEYT reporter John Palminteri's reported date of March 30 for the collision that killed him, and confirm whether these are in fact the same incident.

Why it matters: this memorandum distinguishes three tiers of confirmation on this point, an officially confirmed serious-injury collision at this location and date, a credentialed reporter's account that a named Goleta man died after being hit by a car in Goleta the same week while walking to work, and a community memorial identifying that man and the circumstances of his death. The official incident and coroner's records would collapse these into a single, fully confirmed fact for the hearing record, which is a materially stronger basis for the Commission to act on than any of the three sources alone.

Route: California Public Records Act request to the Santa Barbara County Sheriff's Office and the Santa Barbara County Coroner's Bureau; alternatively, Santa Barbara County Fire Department incident logs for late March 2026 at this location, as used elsewhere in this file for comparable verification.

14. Parking Citation and Complaint Logs for the Stow House/GVHS Event Frontage on Los Carneros Road (Topic 16)

Request: (a) City of Goleta Public Works/parking enforcement citation records for the posted no-parking and red-curb zones on N. Los Carneros Road adjacent to Stow Park and the Stow House/GVHS event venue, for the most recent 24 months; (b) Santa Barbara County Sheriff's Office calls-for-service or complaint logs for parking issues at the same location and period, including complaints that did not result in a citation; (c) the parcel ownership and boundary records for the approximately 60-space Stow

House lot, to confirm what portion, if any, of the physical parking spaces sits on APN 077-160-060 (320 N. Los Carneros Road, Fire Station 14, zoned OSAR/PQ, land use "Public/Quasi Public, Recreation") as distinct from City- or GVHS-controlled parcels, and whether any agreement governs public event use of that portion; and (d) confirmation of whether the unpaved area near the N. La Patera entrance that the City's own August 2026 Dam Dinner announcement directs attendees toward is a designated, permitted overflow parking area or informal use of undesignated ground, and any records of past parking-related incidents, damage, or drainage complaints associated with that use.

Why it matters: Topic 16 above rests on direct observation that overflow parking from Stow House and GVHS events already goes unenforced in a posted no-parking zone on this corridor, now corroborated by the City's own August 2026 Dam Dinner announcement directing attendees to an unpaved overflow area because the Stow House lot itself is insufficient. If City and Sheriff's records confirm a pattern of complaints with few or no resulting citations, that converts an observation into a documented City-acknowledged condition, and directly supports the argument that TE 9.3's spillover-prevention standard is not currently functioning on this street even for a far smaller existing draw than Anthem's. Confirming the Fire Department's ownership share of the lot would also clarify how much of the site's nominal 60-space capacity is genuinely available for public event parking at all, as distinct from capacity the City may already be double-counting. If the records show active, consistent enforcement instead, that should be acknowledged and Topic 16 narrowed accordingly.

Route: California Public Records Act request to the City of Goleta Public Works Department (parking enforcement) and to the Santa Barbara County Sheriff's Office, Goleta station.

15. Temporary Event Permit Threshold and Whether the Applicant's Disclosed Event Calendar Triggers It (Topic 17)

Request: (a) the Municipal Code section and specific threshold (attendee count, frequency, or event type) that triggers the temporary event permit the applicant's own Project Description references; and (b) confirmation of whether any of the applicant's disclosed 26 weddings, 30 memorials, 4 conferences, or 60-plus annual special events have been, or are planned to be, reviewed under that process, as distinct from being folded into the base CUP's weekly assembly-area parking count.

Why it matters: if the disclosed event calendar exceeds the temporary event permit threshold and has not been reviewed under it, that is a gap in the CUP's environmental and parking analysis distinct from, and in addition to, the gaps already identified in Topics 1, 7, and 10. If the calendar falls under the threshold or has already been reviewed, that should be confirmed on the record and this topic narrowed accordingly.

Route: direct question to staff at the August 10 hearing, requesting a written answer for the record; alternatively, a CPRA request to the City of Goleta Planning and Environmental Review Department for the applicable Municipal Code section and any temporary event permit applications on file for this site.

16. Sheriff's Office and City Noise AND Parking Complaint Records for the COVID-Era Tent Service Period (Topic 18)

Request: (a) Santa Barbara County Sheriff's Office calls-for-service and complaint logs concerning both noise and parking at Anthem Chapel's current or prior operating locations, including specifically the period when Anthem held outdoor services in tents during the COVID-19 pandemic, dated by the gap in the applicant's own SBUSD reservation records to January 2020 through December 2022 (Topic 18 above), through the present; (b) any noise or parking complaints logged in the City's Customer Service

Request Database for the same locations and period, consistent with the tracking system NE-IA-3 commits the City to maintain; and (c) parking citation and complaint records specifically for the three intersections named in the applicant's own neighborhood correspondence, Los Carneros/Covington, Camino Venturoso/Covington, and Camino Caseta/Covington, for the same date range.

Why it matters: Topic 18 documents the applicant's own hearing admission that community concerns trace back to the tent-service period, and two separate, independently documented 2022 email exchanges, one in which a neighbor states that sound mitigation efforts were not working and that the same complaints had been raised repeatedly, and one naming three specific intersections where Anthem-related parking blocked views and driveways and encroached on fire hydrants. If Sheriff and City records confirm a pattern of complaints at these locations, how many, over what period, and what if any enforcement action resulted, that converts these accounts into a documented record showing whether NE 6.1's enforcement commitment and TE 9.3's spillover-prevention mandate functioned in practice for this applicant's prior operations, the same question Topic 16 raises for parking enforcement on this corridor.

Route: California Public Records Act request to the Santa Barbara County Sheriff's Office, Goleta station, and to the City of Goleta for Customer Service Request Database records; the applicant should also be asked directly, at the August 10 hearing, to confirm that the January 2020 through December 2022 date range derived from its own SBUSD rental gap accurately reflects the tent-service period.

17. Play Yard Square Footage and Its Location Relative to the ESHA Buffer Boundary (Topic 19)

Request: (a) the actual square footage of the fenced outdoor play yard proposed for the daycare and preschool, as shown on the site plan; (b) confirmation of whether that outdoor square footage alone satisfies 22 CCR § 101238.2's outdoor activity space requirement (75 square feet per child, 8,250 square feet for a combined 110 children) without reliance on indoor play areas, and separately whether any indoor play area relied upon satisfies 22 CCR § 101238.3's 35-square-foot-per-child indoor minimum; (c) confirmation of whether any portion of the calculated outdoor activity space is within or adjacent to the stormwater detention basin such that it would be excluded from the calculation under 22 CCR § 101238.2(a)(1)(B)'s watercourse/flood-hazard exclusion; and (d) the play yard's precise boundary relative to the Monarch ESHA buffer, including whether any portion of the yard falls within the buffer as currently mapped.

Why it matters: Topic 19 identifies that the Project Description never states the play yard's square footage and immediately qualifies it with the availability of indoor play space, that the yard is sited in the same corner as the ESHA buffer restoration area, and that CE 1.6 does not list children's play among the uses allowed within an ESHA buffer. Confirming the actual dimensions and boundary would resolve whether this is a licensing feasibility question, a buffer-consistency question, or both.

Route: direct question to the applicant at the August 10 hearing, requesting the site plan sheet showing the play yard's dimensions and its relationship to the mapped ESHA buffer boundary; alternatively, a CPRA request to the City for the site plan sheets and any California Community Care Licensing correspondence on file for this project.

From: [Judy Salviolo](#)
To: [Katie Maynard](#); [Jennifer Fullerton](#); [Anne Miller](#); [Cary Penniman](#); [Rita Serotkin](#); [Brian Hiefield](#); [Lisa Prasse](#); [Darryl Mimick](#)
Subject: Anthem Chapel Project
Date: Monday, August 3, 2026 2:31:31 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

3 August 2026

To Planning Commissioners and Planners:

I oppose the anthem Chapel Project at 6595 Covington Way. The original 1965 Christ Lutheran

Church (CLC) conditional use permit completed only Phase I. Phase II was only approved to be “a new sanctuary, 3 classrooms and a 110-space parking lot and a new access driveway from Los Carneros”. In 2000 Phase II was changed (Document 9/6/2000 Finding of Substantial Conformity Determination) and a proposed installation of one modular classroom was approved with the following conditions:

- a. *Does not conflict with the project conditions of approval and /or map conditions.*
- b. *Does not result in health and safety impacts. ...the use of the Church would remain the same. The project would not result in additional congregation or staff and thus **would not generate additional levels of traffic....***
- c. *That the project facilities, operating procedures, environmental impacts, safety impacts and the projects compliance with policies are substantially the same as those considered in the previous permit issued by the County.the project would not generate any additional traffic. The proposed project would not conflict with any policies as previously analyzed and **would not create any significant impacts to the surrounding neighborhood.***
- d. *That the changes proposed an be effectuated through existing permit conditions. As indicated above in section (a), the proposed project would not conflict with any of the conditions of project approval....*
- e. *That the impacts and changes do not alter the findings that the benefits of the project outweigh the significant unavoidable environmental effects made in connection with the original project. The original project **did not result in significant environmental impacts...***
- f. *Does not result in an increase of 1,000 sq. Ft. or more than 10% of building coverage of new structures over total project approvals, which ever is less. ...would not result in an increase of 1,000 sq. ft. or more than 10% of building coverage of new structures over **total project approvals as three classrooms were perviously approved as part to the original CUP(Phase II)....Therefore, the building coverage would not be significantly affected.***
- g. *Is clearly exempt from environmental review..no new significant impacts related to the project change. ...**The project would not require significant site alteration, nor the removal of any native vegetation or specimen trees. The proposed classroom would not have any visual or aesthetic impacts on the surrounding area....would not produce additional traffic....***
- h. *Does not require the removal of specimen trees or impact areas defined in the project environment document as sensitive or designated as areas prohibiting structure. ...**would not require the removal of any native vegetation or specimen trees and **WOULD NOT IMPACT ENVIRONMENTALLY SENSITIVE AREA.*****
- i. *Is consistent with the Comprehensive an/or Coastal Plan policies and applicable zoning*

ordinance. The proposed addition would be consistent with all the applicable policies of the Comprehensive Plan, including Goleta Community Plan...The project **would not generate additional traffic as the number of staff and congregation would not be increasing.**

j. ...

k. *...Is located within the same general location as, ...approved plans. The location shall not be moved more than 10% closer to a property line than the originally approved development.* ...classroom would be located in the same general location as **one of the three approved classrooms under 65-CP-052.**

l. ...

m.

n. *...Does not result in intensification of use; ...* ...The use would not be intensified on-site as the classroom was approved as part of Phase II of the original CUP. Therefore, the proposed project **would not result in an intensification of use and would not generate any additional traffic.**

o. ...

My opposition to the Anthem Chapel Project in the location at 6595 Covington Way - is because it is completely different than the original designation for this property. In 2000 the City was clearly environmentally minded regarding tree removal AND the preservation of the sensitive environmental area! They (City Planners!) cared about the aesthetics of the area and the potential neighborhood impact. Traffic WAS A HUGE factor and noted repeatedly in the document that it would NOT be impacted. The Anthem Chapel Project is NOT grandfathered in under the CLC permit because it is a COMPLETELY different organization and is not the same scope as was outlined in the 2000 document.

Now it is 2026. Please deny this project (in this location) for the reasons of: 1. negatively impacting traffic on Los Carneros and in our neighborhood due to significant increase, 2. safety concern for the Los Carneros evacuation route which this area is classified as a High fire danger area, 3. as well as, safety for cyclists on a designated Class II bike corridor.

Secondly, please deny this project (in this location) because of : 1. the impact on the Historic designation of the Stow House (National Registry of Historic Places) and the Train Museum and the Los Carneros Open Space. Actually, 6595 Covington Way is designated on the Goleta city maps as a "Historic Resource".n 2. The loss of precious ESHA space. The Project is unable to be built if denied the ESHA reduction that they request. Interestingly, the proposed project did NOT portray ALL the fencing and play ground equipment that would be installed permanently on the 50' ESHA. "Additional fencing, not to exceed 6' high, will be provided around the pre-school/day care play area" AND "a 72" black chain-link fence is proposed to demark the exterior property boundaries with CLC and STOW PARK ..." THIS IS VISUALLY DISTURBING FOR THIS AREA. 3. The Mountain View currently from the Stow House parking lot would be completely lost by the massive buildings. 4. The four garage doors of the Sanctuary that open towards parking lot and the Stow House and the Museum will allow for the peace of this Historic area to be shattered. This is very unacceptable to folks who reserve this area for events, weddings, and just walkers enjoying nature.

Thirdly, ACP states that their facilities would provide "opportunities for the surrounding neighborhood and Goleta residents". Unequivocally NO - the neighborhood does not agree with this as evidenced by MANY letters from us. There already is a school that provides a preschool in our neighborhood at La Patera School.

Thank you for your thoughtful consideration of denying this project at 6595 Covington Way.

Sincerely,

Judy Salviolo

From: [Judy Salviolo](#)
To: [Jennifer Fullerton](#)
Cc: [PER Meetings](#); [Katie Maynard](#); [Anne Miller](#); [Cary Penniman](#); [Rita Serotkin](#)
Subject: Anthem Chapel Project - Reson to Deny
Date: Monday, August 3, 2026 3:12:43 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To Whom it Concerns:

Sewer Capacity Availability for 6595 Covington Way.

Per the Goleta West Sanitation District's letter dated June 3, 2024, **There is a sewer capacity of 5 additional ERU's available to serve the property.**

This is NOT adequate for the size of the 500 congregation seating:

A church congregation of 500 adults will typically use between **6 and 15 ERUs**, depending on the type of kitchen facilities available on-site and your local utility's baseline standard.

A daycare and preschool with 110 children, plus 20 adults, kitchen area, offices with 12-15 adults would use. Your combined facility will use approximately **9 to 11 ERUs per day**. Because your facility contains two distinct commercial uses (a childcare center with meal prep and an administrative office space), municipal engineers will use a "mixed-use" compounding calculation. They calculate the flow rates for each section independently and then add them together to get your total Gallons Per Day (GPD).

Since the Anthem Chapel Project proposal is only including 500 seat in the sanctuary and not the kids the additional usage estimate:

A church congregation of 700 total people (500 adults and 200 children) will typically use between **8 and 21 ERUs**, depending primarily on whether your local utility evaluates "total occupancy capacity" or "average attendance," and what kind of kitchen facilities you have. Because municipal codes assume adults and children use the restrooms at the exact same frequency during services, the calculation simply combines them into a total peak volume of **700 occupants**.

I find this disturbing that ACP would proceed with their proposal to build at 6595 Covington Way since they have documentation showing there is NOT enough sewer capacity for their proposed project.

Please deny the Anthem Chapel Project at the 6595 Covington Way location.

Thank you.

Sincerely,

Judy Salviolo

From: Stacey Matson <sbstacey13@gmail.com>

Sent: Thursday, August 6, 2026 7:38 AM

To: Stacey Matson <sbstacey13@gmail.com>

Cc: Katie Maynard <kmaynard@cityofgoleta.org>; Jennifer Fullerton <jfullerton@cityofgoleta.org>; Anne Miller <amiller@cityofgoleta.gov>; Cary Penniman <cpenniman@cityofgoleta.org>; Rita Serotkin <rserotkin@cityofgoleta.org>; Brian Hiefield <bhiefield@cityofgoleta.org>; Lisa Prasse <lprasse@cityofgoleta.org>; Darryl Mimick <dmimick@cityofgoleta.org>

Subject: Re: Anthem Chapel Project

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear City of Goleta Planning Commission Members,

We are writing to express our strong opposition to the proposed Anthem Chapel project. We would like to also express our thanks to you all for the direction to staff to provide a resolution to disapprove this project.

As more than 25 year homeowners and neighbors to the property we are genuinely perplexed that this project has come this far in the approval process. It defies both the Goleta general plan and common sense in regards to safety, noise, scenic corridor and views, wildlife impacts, and what those who live here most treasure: the open spaces and natural tranquility of the neighborhood, enhanced by the Lake and the Stow House.

The proposal to have one driveway with ingress and egress, via a single lane road in each direction, onto and off of Los Carneros, is clearly hazardous and will endanger bicyclists, pedestrians, and those in the vehicles. As one example, it was unconvincingly voiced out loud at the last planning commission meeting that perhaps they could use the bike lane to help offset traffic impacts. Clearly there are still safety concerns related to traffic that have yet to be resolved.

It was also asked of City staff if other projects were similar to this one (the synagogue and the Islamic Center). Staff indicated they weren't sure. It had been a while. They thought

maybe so. After researching this on our own, (reading/reviewing public documents and proposed plans, watching the public hearings for the past proposals) it's obvious that if they had researched this it would have shown how significantly different the currently proposed project is, and how real impacts identified and required to be addressed for the past project's approval are not now being fully considered and addressed.

There is no precedent for the size of this structure, nor for a scope of activities of the proposed magnitude. We sincerely doubt they would have been approved. Following are examples contrasting the proposed project and the site nearest and most comparable for this purpose, the Islamic Center.

As one example, the proposed project is more than double the size of the Islamic Center (IC) and does not adequately preserve the scenic views of the scenic corridor required by the City's general plan.

IC: total on site development square footage approved of 9,802 square feet. The proposed and approved plan intentionally sought to enhance the scenic views and to blend the preserve into the design. The building was repositioned on the site to enhance, not block the mountain views.

Current applicant is seeking approval of a 22,000, plus, square foot building. The sheer size of the building overwhelms and interferes with or blocks the scenic views.

In addition, the usage, daily activities on the site, related parking demands, and average daily trips would be significantly more than any other proposed or approved project to date.

IC:

Maximum number of attendees at any time would be 120, including members and guests. There was approved an ancillary education program, i.e., supportive, but not a primary daily activity. Weddings, receptions, and funerals at various times, with approximately 10 to 70 people. Also approved was up to 4 special events with up to 120 persons. Some special events would utilize a carpool, shuttle, or valet parking program if site parking capacity is expected to be exceeded.

Traffic impacts were very conservatively estimated by the applicant. The analysis resulted in an estimated 153 average daily trips, in and out. The conservative assumptions assumed all uses happened at the same time and that peak activity Friday use would happen every day. Two driveways, one on Los Carneros for vehicle entrance, and an exit driveway onto Calle Real was approved to address traffic impacts, enhance traffic flow and to prevent attendees from milling about in the street.

An overflow parking plan was requested by the City and was discussed, provided by the applicant.

Due to concerns, and conversations with the neighbors, the applicant indicated there would be no amplified noise and volunteered to have that added as a requirement for approval of the project.

Applicant expected and projected number of attendees and scope of programs to remain similar, stable over time.

Proposed project:

Sanctuary proposed capacity of 500 attendees, with multiple Sunday services, if needed. Three services were discussed which could result in up to 1,500 Sunday attendees. Daily daycare/school capacity of 110 children, plus staffing. Youth camps, activities are also proposed.

No overflow parking plan has been requested or provided.

Parking needs and traffic impacts have been estimated based upon usage Monday through Friday, not including weekends making it impossible to estimate the true demands/impacts and mitigations needed.

Only one driveway is proposed for traffic both in and out, off of Los Carneros which is a single lane in both directions. No mitigations have been required. No left turn lane has been included as was discussed at the Design Review Board meeting. In the past we have often seen attendees milling about in the street.

No overflow parking plan has been requested, discussed, or provided.

Noise levels are also indeterminate as the applicant has indicated large doors will be opened, noise will not be contained. Amplified noise will be present.

Applicant indicates a desire to grow the size of congregation as much as possible along with its programs.

Regarding parking, the applicant has indicated their proposal exceeds the required number of spaces. However, they have chosen to determine the number of parking spaces required based upon temporary seating, rather than permanent seating, indicating there would not be secured pews, etc, but rather chairs that are not permanently attached. Will these be broken down after each assembly? This seems to undermine the stated strong desire for a site where they would not need to break down and set up for each activity. If permanent seating was used to determine parking space needs, the number of parking spaces would not meet the required City ordinance amount.

Due to development over the years, we are perhaps no longer a rural enclave, but not urban either. As local realtors Amy Abbott and Kristin Hall of Berkshire Hathaway describe in a recent home's for sale flyer, our neighborhood is "One of Goleta's most beloved residential neighborhoods, Lake Los Carneros is centered around the scenic lake for which it's named. It is known for its peaceful atmosphere, trails, mature trees, mountain views, and abundant bird life. Residents enjoy a unique blend of suburban comfort and outdoor lifestyle. Many enjoy this area for its walking, biking, nature, and an outdoor lifestyle."

In reviewing this project closely, it is inconsistent with both the Goleta City General Plan and the public's historic perception and current expectations for this site and our

neighborhood.

The above are just a few examples of the unprecedented magnitude of the proposal and some of the daily and ongoing potential impacts on the neighborhood, the safety of nearby families, bicyclists, users of the adjacent park, the scenic corridor, wildlife, and the peace and tranquility of all stakeholders. The tremendous impacts are not yet adequately known and addressed. Some of these impacts are required to be addressed, and if not shouldn't they be?

We would appreciate, and thank you in advance, for your considered review and a vote in opposition of this project moving forward.

Best regards,
Stacey And Alex Matson

From: [Jacob Garnica](#)
To: [PER Meetings](#)
Cc: [Brian Hiefield](#)
Subject: 6595 Covington Way
Date: Thursday, August 6, 2026 1:19:03 PM

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Chair Fullerton and Members of the Planning Commission,

I have been part of Anthem Chapel for the past two years and I am writing in support of our conditional use permit application.

I recognize that a letter from a member carries a certain discount, so let me be specific about why this is a good fit for the neighborhood.

What our congregation actually does in Goleta is unglamorous and consistent: meal support for families in a hard stretch, volunteer hours with local service organizations, help for young people who need an adult in their corner. Our members work at Trader Joe's, Dos Pueblos, and at Cottage Hospital like myself. Many of us have grown up here and are now raising families here. We look forward to having a permanent facility to call home. We are your constituents and your neighbors, and we would like the same thing this Commission wants - a use that sits well in its surroundings.

I feel we've been a responsive and responsible applicant. We've been to the Design Review Board three times and made important changes. We've reduced the building by two thousand square feet, lowered it by five feet, and split the mass into two structures so it would have less of a visual impact from the street. We're committed to indoor-only services and events, and did a weekend traffic study, even though it wasn't required, to respond to the Commission's concerns.

We are simply asking the City to help us be a permanent indoor facility. Please help this neighborhood move forward and approve the permit.

Respectfully,

Jacob Garnica

7400 Dexter Drive # 1

Santa Barbara CA 93110

jacobgarnica52@gmail.com

805-451-3534

From: [Val Erickson](#)
To: [PER Meetings](#)
Cc: [Brian Hiefield](#)
Subject: 6595 Covington Way
Date: Thursday, August 6, 2026 1:33:55 PM

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Chair Fullerton and Members of the Planning Commission,

My name is Valerie Erickson. I have lived and worked in Goleta for more than 30 years and have watched many projects come through. I am writing in support of Anthem Chapel's conditional use permit. I want to comment on the process, which I think has been good and should not go unnoticed.

The applicant came to the Design Review Board three times and made important required changes. They reduced the building by two thousand square feet, lowered it by five feet, and split the mass into two structures to lessen its visual impact from the street. They also committed to indoor-only services and events.

In June, this Commission raised questions about weekend traffic and parking management. Rather than argue that no weekend standard exists - which, as I understand it, is true - they hired Associated Transportation Engineers to conduct the counts included in your packet.

They've also volunteered to have a one-year follow-up with the Planning Director to discuss how things are working. This follow-up would be based on monthly monitoring by a City-approved consultant and a report on any complaints received. The Planning Director can then make additional requests or changes to address any issues.

Anthem's people are our friends and neighbors. They shop here, their kids go to school here, and they have shown they will listen. Please approve the permit with the offered conditions.

Respectfully,
Valerie Erickson
6560 Calle Koral
Goleta, CA 93117
verickson@coastlinechristianacademy.com



MRS. VALERIE ERICKSON || JH Teacher
C • [\(805\) 967-5834](tel:(805)967-5834) IG • [@Coastline.Christian](https://www.instagram.com/Coastline.Christian)
A • [5950 Cathedral Oaks Rd. Goleta, CA](https://www.google.com/maps/place/5950+Cathedral+Oaks+Rd,+Goleta,+CA)
W • [CoastlineChristianAcademy.com](https://www.CoastlineChristianAcademy.com)

From: [Andrew Tricerri](#)
To: [PER Meetings](#)
Cc: [Brian Hiefield](#)
Subject: 6595 Covington Way
Date: Thursday, August 6, 2026 1:46:29 PM

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Chair Fullerton and Members of the Planning Commission,

I own and operate a small accounting practice based in Santa Barbara/Goleta and Los Olivos. A meaningful share of our clients and employees live and work in Goleta as well, so I have a direct stake in this community. I support Anthem Chapel's conditional use permit.

I will speak to the piece I know best. The hardest hiring problem I have is not wages - it is childcare. I have lost good employees because they could not find care, and I have had people turn down more hours for the same reason.

A hundred and ten new licensed spaces in this community, open to the public and run not-for-profit, would ease a constraint that impacts every business on the South Coast, including the ones based here in Goleta that we work with every day.

On the project itself: the applicant is providing 117 parking spaces (above the 101 required), holding all services indoors with no outdoor amplified sound, and committing to a management plan with parking monitors, staggered service starts at least forty-five minutes apart, ride-share and carpool promotion, a published complaint line with a real person on the other end, and coordination with Stow House on event scheduling. If the on-site lot proves inadequate, they have committed to contracting off-site spaces.

None of that is required of them per City code.

I run a business, so I read this the way I would read a vendor proposal: is this party over-committing to win approval, or have they built in a mechanism to be checked? The one-year return to the Planning Director is a safety valve to ensure Anthem does what it says it will.

Please approve the permit.

Respectfully,
Andrew Tricerri
MacFarlane, Faletti, & Co. LLP
3757 State Street, Suite 3B
Santa Barbara, CA 93105
andrew@mfc.com

From: [Keith Erickson](#)
To: [PER Meetings](#)
Cc: [Brian Hiefield](#)
Subject: Anthem Chapel Project
Date: Thursday, August 6, 2026 1:55:44 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Planning Commission Members,

My name is Keith Erickson, I'm a local accountant here in town. My family and I are lucky to live right near the proposed building site off Los Carneros. I am writing to share our enthusiastic support for the wonderful Anthem Chapel project at 6595 Covington Way.

As neighbors and members of the Anthem Chapel family, we are so excited about the prospect of having our church home within walking distance. A vibrant local church brings so much warmth to a neighborhood, fostering a spirit of service and providing our youth with a safe, positive space to connect and grow.

Our congregation truly loves serving Goleta, and having this permanent home will allow us to deepen our support for the community. We are incredibly grateful for your time and consideration, and we kindly encourage the Planning Commission to support this project.

Warmly,

Keith Erickson

--

Keith Erickson '12

Accountant

o: (805) 565-6129
955 La Paz Road • Santa Barbara, CA 93108



"Jesus is the way, the truth, and the life."

From: ssmaxwell@comcast.net
To: [PER Meetings](#); [Darryl Mimick](#); [Brian Hiefield](#); [Lisa Prasse](#); [Jennifer Fullerton](#); [Katie Maynard](#); [Anne Miller](#); [Cary Penniman](#); [Rita Serotkin](#); [Paula Perotte](#); [Luz Reyes-Martin](#); [James Kyriaco](#); [Jennifer Smith](#); [Stuart Kasdin](#)
Subject: Public Comment 6595 Covington Way - August 10 Planning Commission Hearing
Date: Thursday, August 6, 2026 5:17:09 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Planning Staff, Planning Commissioners, Mayor and City Council,

I am writing as a resident of Goleta, and as a neighbor on Camino Venturoso, to voice my strong opposition to the proposed Anthem Chapel development located at 6595 Covington Way. While I support community organizations, the sheer scale of this 20,000+ square-foot regional facility – which includes a 500-seat sanctuary, a two-story education building, and intensive weekly operational scheduling – is fundamentally incompatible with our single-family residential neighborhood.

I urge the Planning Commission and the City to uphold the denial of the Conditional Use Permit (CUP), as decided by the Planning Commission at the June 2026 meeting. This project introduces severe conflicts with the Goleta Municipal Code (GMC) and the Goleta General Plan/Coastal Use Plan. It should not be permitted for the following critical reasons:

Infringement on Environmentally Sensitive Habitats (ESHA) – The applicant is requesting a severe 50% reduction in the mandatory Monarch Butterfly ESHA buffer zone, dropping it from the required 100 feet down to just 50 feet. This is to accommodate grading, parking infrastructure, and a playground space directly adjacent to a historic Monarch preserve.

- **City Code Violation:** Goleta Municipal Code (GMC) Section 17.30.180 strictly regulates development standards near Monarch Butterfly ESHA, mandating a minimum 100-foot buffer to protect overwintering sites from light, noise, and human disruption.
- **General Plan Violation:** Conservation Element Policy CE 2.2 and Policy CE 4.3 (Protection of Monarch Sites) stipulate that buffers must not be compromised unless absolute physical constraints exist. Approving a 50% buffer reduction to squeeze a massive facility onto a constrained lot sets a dangerous, destructive precedent for Goleta's environmental protections. Even if the existing dirt lot is currently degraded, Goleta's General Plan must protect ESHA zones to allow future ecological recovery.

-
Incompatible Neighborhood Scale and Character – Placing a massive, two-story commercial-scale facility directly adjacent to the single-family residences of Covington Way and the historic, low-density ground of Rancho La Patera and Stow House alter the character of the area.

- **City Code Violation:** Under GMC Section 17.52.060 (Conditional Use Permits), a CUP can only be approved if the project is “compatible with the scale and character of the surrounding area” and “will not be detrimental to the comfort, convenience, or general welfare” of the neighbors. The Planning Commission correctly recognized that this project fails this standard.
- **City Code Violation:** Under GMC Section 17.07.030 (Development Regulations), the maximum allowable height in a Residential Single Family (RS) district is 25 feet. The applicant is requesting a major variance to push their commercial-scale building up to 28 feet (plus an elevator shaft reaching 33 feet). Granting this variance would directly compromise the suburban aesthetic, setback parameters, and neighborhood compatibility protected by the General Plan.
- **General Plan Violation:** Land Use Element Policy LU 1.2 (Stability of Residential Neighborhoods) explicitly seeks to safeguard existing residential areas from intrusive, non-residential uses that disrupt neighborhood harmony, safety, and visual aesthetics. The proposed addition of a 500-person assembly, three times a day on Sundays, as well as constant daily attendance at the day care/preschool, and evening assemblies and special events, would definitely disrupt the neighborhood.

Traffic Safety and Grossly Inadequate Parking Infrastructure – The project proposes 117 parking spaces to accommodate three sequential Sunday services of up to 500 attendees each, alongside wedding and memorial events that will run concurrently with public events at Stow House and Lake Los Carneros. This creates a massive structural parking deficit, forcing spillover into quiet residential streets. Spillover parking in turn blocks safe travel for pedestrians, bicycle riders, and neighborhood vehicles, blocking sight-lines and creating congestion.

- **City Code Violation:** GMC Section 17.38 (Off-Street Parking and Loading) outlines calculations based on actual building capacity. By combining a 500-seat sanctuary with active daycare operations, the actual concurrent peak usage will vastly exceed the 117 spaces provided.
- **General Plan Violations:** Transportation Element Policy TE 6.2 (Safe and Convenient Pedestrian and Bicycle Access) safety standards are compromised when narrow, residential neighborhood lanes like Covington Way are transformed into high-volume overflow parking lots.

- **General Plan Violation:** Transportation Element Policy TE 13 (Parking Management) requires that new facilities manage their capacity internally so that vehicle congestion and parking overflows do not degrade the safety of quality of life on neighborhood streets.

Compromising City Evacuation Network and Safety Element – Goleta is highly vulnerable to rapid-onset disasters, including wildland-urban interface fires from the nearby foothills, and seismic events. Forcing hundreds of additional vehicles from sequential church services onto Los Carneros, Cathedral Oaks, and Covington Way completely paralyzes these critical neighborhood evacuation arteries. The proposed site usage poses potentially catastrophic public safety risks regarding emergency response times and disaster evacuation capabilities. In an active emergency or natural disaster, emergency vehicles could be entirely blocked by the heavy influx of vehicles attempting to exit onto Los Carneros.

- **City Code Violation:** GMC Section 17.52.060 (Conditional Use Permits) establishes basic city and neighborhood safety standards for developments. A land use that actively traps residents and emergency responders on an access bottleneck fails this baseline safety standard.
- **General Plan Violation:** Safety Element Policy SE 1.9 (Emergency Preparedness and Response) and Policy SE 7.2 (Evacuation Route Planning) require the City to ensure that new developments do not compromise the functionality of designated evacuation routes. Gridlocking the neighborhood's main exit roads directly defies these safety mandates.

A massive structural footprint and high proposed usage at this specific site creates unmitigable public safety and habitat conservation risks. The Planning Commission correctly determined that the impact on the local neighborhood would be too great to allow the CUP. This specific site is not suitable for this particular project. I respectfully request that the denial of the CUP be upheld to protect Goleta's neighborhood standards, safety, and natural habitats.

Please include this letter in the public record for the August 10 hearing.

Thank you for your time and service to our community.

Sincerely,

Kerri Maxwell
6597 Camino Venturoso

ssmaxwell@cox.net

From: [Ursula Ferrall](#)
To: [PER Meetings](#)
Cc: [Richard Ferrall](#)
Subject: 6595 Covington Way
Date: Thursday, August 6, 2026 5:48:25 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Chair Fullerton and Members of the Planning Commission,

We are writing in support of the proposed project at 6595 Covington Way. My husband and I live in the Goleta area and have attended Anthem Chapel since its inception. During these past seven years we have seen Anthem grow into an established and appreciated part of the Goleta community. People of all ages feel welcomed and accepted. There is a place for children, families, and those of us of a more mature age!

In regard to the traffic concerns addressed in last month's meeting, as local residents we regularly use Los Carneros Road to drive from Cathedral Oaks to Hollister Avenue on our way to the Costco shopping area. Traffic is light all week long. The only congestion we have seen is when Stow House hosts an event!

We encourage you, the members of the planning Commission, to support this well thought out and carefully planned project adhering, conforming and going above and actually going beyond many of the required stipulations.

You can count on Anthem Chapel to be the best kind of neighbor any community would be glad to have near them. Please allow Anthem Chapel to build and establish a permanent home in Goleta. We are your neighbors, and would like the same thing this Commission wants - a use that fits well in its surroundings. All of us in this community will benefit.

Respectfully,
Richard and Ursula Ferrall
5530 Berkeley Road
Goleta, CA

From: [Cherryl Knudsen](#)
To: [PER Meetings](#)
Cc: [Brian Hiefield](#)
Subject: 6595 Covington Way
Date: Thursday, August 6, 2026 8:20:18 PM

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Chair Fullerton and Members of the Planning Commission,

I have been part of Anthem Chapel for several years, and I am writing in support of our conditional use permit application because we are part of, and a benefit to, this community.

Our members volunteer with the Rescue Mission, Dos Pueblos High School, Goleta Valley Girls Softball, and the Lemon Festival to name a few. We work at Cox Communications, Santa Barbara School District, and in Goleta's numerous high-tech businesses. We are your constituents and your neighbors, and we want the same thing this Commission wants: a use that sits well in its surroundings and adds to the community rather than taking from it.

That's what we love about Goleta, and it's why we're here. This is a town where people get involved and stay involved, where you know the families at the park and the volunteers at the school, where showing up for your neighbors is just what you do.

Anthem Chapel wants to be part of that in a permanent way, which is why the application includes real commitments: services entirely indoors, no outdoor amplified sound, no outdoor special events, a weekend traffic study the City does not require, and a parking and traffic management plan that becomes a condition of approval before occupancy, extends indefinitely, and includes a voluntary return to the Planning Director in one year with monthly Sunday monitoring by a City-approved consultant. We have met everything and more of what the City asked.

Goleta is the kind of place where people gather, and we are asking you to let us have a permanent gathering place. Please approve the permit with the conditions offered.

Thank you,

Cherryl Knudsen

From: ssmaxwell@cox.net
To: [PER Meetings](#); [Brian Hiefield](#)
Subject: August 10 Planning Commission Hearing - Anthem Chapel Development
Date: Thursday, August 6, 2026 8:37:43 PM

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Dear Planning Commissioners and Goleta City Staff,

I grew up in Goleta, attending La Patera, GVJH, and Dos Pueblos. I first lived on Marlborough, and have many memories of exploring Lake Los Carneros Preserve (we called it “the Field” back then), balancing on reeds around the lake, or riding my bike with friends through what we all thought of as the wild countryside. For the past 11 years, I have been a homeowner on Camino Venturoso – close enough to the proposed Anthem development that we receive updates from the city about it through the mail.

I believe the site of the proposed development is too small for the massive usage planned by the applicant. The variances to code and the General Plan asked for in the proposed CUP prove it is incompatible with the location. But to really understand just how incompatible the planned usage is for the site, one need look no further than the applicant’s own response and rebuttal sent to the Planning Commission and City Planners following the denial on June 22.

Anthem has proposed many solutions to obvious concerns raised by my fellow neighbors. Adjustments to parking seems to be a key focus in their response. Acknowledging past problems with parking over spill into the neighborhood, Anthem has promised to bring in professional parking monitors who would “encourage” assembly members to park in the assembly lot and discourage blocking neighborhood driveways, fire hydrants, and site lines at intersections. But the key word here is “encourage” – there is no real mechanism to ensure that assembly members park correctly, particularly when (as regularly was observed in the neighborhood) they arrive late for the services and the parking monitors are no longer actively assessing drivers.

Anthem also positions that having staggered service times will alleviate parking over spill and traffic concerns. But all this means to residents is that the traffic and disruptions will occur for most of the day Sunday, as opposed to one service with assembly members all arriving near the same time and leaving near the same time. Christ Lutheran Church holds one service on Sundays. Their usage is appropriate for the neighborhood, and their parking is adequate for their congregation size. Rarely do Christ Lutheran members even need to park on the street. The increase in traffic from their one service on Sundays is minimal.

Another proposal from Anthem is an offer to establish a telephone and email complaint line. Though they promise to share this information with the city, this solution seems disingenuous, at best, as it would require self-reporting by Anthem of problems. Past experience in our neighborhood of bringing concerns to Anthem has led us to believe that this is not a viable solution, as concerns were not addressed, or were addressed minimally and for a short amount of time – and then the problems (loud music, blocking driveways, etc.) started up again.

Longer range solutions suggested include a shuttle service (again, voluntary, so not a real solution), an app to help spread out assembly attendance (voluntary, doesn't account for members who "change their mind" and decide to attend a service they were not assigned to) and – as a last resort – Anthem has suggested that the City could issue residents parking permits for designated times and days. Would the city really want to limit parking in the neighborhood to just adjacent residents? The Lake Los Carneros Preserve and Stow House are one of the main areas for outdoor enjoyment and recreation in a city that is rapidly becoming more urban. Anthem's solution for only those with permits to park in the neighborhood would solve the issues for our neighborhood, but it would shut out the rest of the city from enjoying a cherished open space.

Anthem also acknowledges the issues with concurrent events being held at Stow House. They have suggested that Anthem would make their lot available for City events at Stow House on "identified non-Sunday dates **in exchange** for use of the Stow House lot on at least a similar number of Sundays – or for days when Anthem expects a larger attendance, ie. for Christmas". Here Anthem is explicitly admitting that they need the Stow House lot to help fill their large parking deficit, while at the same time subtly reminding the city that Anthem can shut Stow House events out of occurring on Sundays because of concurrent parking needs. Their proposal refers to this as a "coordination commitment, not a binding, shared-parking agreement.

By offering up all these "solutions" to the inadequate parking and traffic concerns, Anthem believes they can make the site work for their needs. But the very fact that they need to brainstorm these inadequate remedies only proves the point that their planned heavy assembly usage is completely unsuitable for our single family residential neighborhood. The proposed solutions would in some cases make the problems worse, for both the immediate Los Carneros neighborhood, and for the many members of the city who love the Los Carneros Preserve and deserve to continue to be able to easily access it to unwind and enjoy some quiet while reconnecting with nature.

I strongly, and respectfully, urge the Planning Commission to recognize that the solutions proposed are inadequate, and to deny the CUP for the Anthem Chapel Development. Please enter this letter in the official record.

Thank you for your commitment to service, and to our City.

Sincerely,

Sam Maxwell
6597 Camino Venturoso

From: [Dale Gehr](#)
To: [PER Meetings](#); [Darryl Mimick](#); [Brian Hiefield](#); [Lisa Prasse](#); [Jennifer Fullerton](#); [Katie Maynard](#); [Anne Miller](#); [Cary Penniman](#); [Rita Serotkin](#); [Paula Perotte](#); [Luz Reyes-Martin](#); [James Kyriaco](#); [Jennifer Smith](#); [Stuart Kasdin](#)
Subject: Denial of Anthem Chapel CUP
Date: Thursday, August 6, 2026 8:47:30 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Thank you to the Planning Commission for determining a number of valid reasons to support denial of the Anthem Chapel building to be located at 6595 Covington Ave.

Just the sheer number of Exemptions requested by the applicant is enough to draw attention to the fact that this construction in this area does not fit into the City of Goletas own guidelines and codes.

The massive buildings and increased noise, traffic, and influx of people will certainly have a negative impact on the peace, tranquility and safety of our neighborhood as well as reducing the established ESHA for Monarch butterflies by half just to accommodate the building and daycare activities. This would be a total affront to the City of Goleta as they are supposed to be championing the preservation of Monarch Butterfly nesting and breeding areas as is evident by the City logo including an image of a Monarch Butterfly. The noise and night time light from 3 massive glass rollup doors facing the ESHA would certainly have a negative effect even if the ESHA was not reduced and certainly reduction of the ESHA would only be more disruptive.

The applicant says they reduced the size of the project by 2,000 feet but in actuality by making 2 separate buildings with a "paseo" in between they actually increased the overall footprint on the site resulting in loss of previously proposed parking spaces.

The applicant also had another traffic study done on a Sunday and according to the findings they are still within city guidelines. I'm uncertain how this could be accurately completed without knowing the actual size of the congregation that will be attending. During a Design Review meeting, one of the Design Review Board members asked if the applicant could provide a number in relation to the congregation size. After some side conversation, they replied "just short of 300". Later a speaker from the audience advised they had counted cars at Goleta Valley Junior High School and the number was over 290 cars which would seem to be far more than 300 members. The matter came up again during a planning commission meeting and this time the answer given by Pastor Nate was "between 450 and 500". Pastor Nate also said they are a growing congregation with plans on having up to 1,500 members of their congregation. With the uncertainty and no way to confirm congregation size and the applicants state goal of 1,500 members, it would be safe to assume the traffic study is not accurate for this size of an assembly.

The area surrounding the site is in an evacuation corridor designated by the Santa Barbara County Fire Department as a very high fire risk. Los Carneros and Covington Way are part of a planned evacuation route and if a fire similar to what recently occurred recently in Altadena were to occur in the foothills above our homes on a Sunday when services would be held as well as visitors to the Railroad museum and Stow House park then evacuation from the surrounding neighborhoods would be severely impacted if an evacuation emergency was to

arise.

Finally, I am not opposed to any religious organizations right to worship in a nice location that would accommodate their needs but there is just not enough room on this site for something of such great size and scope in a predominantly rural area resulting in degradation to people's right to a safe and peaceful life in the homes they worked so hard to purchase.

From: [Whalley, John \(MMA\)](#)
To: [PER Meetings](#)
Cc: [Brian Hiefield](#)
Subject: 6595 Covington Goleta (Anthem Chapel Project)
Date: Friday, August 7, 2026 7:07:36 AM

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Chair Fullerton and Members of the Planning Commission,

We have lived in Goleta for more than 50 years and have watched a lot of projects come through this Commission. I am writing in support of Anthem Chapel's conditional use permit. What I want to comment on is the **process**, because I think it has been a good one and it should not go unnoticed.

The applicant came to the Design Review Board three times and made important changes. They reduced the building by two thousand square feet, lowered it by five feet, and split the mass into two structures so it would have less of a visual impact from the street. They also committed to indoor-only services and events.

In June, this Commission raised questions about weekend traffic and parking management. Rather than argue that no weekend standard exists - which, as I understand it, is true - they hired Associated Transportation Engineers to do the counts which you have in your packet.

They've also volunteered to have a one-year follow-up with the Planning Director. This one would allow for monthly Sunday monitoring by a City-approved consultant, a report on complaint activity, and authority for the Planning Director to require additional measures - additional services, shared or off-site parking, a residential permit program.

Anthem Chapel's members are our friends and neighbors. They shop here, their kids go to school here, and they have shown they will listen. Please approve the permit with the offered conditions.

Respectfully,

John and Laurie Whalley

6820 Shadowbrook

Goleta, Ca

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From: [Christopher Jerde](#)
To: [PER Meetings](#)
Subject: Anthem Chapel Project Letter to deny development
Date: Friday, August 7, 2026 8:11:12 AM
Attachments: [Goleta ESHA Letter Aug 10.pdf](#)

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear City of Goleta,

Attached is my letter to the Commission requesting that the proposed Anthem Chapel Project be denied. Thank you for sharing this information with the Commission.

Very best, Chris

Christopher Jerde
christopher.jerde@gmail.com
574-276-8625
389 N. La Patera LN

Dear Commissioners,

I respectfully urge the Commission to deny the request to reduce the Environmentally Sensitive Habitat Area (ESHA) buffer associated with the Stow House monarch butterfly overwintering site and to deny the Anthem Chapel Project. The available information indicates substantial uncertainty about the ecological consequences of reducing the ESHA buffer, while multiple lines of evidence indicate that the buffer plays a vital role in maintaining the habitat conditions necessary for overwintering monarch butterflies (OMB).

ESHA buffers for OMB are critical for maintaining the environmental conditions necessary for this population. Historically low OMB counts make it impossible to adequately evaluate the current functioning of this Stow House ESHA or to reliably predict the impacts of reducing the ESHA buffer (Fig 1.). Because populations are currently at historically low levels¹, the absence of large numbers of butterflies cannot be taken as evidence that the habitat is no longer important, degraded, or marginal². *Rather, the current understanding of the OMB population, which is historically small, limits our ability to assess how the Stow House ESHA may contribute to future population recovery.*

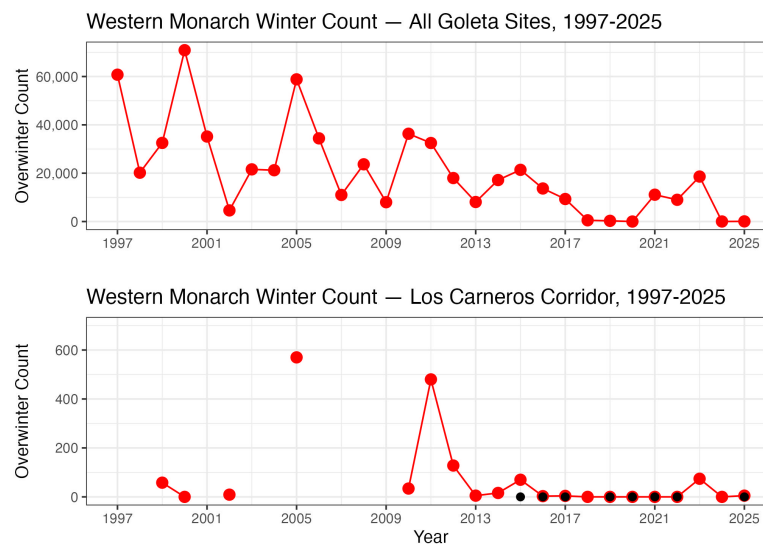


Figure 1: Overwinter Monarch Butterfly (OMB) Population Trends. All data provided by the Xerces Society([here](#)) and accessed 14 June 2026. Top: The OMB population recorded across all known and observed roosting sites in Santa Barbara County (SBC) from 1997 to 2025 mirrors the national population decline. Bottom: In the five Los Carneros Corridor sites (red) OMB observations have been nearly as high as 600 individuals in 2005, but due to sporadic and incomplete monitoring, the trend is only observable after 2010.

¹ Thogmartin, W. E., Wiederholt, R., et al. (2017). Monarch butterfly population decline in North America: identifying the threatening processes. *Royal Society open science*, 4(9), 170760.

² Van Horne, B. (1983). Density as a misleading indicator of habitat quality. *The Journal of Wildlife Management*, 893-901.

The black dots represent the Stow House ESHA site, where no OMB have been recorded. Please note the site has been observed only eight times in the last 10 years, and when the population of OMB was at its lowest nationally, regionally, and locally. There is insufficient data to conclude that this ESHA is not a critical habitat for OMB.

Under the Goleta City code ([here](#)), the Anthem Chapel Plan does not meet the standards to reduce the ESHA buffer from 100 to 50 feet. As stated, § 17.30.180 Protection of Monarch Butterfly ESHA:

Required ESHA Buffer. A buffer of a sufficient size is required to ensure the biological integrity and preservation of the monarch butterfly ESHA, including aggregation sites and surrounding grove of trees.

- 1. Buffers shall not be less than 100 feet around existing and historic aggregation and roost sites, as measured from the outer extent of the tree canopy. The required buffer area must include native vegetation and provide physical barriers to human intrusion.*
- 2. The required buffer may be reduced to 50 feet only in circumstances where the trees contribute to the habitat but are not considered likely to function as an aggregation site, such as along narrow windrows.*

The code mandates that the ESHA buffer shall be at least 100 feet and provide physical barriers to human intrusion. In its current condition, this ESHA does not have barriers to human intrusion. *If the buffer is reduced, the Anthem Chapel Plan's landscaping will invite human intrusion and violate city code.* Under the code a buffer reduction to 50 is possible ONLY in circumstances where trees contribute to the habitat. The problem here is that there are very few trees in this area to begin with, and the landscaping plan will remove existing trees and replace them with immature trees that do not contribute to the habitat for 20-30 years. *The buffer reduction does not meet Goleta's City code.*

The western OMB is currently being considered for listing under the Endangered Species Act³. Reducing a critical habitat area while the species faces potential federal protection could further compromise recovery efforts and may expose both the City and the project developer to future legal and regulatory liabilities if habitat supporting overwintering monarchs is degraded or functionally destroyed⁴. This ESHA has likely remained suitable for OMB for many years despite its proximity to an aesthetically unappealing parking lot, as it provides the environmental conditions monarchs require. Specifically, the site has historically been relatively dark, quiet, sheltered from wind, and protected from predators. These habitat characteristics, rather than visual aesthetics, are what determine the suitability of overwintering habitat⁵ when the area was designated as part of the Los Carneros corridor ESHA.

³ <https://wildlife.ca.gov/Conservation/Invertebrates/Monarch-Butterfly>

⁴ James, D. G. (2024). Monarch butterflies in western North America: A holistic review of population trends, ecology, stressors, resilience and adaptation. *Insects*, 15(1), 40.

⁵ <https://www.coastal.ca.gov/recap/slo/slo-ch4.pdf>

The Anthem Chapel Project's evaluation of lighting impacts is inadequate. While the City of Goleta has adopted stringent outdoor lighting regulations intended to reduce light pollution, protect nocturnal wildlife, and preserve dark skies, those standards were developed to regulate urban development and are not designed to evaluate impacts to sensitive ESHA habitat. Furthermore, the landscaping plan relies heavily on immature vegetation to mitigate future light intrusion. Newly planted trees will require decades to achieve the size and canopy structure necessary to provide meaningful light screening (California Sycamore, 2-3 ft per year)⁶, while the removal of existing mature trees will immediately increase light exposure within and adjacent to the ESHA. Overwinter darkness is a critical environmental factor associated with monarch roost formation and the long-term functionality of overwintering habitat⁷. Scientific studies have shown that nighttime light exposure can disrupt monarch butterfly circadian rhythms, interfere with their sun-compass navigation, and cause disoriented flight behavior⁸. Artificial lighting can also increase energy depletion by forcing monarchs to burn critical fat reserves needed to survive overwintering⁹. Light pollution is a cumulative impact specifically recognized under CEQA, and the nearby Stow House and Fire Station likely contribute to it. *Given the well-documented biological effects of artificial light, this issue's cumulative impacts alone warrant a full CEQA review.*

The Anthem Chapel Project's evaluation of noise impacts is similarly inadequate. Although the City regulates noise through municipal performance standards and noise ordinances, those standards were developed for human land-use compatibility and are not appropriate measures of biological impacts to sensitive habitat. In addition, the applicant's sound modeling relies on assumptions that may not reflect actual site conditions, including closed doors and windows and controlled interior sound levels. During winter events, including mid-week services and special gatherings, these assumptions may not be met. Sound generated at building entrances and outdoor gathering areas can propagate directly into the ESHA buffer. Scientific studies have documented that anthropogenic noise can influence monarch butterfly development, behavior, and seasonal movements¹⁰, indicating that noise impacts should be more thoroughly evaluated under realistic conditions.

The Anthem Chapel Project proposes adding with newly planted trees that will not provide OMB protections for many years (ESHA reductions can not be support by eventual remedies, but must be in place at time of construction). *Even if replacement*

⁶ <https://sactree.org/trees/california-sycamore/>

⁷ Griffiths, J., & Villablanca, F. (2013). Management of Monarch butterfly (*Danaus plexippus*) overwintering habitat: recommendations based on patterns of tree use.

⁸ Parlin, A. F., Stratton, S. M., & Guerra, P. A. (2022). Oriented migratory flight at night: consequences of nighttime light pollution for monarch butterflies. *iScience*, 25(5).

⁹ Julick, C. (2022). *Energetic Causes and Consequences of Reproductive Diapause and Migration in Monarch Butterflies (Danaus plexippus L.)* (Doctoral dissertation, The University of Nebraska-Lincoln).

¹⁰ Davis, A. K., Schroeder, H., Yeager, I., & Pearce, J. (2018). Effects of simulated highway noise on heart rates of larval monarch butterflies, *Danaus plexippus*: implications for roadside habitat suitability. *Biology Letters*, 14(5), 20180018.

trees survive and grow as intended, they will require approximately twenty to thirty years to reach the size and structure necessary to support overwintering monarch butterfly roosts. During this extended period, the habitat value, currently provided by undeveloped landscaping that provides darkness and quiet, would be lost. The proposed tree palette lacks sufficient diversity and includes only a limited number of species that are suitable for supporting overwintering monarch butterfly roosts. This raises concerns regarding the long-term resilience and habitat value of the landscaping within the existing buffer. As pointed out by Griffiths, J., & Villablanca, F. (2013), "In groves that are dominated by Eucalyptus, native conifers such as Monterey cypress (*Hesperocyparis macrocarpa*) and pitch canker-resistant Monterey pine (*Pinus radiata*) should be planted around the perimeter, and in any areas where trees have fallen or are likely to fall." This is a critical omission from the landscaping plan and would be impossible to implement in time for mature trees to protect the OMB ESHA at Stow House, given the proposed reduction of the buffer.

The native plant and landscaping components of the project appear to be designed primarily to benefit migratory monarch butterflies rather than overwintering monarch butterflies. Throughout the planning documents, references to monarch butterflies often fail to distinguish between migratory habitat requirements and the unique habitat requirements of overwintering populations¹¹. These ecological functions are not interchangeable, and habitat improvements for one life-history stage do not necessarily compensate for impacts to another¹². The plant community for any plantings in or nearby the ESHA buffer should include plants for winter periods identified by the Xerces Society ([here](#)). The landscaping design is inadequate for the needs of OMB and could potentially even be detrimental to the functioning of the ESHA¹³.

The Stow House ESHA is part of the larger Los Carneros corridor of overwintering monarch butterfly habitat. The concept of a corridor implies that multiple habitat patches function collectively to support the persistence of overwintering monarch populations. However, *no analysis has been provided regarding whether the degradation or loss of this ESHA could have cascading effects on neighboring overwintering sites within the corridor*¹⁴ network, and Santa Barbara OMB are known to move between sites overwinter¹⁵. CEQA should address not only the functioning of the Stow House ESHA but also its importance within the ESHA OMB corridor.

¹¹ Sánchez-Tlacuahuac, N., Pimentel-Equihua, J. L., Espinosa-Hernández, V., & Vibrans, H. (2023). What do monarchs feed on in winter? Nectar sources at hibernation sites. *Journal of Insect Conservation*, 27(1), 181-191.

¹² Tuskes, P. M., & Brower, L. P. (1978). Overwintering ecology of the monarch butterfly, *Danaus plexippus* L., in California. *Ecological Entomology*, 3(2), 141-153.

¹³ Faldyn, M.J., Hunter, M.D. and Elder, B.D. (2018), Climate change and an invasive, tropical milkweed: an ecological trap for monarch butterflies. *Ecology*, 99: 1031-1038. <https://doi.org/10.1002/ecy.2198>

¹⁴ Simberloff, D., & Cox, J. (1987). Consequences and costs of conservation corridors. *Conservation biology*, 1(1), 63-71.

¹⁵ Tuskes, P. M., & Brower, L. P. (1978). Overwintering ecology of the monarch butterfly, *Danaus plexippus* L., in California. *Ecological Entomology*, 3(2), 141-153.

The proposed landscaping within the ESHA buffer would create a more open and manicured environment that may increase habitat suitability for bird species that prey upon monarch butterflies. While the existing parking lot may not be visually appealing, it also provides limited habitat value for avian predators¹⁶. By contrast, the proposed landscape design may attract species such as Black-headed Grosbeak, Bullock's Oriole, California Scrub Jay, Northern Mockingbird, American Robin, Towhees, and Common Sparrows, all of which have been documented within the Los Carneros area¹⁷. *If the landscaping enhances habitat suitability for these species, it will increase predation pressure and functionally reduce the ESHA's suitability for overwintering monarch butterflies; particularly if in combination with an open canopy from immature trees.* Ultimately, this impact could justify prohibiting any landscaping within the existing ESHA buffer.

The City of Goleta has received approximately \$3.9 million in funding, originally authorized through the California State Budget and distributed through the California State Coastal Conservancy, to support monarch butterfly conservation and habitat restoration. Denying the request to reduce the ESHA buffer would be a no-cost action for Goleta that directly supports this significant public investment in OMB conservation. *It would be difficult to justify restoration expenditures intended to enhance monarch habitat in one part of Goleta while simultaneously authorizing the reduction or degradation of existing habitat elsewhere. Such actions could raise concerns among funding agencies and potentially affect future conservation funding opportunities.*

Finally, reducing the size of an ESHA buffer is a discretionary governmental action that should trigger further and broader CEQA review. *The Anthem Chapel Project, the environmental analyses prepared on behalf of the applicant, and the City's existing environmental review do not adequately address most of the concerns outlined above.* Significant questions remain regarding lighting impacts, noise impacts, habitat structure, predator dynamics, corridor functionality, and the long-term consequences of replacing dark and quiet environment with immature landscaping with added noise and light. Because substantial evidence supports the possibility of significant environmental impacts, further analysis is necessary to allow decision-makers and the public to make an informed decision regarding the proposed reduction of the ESHA buffer.

Under California law, a lead agency cannot legally approve a project with a reduced Environmentally Sensitive Habitat Area (ESHA) buffer based on promises of future mitigation or deferred planning. In *Friends, Artists and Neighbors of Elkhorn Slough v. California Coastal Commission* (2021) 72 Cal.App.5th 466, the California Court of Appeal reaffirmed the foundational CEQA principle that complete environmental review and specific mitigation strategies must precede project approval. Consequently, an agency is

¹⁶ Brower, L. P., & Calvert, W. H. (1985). Foraging dynamics of bird predators on overwintering monarch butterflies in Mexico. *Evolution*, 39(4), 852-868.

¹⁷ <https://ebird.org/>

prohibited from approving a reduced buffer under the condition that it will figure out how to mitigate resulting biological impacts on the ESHA through a future, post-approval habitat management plan. *Instead, the actual efficacy and protective capacity of the proposed, shrunk buffer must be scientifically proven, analyzed, and thoroughly vetted for environmental impacts before the final CEQA determination is legally adopted.*

For these reasons, I respectfully request that the Commission deny the proposed reduction of the ESHA buffer and deny the proposed Anthem Chapel Project. Los Carneros Park is a high-value natural area in Goleta, valued by our community, that includes its overwintering Monarch Butterfly residents. The proposed Anthem Chapel Project is the wrong design in the wrong place. It threatens the integrity of the natural beauty of and public access to Los Carneros Park, particularly on weekends, and the long-term persistence of the iconic species that is the symbol of Goleta, the Monarch Butterfly.

Sincerely,
Christopher L. Jerde

Goleta, CA

From: [marion wittmann](#)
To: [PER Meetings](#)
Subject: Anthem Chapel Project Letter
Date: Friday, August 7, 2026 10:22:32 AM
Attachments: [Anthem Project Letter City of Goleta August 7 2026.pdf](#)

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear City of Goleta,

Attached is my letter to the Commission requesting that the proposed Anthem Chapel Project be denied. Thank you for sharing this information with the Commission.

Name: Marion Wittmann

Phone: 805 448 8259

Address: 389 N. La Patera Lane, Goleta, CA 93117

Marion Wittmann
389 N. La Patera Lane
Goleta, CA 93117
mwittmann@gmail.com

August 7, 2026

Goleta City Council
City of Goleta
130 Cremona Drive, Suite B
Goleta, CA 93117

*Sent via email to citycouncil@cityofgoleta.gov and Brian Hiefield, Senior Planner
(bhiefield@cityofgoleta.gov), in advance of the August 10, 2026 City Council hearing*

RE: Please Uphold the Planning Commission's Denial of the Conditional Use Permit for the Anthem Chapel Development — Appeal of Case Nos. 24-0002-SUB, 24-0004-CUP(AM), 24-0010-DP(AM), 24-0030-DRB, 24-0009-DP, and 24-0005-CUP; 6595 Covington Way, Goleta, CA 93117 (APN 077-160-022) — Wildfire Evacuation Safety Concerns

Dear Mayor and Members of the City Council:

I am writing in advance of the August 10, 2026 hearing on Anthem Chapel's appeal of the Planning Commission's denial of the conditional use permit for the proposed church facility at 6595 Covington Way. I urge the Council to deny the appeal and uphold the Planning Commission's June 22, 2026 decision. My concern is centered on the project's impact on wildfire evacuation capacity along North Los Carneros Road, in addition to my concerns regarding the impact to the Environmentally Sensitive Habitat Area that I detailed in my June 22, 2026 communication addressed to the City of Goleta Planning Commissioners which is appended to this message.

Los Carneros Road Is a Constrained Evacuation Route

North Los Carneros Road is a single travel lane in each direction with painted, non-separated bike lanes used daily by students and parents walking and biking to Dos Pueblos High School, La Colina Junior High School and La Patera Elementary School. It is also a well-documented evacuation corridor for this part of Goleta. The project as proposed would:

- Add a new driveway and modify an existing driveway directly onto Los Carneros Road, introducing new turning movements and conflict points on a route residents and public commenters have already identified as an evacuation corridor;
- Generate substantial new peak-occupancy trip demand — a 6,512 sq. ft. sanctuary seating up to 500 people, a 13,554 sq. ft. two-story education building serving up to 110 children, and 117 parking spaces — with the applicant's own materials acknowledging actual attendance and event patterns (including overflow use of nearby school auditoriums seating 630–750) that suggest demand regularly exceeds the proposed parking and site capacity; and

- Compound existing congestion at this corner of Los Carneros Road, which already serves Stow House, the South Coast Railroad Museum, Lake Los Carneros Park, and Fire Station 12 — all of which draw significant vehicle and pedestrian traffic during the same peak periods (weekends, holidays, and summer/fall red-flag conditions) when a wildfire evacuation is most likely to occur.

A road segment that cannot reliably absorb its everyday peak traffic is a road segment that cannot be relied upon during a rapid, no-notice wildfire evacuation, when residents, event visitors, schoolchildren, and emergency apparatus (including from the adjacent fire station) would all need to move through the same corridor simultaneously.

The Categorical Exemption Is Not Appropriate

The City's Notice of Exemption relies on the Class 32 in-fill development exemption, CEQA Guidelines, 14 Cal. Code Regs. § 15332, which is available only where, among other things, the project "would not result in any significant effects relating to traffic." That exemption is not absolute. Under CEQA Guidelines § 15300.2(c) and *Berkeley Hillside Preservation v. City of Berkeley* (2015) 60 Cal.4th 1086, a categorical exemption cannot be used where there is a reasonable possibility that the project will have a significant environmental effect due to unusual circumstances. The site's location at a single-lane, bike-lane-constrained segment of a designated evacuation route, immediately adjacent to a fire station, a regional draw for park and museum visitors, and a school walking/biking corridor, is precisely the kind of unusual circumstance that removes this project from the scope of a routine in-fill exemption.

I ask the Council to require, at minimum, an Initial Study addressing the questions the CEQA Guidelines Appendix G checklist poses for projects that may affect emergency response or evacuation, specifically:

- Section IX(f): whether the project would impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan; and
- Section XX (Wildfire): whether the project would substantially impair an adopted emergency response or evacuation plan, given the site's proximity to wildland areas and a designated evacuation corridor.

State Law Requires Evacuation Route Capacity to Be Evaluated

State law reinforces this request. Government Code § 65302(g), as amended by AB 747 (2019) and SB 99 (2020), requires that a jurisdiction's General Plan Safety Element identify evacuation routes and analyze their "safety, viability, and capacity" under a range of emergency scenarios, and separately requires identification of developments that lack at least two viable emergency evacuation routes. Because Government Code § 65454 requires that permits and development approvals be consistent with the General Plan, the Council has an independent, non-CEQA basis to require an evacuation capacity analysis for this project before any approval, and to condition or deny the project if that analysis shows the corridor cannot safely accommodate the added demand during an emergency.

I recognize that Santa Barbara County Fire has reviewed the applicant's traffic and circulation materials and found them consistent with public safety requirements at a project-access level. That review, however, does not appear to have evaluated cumulative evacuation-scenario capacity for the corridor as a whole — the specific, more demanding inquiry that Appendix G, AB 747, and SB 99 contemplate, and that residents have specifically asked the City to undertake.

Requested Action

For these reasons, I respectfully ask the Council to:

- Deny Anthem Chapel's appeal and uphold the Planning Commission's denial of the conditional use permit; or, at minimum,
- Rescind reliance on the Class 32 categorical exemption and require a full Initial Study (and EIR, if warranted) addressing wildfire evacuation capacity along North Los Carneros Road under the CEQA Guidelines;
- Require a corridor-level evacuation capacity analysis consistent with Government Code § 65302(g), AB 747, and SB 99.

Thank you for considering these concerns. I care about this community and want to see it grow responsibly, but not in a way that compromises our ability to safely evacuate this area during a wildfire.

Marion Wittmann, Ph.D.
Los Carneros North Resident

22 June 2026

Dear City of Goleta Planning Commissioners,

I urge the Planning Commission to deny the requested reduction of the Environmentally Sensitive Habitat Area (ESHA) buffer associated with the Western Monarch butterfly overwintering habitat and to require full CEQA review of the Anthem Chapel Project. The proposed buffer reduction raises substantial unresolved questions about impacts to Western Monarch butterfly habitat, consistency with the City's own ESHA protections, cumulative effects on the Los Carneros overwintering corridor, and public safety during wildfire evacuation.

Goleta's municipal code requires a 100-foot buffer around existing and historic monarch butterfly aggregation and roost sites, measured from the outer extent of the tree canopy, and requires that the buffer include native vegetation and physical barriers to human intrusion. A reduction to 50 feet is allowed only where trees contribute to habitat but are not considered likely to function as an aggregation site, such as narrow windrows. That exception does not appear to fit the Stow House ESHA. The available record does not show that this habitat can be treated as a marginal windrow, nor does it demonstrate that a reduced buffer would preserve the biological integrity of the ESHA. To the contrary, the project would remove mature trees, rely on immature replacement trees that may take decades to provide comparable structure, and introduce lighting, noise, landscaping, and human activity closer to sensitive overwintering habitat.

This is especially important because western monarch butterfly populations in Santa Barbara County (and the City of Goleta specifically) remain in severe decline. In that context, the absence of large numbers of monarchs at a site during a historically low population period cannot reasonably be treated as evidence that the habitat is unimportant – rather, it is an indicator that reduced and degraded habitat has likely contributed to the species local demise. Scientific literature shows that overwintering monarchs depend on highly specific microclimate conditions, including wind shelter, filtered light, darkness at night, predator protection, and suitable roosting structure. The Stow House ESHA is part of the broader Los Carneros corridor of overwintering habitat. The City has not adequately analyzed whether degrading or shrinking one component of that corridor could reduce the resilience or recovery potential of the larger habitat network.

Further, the requested buffer reduction is also inconsistent with substantial public investment in monarch conservation in Goleta. Publicly available materials provided by the City of Goleta document *at least* \$5.6 million in state funding for the Ellwood Mesa monarch butterfly habitat effort: \$3.9 million from the California State Coastal Conservancy for design and implementation of the Monarch Butterfly Habitat Management Plan and \$1.7 million from Cal Fire for fuel reduction and fire safety measures. The City describes that work as intended to improve monarch habitat, reduce wildfire risk, and repair public infrastructure. It would be contradictory for the City to invest millions of public dollars to restore and protect monarch habitat at Ellwood Mesa while simultaneously allowing existing monarch ESHA elsewhere in Goleta to be reduced or functionally degraded. Denying the Stow House buffer reduction would be a no-cost action that aligns with, rather than undermines, those public investments. Quoted from the [City of Goleta's website](#): ***"The City of Goleta is positioned to be a leader in western monarch butterfly conservation."*** If reducing monarch butterfly habitat is the chosen methodology for western monarch butterfly conservation leadership, then City of Goleta managers and elected officials need to reconsider their conservation approach, as well as their roles in service to the public. Using taxpayer dollars to sidestep the state of California's Environmental Quality Act requirements, reduce western Monarch butterfly habitat, and reduce raptor habitat, seems to be in direct conflict with what the voters of the state of California have chosen as due process and desired environmental protections.

The project also raises serious **wildfire evacuation safety concerns**. The Anthem Chapel Project would intensify use near a known high-fire-risk landscape and could add vehicles, events, drop-offs, pedestrians, and turning movements to an area where safe and timely evacuation is already critical. A project that increases congestion or creates additional choke points near evacuation corridors can reduce the margin of safety for nearby neighborhoods. The memorandum provided by Santa Barbara County Fire Department relevant to this project does not address evacuation routes. The City of Goleta Community Wildfire Protection Plan (CWPP) also does not address evacuation routes. The significance of evacuation egress for neighborhoods located in high risk of hazard areas is clearly addressed in recent state law: Senate Bill 99 (2019) amended California Government Code Section 65302 to require residential developments in high fire hazard severity zones to have at least two emergency evacuation routes in order to enhance egress safety. Similarly, ***Senate Bill 571 (2023) amended California Government Code Section***

65040.25 to require state and local agencies to evaluate and improve evacuation egress and ingress in the event of a natural disaster, specifically addressing evacuation travel capacity associated with an area. The evaluation of evacuation egress and ingress is incomplete not only for the City of Goleta, but for the Anthem Chapel project. Who is going to be responsible for public safety and emergency response when the next wildfire strikes?

For these reasons, substantial evidence supports a fair argument that the project may have significant environmental and public safety impacts. The City should not approve a reduced ESHA buffer based on deferred mitigation, or assumptions that have not been tested under realistic biological, ecological, and wildfire evacuation conditions. A full CEQA review, as well as Santa Barbara County wildfire evacuation assessment is necessary to evaluate lighting, noise, tree removal, habitat structure, corridor function, predator dynamics, cumulative impacts, and wildfire evacuation safety.

Sincerely,
Marion Wittmann, Ph.D.
Resident, Lake Los Carneros Neighborhood, Goleta, CA

From: [Daniel Johnson](#)
To: [PER Meetings](#)
Cc: [Brian Hiefield](#)
Subject: 6595 Covington Way
Date: Friday, August 7, 2026 10:40:18 AM

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Chair Fullerton and Members of the Planning Commission,

My name is Daniel Johnson, and my family has been part of Anthem Chapel since the early days, back when we met in Pastor Nate's living room. I attended the June 22 hearing, and I'm writing today because I believe in what this congregation has built here in Goleta, and I hope you'll approve our conditional use permit on August 10.

We've watched this church grow from a handful of families praying together to a real community that shows up for each other and for this town. Having a permanent home allows us to keep doing what we've always done, together.

What I want the Commission to consider is how seriously we took the concerns from the June hearing. In the weeks since then, we commissioned a weekend Level-of-Service analysis from Associated Transportation Engineers, even though the City's Circulation Element doesn't set a weekend threshold and the impact fees are calculated on weekday peak trips. Nobody required that study, but we did it anyway.

We built our Parking and Traffic Management Plan around that same commitment to doing more than asked: parking monitors, staggered service times, ride-share promotion, a published complaint line, ongoing coordination with Stow Park, and backup spaces at nearby schools if our own lot ever runs short on a Sunday. Our lot itself is built for 117 cars, well above the 101 the city requires. And we offered a one-year check-in with the Planning Director, with monthly Sunday monitoring by a City-approved consultant, so the Director has the authority to add measures later if the record shows it's needed.

Every one of those pieces goes beyond what the code asks of us. Today that lot has no rules and no one accountable. With this permit, there's a real plan.

This community has waited a long time for a home. I hope you'll give us the chance to build one.

Respectfully,
Daniel Johnson
5054 Santa Susana Ave
Goleta, CA 93111

danielgregoryjohnson@gmail.com

(805) 403-3185

From: [Erin Etherton](#)
To: [PER Meetings](#)
Cc: [Brian Hiefield](#)
Subject: 6595 Covington Way
Date: Friday, August 7, 2026 12:11:02 PM

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Chair Fullerton and Members of the Planning Commission,

My name is Erin Etherton, and my husband and I are raising our kids here in Goleta. He owns a local business, and this town, its schools, its parks, its people, is where our family has put down roots. I'm writing in support of Anthem Chapel's conditional use permit because I want to see this church get a permanent home for the sake of the young people growing up in it.

Our kids have been part of Anthem's youth programs for years, and I know what a stable, dedicated space would mean for them, room to grow instead of rotating through borrowed rooms and folding chairs on a Sunday morning.

I also want to speak to the parking concern directly, because we're not strangers to that lot. Our family uses Stow House regularly too, and I understand why people don't want to see that overflow space disappear. But when I looked at what the church actually put together, I was reassured. They coordinated their service schedule with Stow Park so the two don't compete for space during big events, and they've lined up backup parking at nearby schools for any Sunday when their own lot isn't enough.

But they didn't stop there. They brought in an independent traffic engineer to study weekend impacts, which wasn't required, and offered to work with City staff to ensure adjustments are made along the way. That seems like the church is going above and beyond to be a good neighbor.

As a Goleta family who cares about where our kids grow up and how our town facilitates community gathering, I hope you'll approve this permit.

Respectfully,
Erin Etherton
6576 Pipeline Place
Goleta, CA 93117
sbethertons@gmail.com

(805)448-7868

From: [Judy Salviolo](#)
To: [PER Meetings](#); [Jennifer Fullerton](#); [Katie Maynard](#); [Anne Miller](#); [Cary Penniman](#); [Rita Serotkin](#); [Brian Hiefield](#); [Lisa Prasse](#); [Darryl Mimick](#); [Paula Perotte](#); [Luz Reyes-Martin](#); [James Kyriaco](#); [Jennifer Smith](#); [Stuart Kasdin](#)
Subject: Anthem Chapel Project - Please Deny
Date: Friday, August 7, 2026 12:12:14 PM

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6 & 7 August 2026

Dear Commissioners:

I begin by stating that Anthem Chapel does need a place to build their project. Folks who attend and enjoy that particular religion are entitled to worship as they wish. BUT, the whole reason for my STRONG opposition to their proposed project is, the location is not appropriate and the space is much too small for all their current size and hopes of growth. I LIVE here, not just on Sunday or special occasions. This is my quiet, peaceful neighborhood by Lake Los Carneros and precisely why we purchased a home here 8 years ago. Living in the affected neighborhood, I hope that my concerns are heard.

After receiving the agenda today (8.6.2026) and related documents, I continue to strongly oppose the Anthem Chapel Project on the property at 6595 Covington Way (Lot 2). The following reasons, as well as, my challenge to data provided by Anthem Chapel, support the denial of this project:

#1 At A Glance (Pg 35 of 55)

My Challenge to the Data

Lot Size. 110,745 SF (2.542 acres)
ACTUAL is 2.14

This is based on the gross acres Lot 2/

acres based on a 3.0 acres Property Record

for Lot 1 & 2.

The ESHA is approx. .32 acres, leaving **1.8**

acres for Lot 2

Hence, this changes Lot Coverage:
Building foot print. 13,769 sq ft.
17.5%

Without access to ESHA coverage is

Lot Coverage. 12% of Lot

Not subtracting ESHA coverage is 14%

Sanctuary Assembly Area 5,042 sq ft.

Closer to 10,023 Worship areas: see below

Not taken into account are the other 'worship' areas for High school, 4th grade, 5-6th grade, junior high and 'kids' = additional 4,981 sq ft (There's a nursery also at 455 sq ft) If all these areas, (minus nursery) are used for Sunday Church that is 10,023 sq ft of worship space. This calculates to 200 parking spaces. It was questioned at the July 22 Planning Commission meeting regarding "where are the children during the Sunday service"?

2. Pages 42-45/103 document 26-324:

Anthem Chapel is offering 'conceptual' ideas for monitoring parking, and "off-site" parking. If a parishioner arrives with their family, lot is full, told parking available off-site up to 1/2+ mile away- HOW is this supposed to work? If there are staggered services, how can people have the freedom to come when they wish? These are ALL ideas that have never been used by Anthem Chapel. They currently use a facility that can meet their needs, although parking is an issue and red fire zones are parked on regularly. SEE PHOTOS in Letters sent to the commission. There is no monitoring of that currently. What if there were a fire and no place for fire trucks to park? Evacuation?

3 The project site has a long-standing informal relationship with the adjacent Stow House and Goleta Train Museum, which have historically used the Anthem/Christ Lutheran lot as reserve parking for some of its events. will continue to coordinate in good faith with these entities and the City on a shared understanding of event scheduling to help avoid cumulative parking impacts in the surrounding neighborhood. This is a coordination commitment, **not a binding shared-parking agreement.** *As AC stated in their proposal -**"AC is not obligated to provide special event parking to GVHS...only granted at its own discretion"**. Does not appear they will continue to offer parking UNLESS:...

4 Under "Shared Parking" - now they want to negotiate to allow the City to use their lot IF AC can use the Stow House/Train Museum lot on Sundays. WOW, Sunday's are when families come to the Los Carneros Open Space and Train Museum and Stow House animal yard! This lot should always be available to the community and visitors.

5 ESHA: AC proposes to have a detention basin within the 100' ESHA. There is no construction or destruction of the ESHA Buffer allowed. SEE Title 17 Zoning below. AC is also proposing to build 6' chain link fence around the ESHA. AND if the ESHA were to be reduced would also construct play yards and more permanent chainlink fencing on this area. Please note nowhere on AC picture portrayals of this project did it show the proposed chain link fencing around the whole area. This means no wildlife can access the ESHA.

City Code-17.30.180 B. 1. **No development**, except as otherwise allowed by this section, is allowed within monarch butterfly ESHAs or ESHA buffers **including grading and other activities that could alter negatively impact the surface** and subsurface hydrology that sustains the groves of trees.

C. Required ESHA Buffer. A buffer of a sufficient size is required to ensure the biological integrity and preservation of the monarch butterfly ESHA, including aggregation sites and surrounding grove of trees.

1. **Buffers shall not be less than 100 feet around existing an historic aggregation and roost sites,** as measured from the outer extent of the tree canopy. The required buffer area must include native vegetation and provide physical barriers to human intrusion. [AC proposes a split rail fence- a great climbing adventure for the kids to access the supposed last 50' of ESHA buffer, thus human intrusion]

2. **The required buffer may be reduced to 50 feet ONLY** in circumstances where the trees contribute to the habitat but are not considered likely to function as an aggregation site, such as along narrow windrows. [There is no windrow here.]

Anthem Chapel would not have any outdoor space is the ESHA is kept intact. Please deny this

project, this reason alone shows that this particular property is just too small for this project.

6 Letters from: Goleta Water - dated July 9, 2024 (I found no updated letters in the documents online) in this letter the info provided to the Water District by Anthem Chapel is INCORRECT. "Lot 1. 0.458 acres". IT IS 0.86 acres. "Lot 2. 2.542 acres" It is 2.14 acres. The letter states-"Please review this above description carefully. Any deviations from the above project description, exhibits, or conditions must be reviewed and approved by the District for conformity with this notice. Any changes to or deviations from the project description must be submitted tot he District for further review... Changes to the project that are not submitted to and approved by the District may constitute a violation of District rules and regulations per District Code Section 6.20.110."

Goleta West Sanitary District - dated June 3, 2024 regarding the property at 6595 Covington Way, has "Sewer Capacity of (5) additional ERU in District facilities is presently available to serve the property" The size of the proposed Anthem Chapel Project needs any where from 6 -11 ERU's for Sundays, and 9-11 ERU's for weekday use with daycare/preschool/office staff. [I found no updated letters online]

7 Page 48 document 26-324 Common Findings. A. "There are adequate infrastructure and public services available to serve the proposed development including water and sewer service,..."

It does not appear that there is adequate infrastructure or that information provided to these districts was accurate. The available (5) ERU's would support 5 homes.

8 "Reasons why the project is exempt:

Categorical Exemption: In-Fill Development Projects §15332

Class 32 consists of projects characterized as in-fill development where the project is (a) consistent with the applicable general plan designation and all applicable general plan policies, as well as with applicable zoning designation and regulations, (b) occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses, (c) has no value, as habitat for endangered, rare or threatened species, (d) would not result in any significant effects relating to traffic, noise, air quality, or water quality, and (e) adequately served by all required utilities and public services."

Why it should NOT be EXEMPT: b) it is NOT 'substantially surrounded by urban uses'. It is the opposite of that, scenic, historic, open space, in an established neighborhood. C) it has a protected ESHA buffer they wish to violate d) Effect of increased traffic, safety issues on established bike corridors and evacuation route, noise from frequent very large (300-500 people) gatherings with open garage doors spilling noise e) questionable- as noted from Goleta west sanitary district.

9 Anthem Chapel is requesting many exemptions in zoning size, height of the building and expansion on an established protected ESHA space. They have not been forthcoming in how they present features such as 6' high chainlink fencing around the whole compound. NO visual drawings of such.

They request these exemptions because they do NOT fit the limits that are already in place for a RS-8 zoned parcel. Christ Lutheran Church was respectful of the space and did not encroach or request unreasonable exemptions that would harm the neighborhood in which they peacefully co-exist.

For all the above statements, facts, City Codes that are in place for the very reason to protect us, Goleta residents, I request that the Anthem Chapel Project be denied completely from the location at 6595 Covington Way.

Respectfully,

Judy Salviolo