

Attachment 3, Exhibit B

General Plan Consistency Analysis

EXHIBIT B

GENERAL PLAN CONSISTENCY ANALYSIS FOR CLC, INCLUDING, CONDITIONAL USE PERMIT AMENDMENT, AND DEVELOPMENT PLAN AMENDMENT AT 6595 COVINGTON WAY

The Christ Lutheran Church Project (CLC) contains no new development except for minor parking and landscaping changes.

Land Use Element (LU)

The entirety of the proposed Project and uses are consistent with the guiding principles and goals of Chapter 2.0, Land Use Element, of the GP/CLUP. The proposal is in compliance with the Land Use Plan Map (LU 1.1, Figure 2-1), with regards to the designation of Single Family Residential (RS), which allows uses such as “Community Assembly” per Table 2-1 (LU 2). The proposed site improvements do not conflict with the land use designation nor the zoning designation of RS.

Land Use (LU) Element Table 2-1 provides minimal development standards for the Residential land use category which includes maximum structure height of 25 feet, with no maximum lot coverage ratio. The proposed parking and landscaping changes are compatible with the applicable development standards.

Further, Policy LU2: Residential Land Uses, states that the objective is ‘To provide appropriate land areas for the residential needs of the existing and future city residents consistent with the existing character of the city’s neighborhoods.’ Assembly use and are listed as allowable uses within the land use designation

The Project does not affect Stormwater Management as no new buildings are proposed and therefore the CLC project is consistent with CE 10.1, 10.2, 10.3, 10.6, 10.7 and 10.8. The existing buildings at CLC campus have adequate sanitary and waste disposal services, and the stormwater BMP measures will be maintained as required.

The Project is consistent with Policy CE 15.3 (Water Conservation) as the Project will use , water-conserving landscaping, and low-flow irrigation.

Safety Element (SE)

The Proposed Project is consistent with the guiding principles and goals of Chapter 5, Safety Element of the City’s General Plan. Pursuant to General Plan Safety Element Policy SE1.3, an Initial Site Assessment screening was conducted to determine the potential presence of hazards including earthquake hazard zones; areas subject to tsunami run up, landslides, liquefaction, episodic and long-term shoreline retreat

(including beach or bluff erosion), high seas, ocean waves, storms, tidal scour, flooding; slopes averaging greater than 25 percent; unstable slopes; and flood hazard areas and no issues were identified that would make the Project a safety concern.

The Project is adequately served by fire protection services, and the Santa Barbara County Fire Department has reviewed and approved the access and circulation plan and has provided Conditions of Approval, pursuant to SE 7.2. The Project would comply with Fire Department standard conditions regarding circulation and access. Further, Fire Station 14 is located approximately 350 feet to the south of the CLC existing sanctuary building .

The Project will not involve the routine transport, use, or disposal of hazardous substances and therefore the Project is consistent with the policies of SE 9.8.

The Project is located within Safety Zone 6 of the 2023 Santa Barbara Airport Land Use Compatibility Plan (ALUCP). According to the 2023 ALUCP, community assembly uses are compatible uses within Safety Zone 6. Therefore, the Project is consistent with GP/CLUP Policy SE 9.1.

Visual and Historic Resources Element (VH)

The Project is consistent with the objectives of section *VH 4.3 Single-Family Residential Areas*, as the DRB found the minor parking lot and landscape changes compatible with the adjacent single-family development. The proposed Project is located on a local scenic corridor (Los Carneros Road). The parking lot and landscape changes will not degrade views of scenic areas and ensures visually compatible with scenic qualities. The design of the Project is consistent with the Visual and Historic Resources Element, namely Visual and Historic Resources Element Policies VH 1.1, VH 1.2, VH 1.4, VH 1.5, VH 2.1, VH 2.2, VH 2.3, VH 3.1, VH 3.2, VH 3.3, and VH 3.4 because the Project does not negatively affect the visual character of Goleta as the DRB found the Project to be compatible with adjacent development. The DRB found the Project to have good site design including well designed landscaping and circulation of the site.

The Project is consistent with the objectives of section *VH 4.9 Landscape Design* as the landscape plan was designed and considered as part of the development and conforms to the natural topography and there are no existing specimen trees. No trees are proposed for removal. The landscaping palette avoids invasive plants and utilizes native and drought tolerant vegetation with a range and density of plantings including groundcovers, shrubs, and trees in varying heights and species.

The Project is consistent with Policy *VH 4.11 Parking Lots*, as adequate parking is provided in the quantity specified for the use and at dimensions and widths consistent with City standards with the approval of the modification based on the limitations from 1965. Pedestrian circulation is integrated, adequate, and delineated to provide safe and convenient pedestrian links to the adjacent roadway and the CLC facilities. The

proposed parking lot landscaping provides buffers, visual relief, and shade. Appropriate tree density is provided, and one tree is provided for every four parking spaces where feasible. No new lights are proposed.

Transportation Element (TE)

The proposed Project and uses are consistent with the guiding principles and goals of Chapter 7, Transportation Element, of the City's General Plan. The minor parking lot and landscaping changes will not change the ADT or LOS associated with the existing community assembly use. As such, the project is consistent with GP/CLUP Policies TE 3.3 and 3.5.

The Project is consistent with General Plan Policies TE 9.1, 9.2 and 9.4, in that sufficient and adequate off-street parking continues to be provided for the Project. As it has for the past 60 years

Further, General Plan Policies TE 9.5, TE 11.4 and 12.1 relate to parking lot design, provision of bicycle parking, and driveway designs and spacing to minimize pedestrian conflicts with vehicles. Minimal changes are proposed but will retain the existing configuration that has served the site for 60 years without issue. For all of these reasons, the siting and design of the Project is consistent with the above referenced Transportation Policies.

Additionally, the proposed Project is not in conflict with TE Figure 7-3, (Transportation Improvement Map), Figure 7-4 (Public Transportation System), Figure 7-5 (Pedestrian System Plan), or Figure 7-6 (Bikeways Plan Map).

Public Facilities Element (PF)

The Project is consistent with the Public Facilities Element. Public Facilities Policies PF 3.1 (Fire Protection), PF 4.1(Water Facilities and Service), PF 4.2 (Sewer Facilities and Services), PF 5.1 (Collaboration with School Districts), PF 6.1 (Utilities), and PF 9.7 (Essential Services for New Development) as no new structural development is proposed at the CLC campus. Given this site is located in an urbanized area of the community all the necessary infrastructure exists adjacent to the site. The Project will not impact local schools as no new housing/population is proposed.

Noise Element (NE)

The proposed Project and uses are consistent with the guiding principles and goals of Chapter 9, Noise Element, of the City's General Plan. The Project is not expected to generate excessive operational noise based on the proposed use of the property for community assembly as most of the activities will continue to be conducted indoors. The extent of the project is to make minor parking lot changes and add additional trees in the parking lot. The construction of the minor changes may increase ambient noise in the area during the short-term during construction, but construction will be limited to the hours of 8 am – 5 pm Monday – Friday as outlined In GP/CLUP Policy NE 6.4. Further,

the site is located within Safety Area 6 of Santa Barbara Airport and falls within the 60-65 dB CNEL noise contours.

General Plan Policy NE 1.1 Land Use Compatibility Standards specifies, “The City shall use the standards and criteria of Table 9-2 to establish compatibility of land use and noise exposure.” The continued Project uses, including community assembly and the associated parking lot, are consistent and compatible with the “Normally Acceptable” CNEL noise levels that occur on this site

In addition, construction will be limited to 8 am – 5pm Monday – Friday; the site’s location, and adherence to the applicable construction hours, the Project will be consistent with General Plan Policy NE 1.3, and 6.4.

Housing Element (HE)

The Project is consistent with the City’s adopted 2023-2031 Housing Element. The minor parking changes and landscaping does not propose any new residential development, would not substantially induce unplanned population growth, would not result in any significant effects on housing, and would not create any substantial new demand for housing. In addition, the Project would not remove existing housing units, displace people, nor necessitate the construction of replacement housing. Further, the site is not identified as a housing site (either vacant or underutilized) in Table 10A-28 of the Housing Element Technical Appendix.

The Project will have no effect on existing housing and neighborhoods (General Plan Policy HE1), fair housing policies (HE 3), or community partnerships in support of local and regional housing policies (HE 5), as the development will occur on a lot that has been planned for non-residential uses for at least the past 25 years.

Attachment 3, Exhibit C
Zoning Consistency Analysis

**ZONING CONSISTENCY ANALYSIS FOR CHRIST LUTHERAN CHURCH PARKING
LOT CHANGES BASED ON RS DEVELOPMENT STANDARDS, CASE NOS. 24-0004
CUP(AM), 24-0010-DP(AM); 24-0030-DRB;**

Lot 1- Christ Lutheran Church (CLC)

<u>ZONING REQUIREMENTS</u>	<u>PROPOSED PROJECT</u>	<u>CONSISTENCY WITH STANDARDS</u>
Front Yard Setback: Twenty (20) feet from right-of-way line for structures.	23 feet from right-of-way line.	Yes.
Side Yard Setbacks: 10 percent of lot which is 6.5 feet.	11 feet.	Yes.
Rear Yard Structure Setback: 25-foot rear yard setback for primary buildings.	The applicant proposes to retain an existing classroom structure that would continue to partially encroach (5 feet) into the rear yard setback.	Yes, with an Adjustment Request pursuant to Section 17.59.040 of the GMC.
Parking: County Requirement at Time of CUP Approval 1 space per 100 sq. ft. of assembly space: 18 parking spaces required Title 17 standards: 1 space per 4 permanent seats in main assembly area,	41 parking spaces. 41 parking spaces	Yes, exceeded the County requirements. Yes, with an Adjustment Request pursuant to Section 17.59.040 of the

or 1 space per 50 sq. ft. of assembly area where temporary or moveable seats are provided. 43 parking spaces required.		GMC, would remain consistent with previous approval.
Building Height limit: Maximum height of 25 feet.	No change proposed. Maximum height of all CLC structures do not exceed 25 feet.	Yes.
Loading Zone Space: County Requirement at Time of CUP Approval: 0 loading spaces Title 17: Assembly Uses are required to 1 separate loading zone.	0 0	Met the County Code at time of approval. Yes, with an Adjustment Request pursuant to Section 17.59.040 of the GMC.
Short-Term Bicycle Parking: County Requirement at Time of CUP Approval: 0 bicycle spaces Title 17 Required to have 4 spaces.	0 5 spaces.	Met the County Code at time of approval. Yes.
Short-Term Electric Bicycle Parking: County Requirement at Time of CUP Approval: 0 EV	0	Met the County Code at time of approval.

bicycle parking spaces Title 17: Required to have 1 space.	The applicant is proposing zero.	Yes, with an Adjustment Request pursuant to Section 17.59.040 of the GMC. Would remain consistent with past CUP approval.
Heat Island Effect: Not a County Requirement at Time of CUP Approval Title 17: Required to meet 50% shading criteria of parking lot.	n/a With the addition of 7 new trees, the existing parking lot can achieve 22% shading criteria due to the existing parking lot configuration.	Met the County Code at time of approval. Yes, with an Adjustment Request pursuant to Section 17.59.040 of the GMC.

Attachment 3, Exhibit D

CLC DPAM/CUP AM Conditions of Approval

**CONDITIONS OF APPROVAL
FOR
Conditional Use Permit Amendment and Development Plan Amendment
Improvements to Christ Lutheran Church
24-0004-CUP(AM), 24-0010-DP(AM) & 24-0030-DRB**

In addition to all applicable provisions of the Goleta Municipal Code (“GMC”), Lars Linton, authorized agent for Christ Lutheran Church of Goleta, owner/applicant (hereinafter referred to as “Permittee”) agrees to the following conditions for the City’s approval of Case No. 24-0004-CUPAM, 24-0010-DPAM, and 24-0030-DRB (“Project Conditions”).

Unless the contrary is stated or clearly appears from the context, the construction of words and phrases used in these Project Conditions use the definitions set forth in the GMC. For purposes of these Project Conditions, the term “Director” refers to the Planning and Environmental Review Director, or designee.

AUTHORIZATION

1. This Conditional Use Permit Amendment and Development Plan Amendment, Case Nos. 24-0004-CUP(AM), 24-0010-DP(AM) & 24-0030-DRB, authorizes implementation of plans stamped “APPROVED”, dated _____, and attached/subject to these Conditions of Approval set forth below, specified plan sheets and agreements included by reference, as well as all applicable City rules and regulations.

The project consists of:

- Conditional Use Permit Amendment (CUP) to Conditional Use Permit 65-CP-52 to revise the boundary of where Christ Lutheran Church (CLC) is located;
- Development Plan Amendment for the existing CLC building on new Lot 1 of Parcel Map 32,072 with adjustments for landscaping, parking, bicycle parking, and the rear setback as listed below.
- No changes are proposed to the existing CLC sanctuary/community assembly buildings.
- Seven additional trees will be planted in the parking lot area.
- The approved development standard adjustments are:
 - Encroachment into the rear setback by 5’ for an existing modular classroom that is not being moved. A 20’ rear setback will be observed for the classroom building. All other buildings will observe the 25’ setback.
 - Provision of no separate loading spaces (1 required), pursuant to GMC Section 17.38.100(A) reflecting the pre-existing condition.
 - Reduction to the number of parking spaces from 43 to 41, pursuant to GMC Section 17.38.070 reflecting the pre-existing condition.

- Approval of 10 trees instead of 11 trees on Lot 1 based on the existing development pursuant to GMC Section 17.38.110 (K).
 - Approval of a 22% Heat Island Effect Reduction for the parking lot (50% required) based on existing development pursuant to GMC Section 17.38.110 (J).
2. All construction, improvements, implementation, and/or any other actions taken pursuant to this permit shall be in substantial conformance with the Project Conditions. Any deviations from the Project Conditions must be reviewed and approved by the City of Goleta (City). The City shall determine whether any deviation substantially conforms to the Project Conditions. Any deviation determined to not be in substantial conformance with the Project Conditions requires the Applicant/Permittee to seek additional approval, permits, or other action by the City. Any deviation from the Project Conditions made without the above-described review and approval of the City is a violation of this permit.
 3. The Development Plan Amendment and Conditional Use Permit Amendment will expire one (1) year after approval, unless before the expiration, substantial physical construction has been completed on the Development Plan or a time extension has been applied for by the Permittee. The decision-maker with jurisdiction over the project may, upon good cause shown, grant a time extension as specified by City regulations. If the Applicant/Permittee requests a Time Extension, the project may be revised to include updated language to standard conditions and/or may include revised/additional conditions which reflect changed circumstances or additional identified project impacts. Any new fees imposed, and existing fees will be those in effect at the time of the extension request.
 4. Design Review approval shall expire one year from the date of preliminary approval unless the project receives final approval. Prior to expiration of such a one-year period, the Director may grant one extension of up to one year. The Design Review approval shall expire three years from the date of final approval unless the associated Zoning Permit has been approved. Prior to the expiration of such a three-year period, the Director may grant one extension of up to two years.
 5. All entitlements and permits associated with the project shall become effective upon the date of Planning Commission action on the project.
 6. The permits run with the land and the rights and obligations thereof, including the responsibility to comply with the project description, are binding upon successors in interest. The Development Plan may be modified, terminated, or abandoned in accordance with applicable law including, without limitation, the GMC.
 7. On the date that any subsequent permits are approved for a different project on this site, any previously approved but unbuilt plans become null and void.

8. Any proposed deviations from the project plans, project description, or Project Conditions must be submitted to the Planning and Environmental Review Director for review and approval by the appropriate decision maker. Any unapproved deviations from the project approval will constitute a violation of the permit approval. The plans labeled Project Plans with print date January 20, 2026, herein incorporated by reference.
9. When exhibits and/or written Project Conditions are in conflict, the written Project Conditions must prevail.
10. The project site and any portions thereof shall be sold, leased, or financed in compliance with the exhibit(s), project description and the conditions of approval including all related covenants and agreements.
11. No signs of any type are approved with this action unless otherwise specified. All future signage must be reviewed and permitted in compliance with the City's zoning code.
12. This approval does not confer legal status on any existing structures or uses on the property unless specifically reviewed and authorized within the project description of this Development Plan.
13. Before using any land or structure, or commencing any work pertaining to the erection, moving, alteration, demolition, enlarging or rebuilding of any building structure, or improvement, the Applicant/Permittee must obtain a grading and/or building permit from the Planning and Environmental Review Director.
14. Permittee agrees to indemnify, hold the City harmless from and defend the City against any and all claims, actions, appeals, damages, costs (including, without limitation, attorney's fees), injuries, or liability (each, a "Claim"), arising from or related to the City's approval of the Development Plan ("DP") and attendant Conditions of Approval or any associated post-discretionary approvals, approval and condition clearance of the Development Plan and associated post-discretionary approvals ("Project Approvals"). The obligation to indemnify, hold harmless and defend the City shall arise when the City is named in or subject to any Claim, including without limitation a lawsuit, claim, or other legal proceeding regardless of whether such Claim is meritless, meritorious, or otherwise arising out of related to any of the Project Approvals. Permittees shall pay all litigation costs, attorney's fees, expert fees, and other costs associated with any Claim related to or arising out of the Project Approvals against the City ("Defense Costs") and agrees that the City may select counsel of its own choosing to defend against such Claim(s). Permittees shall remit payment of the City's Defense Costs within thirty (30) days of request for payment. For purposes of this section "the City" includes the City of Goleta's elected officials, appointed officials,

officers, employees, consultants, contractors, and agents. Permittees are jointly and severally liable for this condition.

15. In the event that any conditions imposing a fee, exaction, dedication, or other mitigation measure is challenged by the Applicant/Permittee in action filed in a court of competent jurisdiction or threatened to be filed, this approval must be suspended pending dismissal of such action, the expiration of the limitation period applicable to such action, or final resolution of such action. If any Project Condition is invalidated by a court of competent jurisdiction, the project must be reviewed by the City and substitute conditions may be imposed to validate the Development Plan.
16. Secure Final Design Approval from the Design Review Board (DRB) of the following items:
 - a. The landscaping plan for the new trees.
 - b. Utilize efficient irrigation systems which minimize runoff and evaporation and maximize the water which will reach plant roots (e.g., drip irrigation, automatic sprinklers equipped with moisture sensors, etc.). Utilize automatic sprinkler systems that must be set to irrigate landscaping during early morning hours or during the evening to reduce water losses from evaporation. Sprinklers must also be reset to water less often in cooler months and during the rainfall season so that water is not wasted by excessive landscaping irrigation.
17. Secure any necessary Building permits for the associated irrigation for the new trees.
18. Building permits associated with the irrigation must receive final inspection.
19. All relevant conditions of approval from existing CUP 65-CP-52 remain in full effect and force.

By signing this document, the undersigned certifies that they have read, understood, and agrees to the Project Conditions listed in this document.

Lars Linton, Agent for Christ Lutheran Church of Goleta Date

-End of Development Plan Conditions-

Attachment 4

Staff Presentation

Christ Lutheran Church and Anthem Chapel Project

Planning Commission August
10, 2026



Project Context

6595 Covington Way

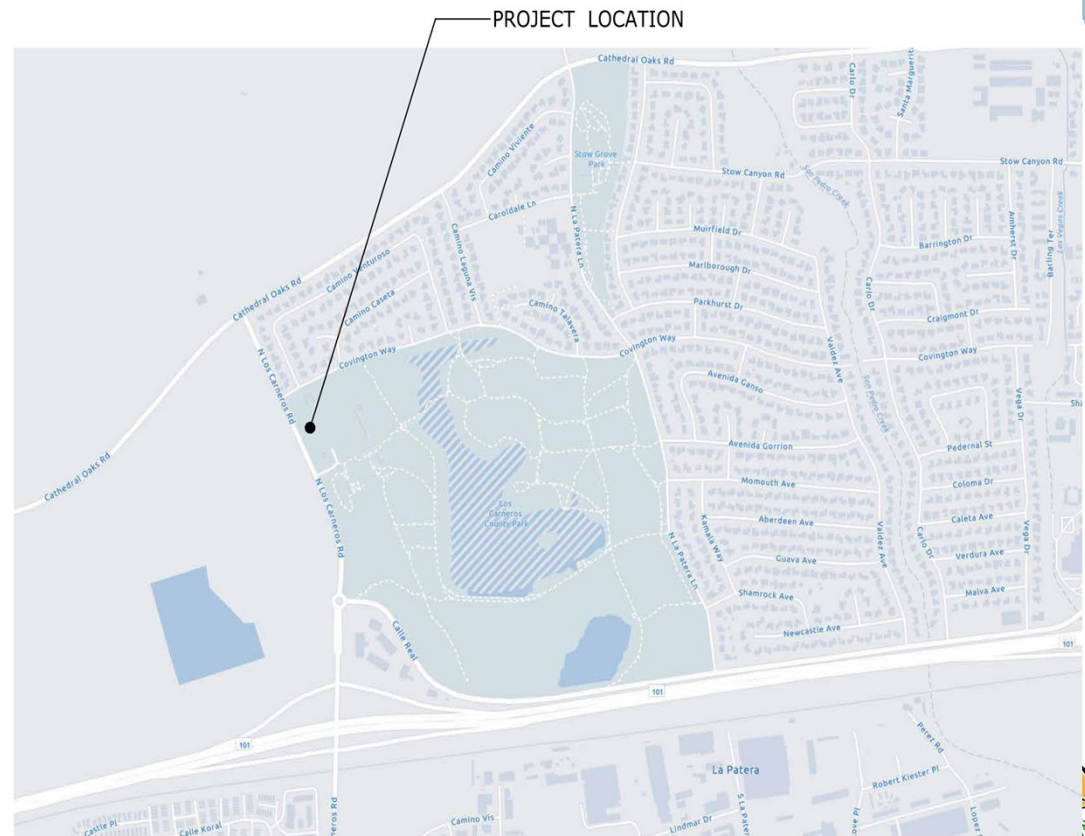
Acreage: 3.423-acre site

Land Use Designation: Single Family Residential (RS 8,000)

Existing Use: Christ Lutheran Church (CLC) campus (established 1965)

Community Assembly uses are allowed within the RS designation with the approval of a Minor CUP

Context: East of Los Carneros Road, adjacent to Stow House and Lake Los Carneros Open Space, and Fire Station 14



Site History

1965 - County of SB approved a CUP for CLC campus

2020 - Anthem started sharing the site with CLC.

2020 - Moved worship services to tents on the site during the pandemic.

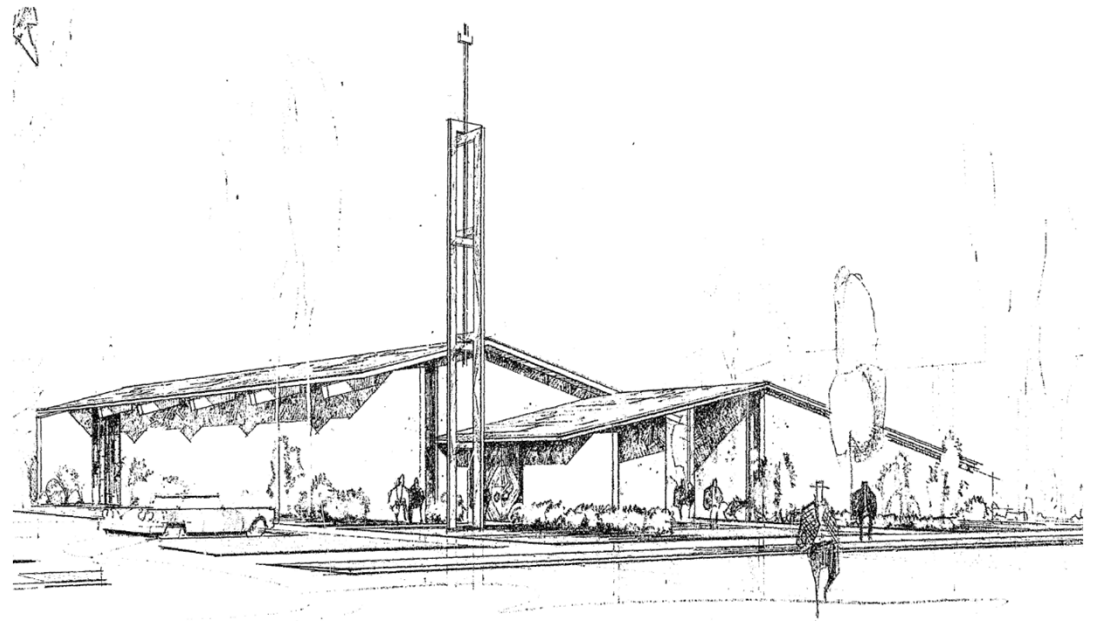
2023 - Been using Goleta Jr. High for single worship service.

2024 - Application filed for a permanent facility once water service became available

April 10, 2025 - Application deemed complete

May 26, 2026 - DRB recommended Preliminary Design approval

June 22, 2026 – PC approved Parcel Map 32,072 and continued rest of Project



General Plan and Zoning



August 10, 2026, Planning Commission



Anthem Chapel

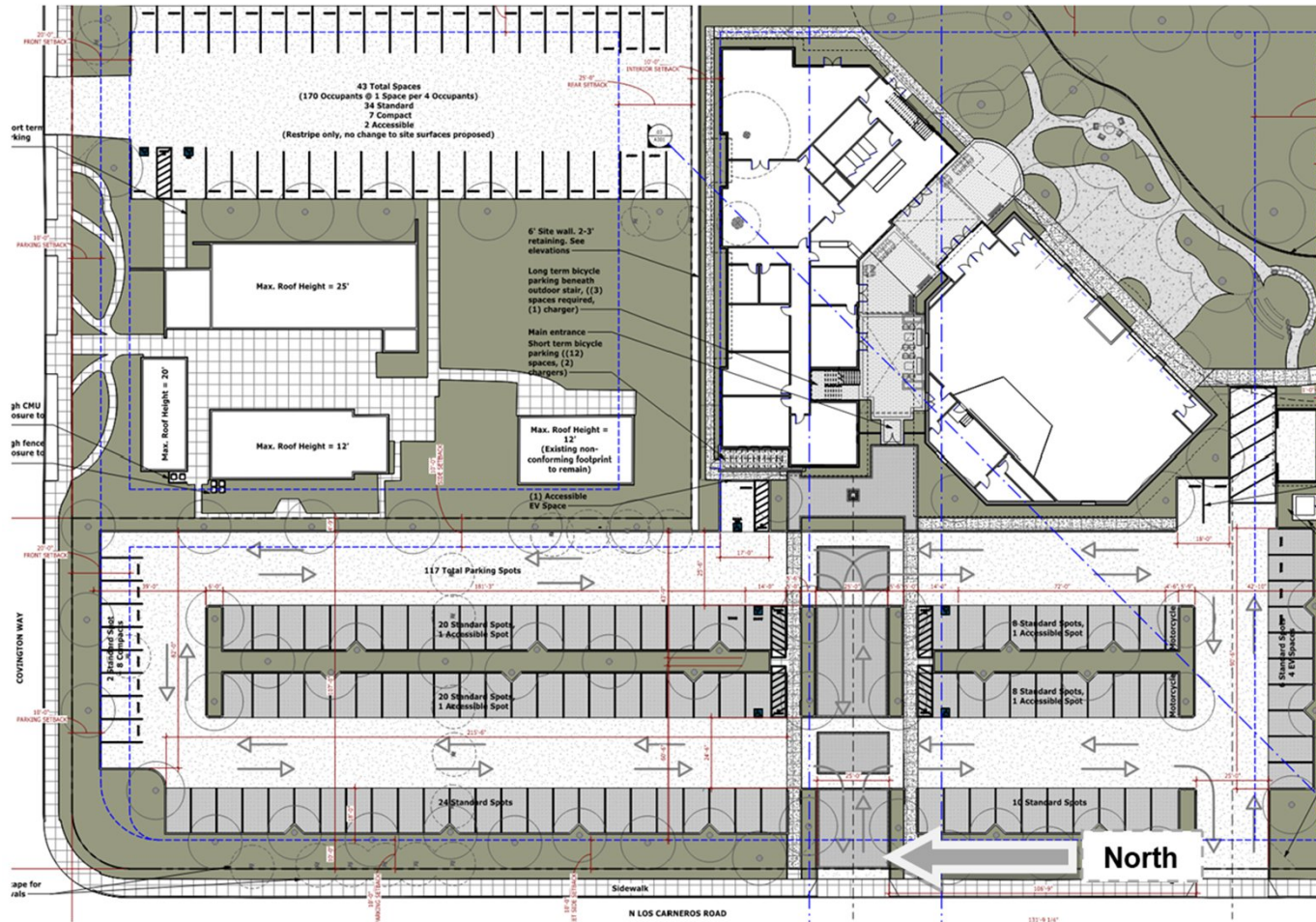
- Construct a new community assembly use of approx. 20,000 sq. ft.
 - 500-seat sanctuary
 - 110-child pre-school/day care
 - 36 employees
 - Parking, landscaping, fencing, and lighting to support the use



Changes at CLC campus

- No changes to the existing buildings
- Addition of 7 trees in the parking lot
- Requested modifications based on current Code requirements in relationship to pre-existing campus development of over 60 years





June 22, 2026, Planning Commission Meeting

- Approved Parcel Map 32,072
- Ask for denial findings for rest of Project based on:
 - Intensity of development
 - Neighborhood compatibility
 - Public safety and insufficient parking
 - Maintaining of Monarch buffer



New Information from Applicant

➤ Parking and Traffic Demand Management Plan

- Parking Monitors
- Ride Matching App
- Guidance in Weekly Bulletins
- Church App Notifications
- Staggered Services (45 Min.)
- Published Phone/Email
- On-Site Directional Signage
- On-Going Monitoring



New Information from Applicant Contd.

► New Traffic Counts Comparison – Los Carneros Rd

Date	Day	ADT	AM Peak Hour Trips (a)	PM Peak Hour Trips (b)
July 14, 2026	Tuesday	4,410	345	478
July 12, 2026	Sunday	2,500	225	243
Sunday Difference		- 43.3%	- 34.8%	- 49.2%



New Information from Applicant Contd.

➤ Existing + Project Roadway Operations

Day	Existing ADT	Existing + Project ADT	Acceptable Capacity	LOS
Tuesday	4,410	4,649	14,300	LOS A
Sunday	2,500	2,924	14,300	LOS A



New Information from Applicant Contd.

➤ Intersection and Driveway Levels of Service

Intersection	Existing + Project			Consistent?
	Weekday AM Delay / LOS	Weekday PM Delay / LOS	Sunday Peak Delay/LOS	
Los Carneros/Calle Real	6.1 Sec./LOS A	8.1 Sec./LOS A	5.8 Sec./LOS A	Yes
Los Carneros Road/Northern Driveway	10.3 Sec./LOS B	10.4 Sec./LOS B	10.3 Sec./LOS B	Yes
Los Carneros Road/Southern Driveway	10.7 Sec./LOS B	10.6 Sec./LOS B	10.6 Sec./LOS B	Yes

Attachments to Staff Report

- Attachment 1 is a denial Resolution reflecting the reasons provided by the Planning Commission with the new NOE to reflect denial.
- Attachment 2 is new information from the applicant
- Attachment 3 is an approval Resolution for the CUP Amendment and DP Amendment for CLC to reflect the parcel map approved June 22, 2026.



Anthem Denial Recommendation

As directed on June 22, 2026, consider adopting:

Planning Commission Resolution No. 26-____, entitled “A Resolution of the Planning Commission of the City of Goleta, California, denying the proposed Project for Anthem Chapel and Christ Lutheran Church and adopting the Notice of Exemption for the development located at 6595 Covington way; APN 077-160-022; Case Nos. 24-0005-CUP, 24-0009-DP, and 24-0030-DRB”



Questions



Attachment 5

Applicant's Presentation

PLANNING COMMISSION HEARING • AUGUST 10, 2026

Anthem Chapel Goleta

Responding to the Commission's direction from June 22.

June 22.

WHERE WE STAND

Background

On June 22, the Commission voted 2–1 to continue this item and directed staff to prepare findings for denial.

Two concerns appeared to drive that vote: **1) weekend traffic and 2) parking management.**

Each of these was tied to neighborhood compatibility. We have spent the weeks since studying both and are providing additional analysis as well as operational commitments.

SINCE JUNE 22

What has changed

01

A completed weekend traffic study
Weekend Level-of-Service analysis by
Associated Transportation Engineers.

02

A Parking & Traffic Management Plan
Enforceable operational measures that
manage arrival, parking, and
neighborhood impact.

03

A clearer picture of operations
How the campus operates beside its
neighbors — indoor-only events,
landscape screening, and distance
from homes.

We also offer a **one-year return to the Planning Director** so the City can verify performance in practice.

THE PROJECT

At a glance

Location	6595 Covington Way, Goleta
Lot size	110,745 SF (2.542 acres)
Building footprint	13,769 SF
Lot coverage	12% of lot area
Total floor area	20,125 SF
Weekday Daycare	Max 55 children, full-day
Weekday Preschool	Max 55 children, half-day
Sanctuary assembly area	5,042 SF
Parking required	101 spaces
Parking provided	117 spaces on-site

SECTION ONE

Traffic & Circulation

The unanswered question: weekend traffic

“What happens to the neighborhood streets on a Sunday morning?”

It’s a fair question. But because the City’s Circulation Element does not regulate weekend traffic, there is no adopted standard to compare against. The primary reason is that it is well established that traffic is significantly lighter on weekends and there aren't the same peak hour traffic issues.

However, Anthem Chapel has commissioned a **weekend Level-of-Service analysis** from Associated Transportation Engineers (ATE) that compares against the weekday standards, and we are sharing the results with you.

STANDARDS OF REVIEW

There is no adopted weekend standard for traffic

THE CITY'S STANDARD

Goleta's traffic thresholds for all projects apply to **weekday peak-hour** conditions. The project meets or exceeds every adopted weekday standard.

The City's Development Impact Mitigation Fees are based on weekday PM/Peak Hour trips

OUR VOLUNTARY STUDY

Anthem Chapel went beyond the requirement and studied weekend traffic volumes anyway — and the analysis confirms that the proposed project will have **no significant impact on traffic levels.**

Sunday traffic is materially lighter than a weekday

Los Carneros Rd	Tuesday, July 14	Sunday, July 12	Sunday Difference
Daily traffic Trips	4,410	2,500	– 43.3%
AM peak hour trips	345	225	– 34.8%
PM peak hour trips	478	243	– 49.2%

Sunday volumes ran 35–49% below weekday.

ROADWAY OPERATIONS • LOS CARNEROS RD NORTH OF CALLE REAL

4,649

Weekday Existing + Project ADT

2,924

Sunday Existing + Project ADT

14,300

Acceptable capacity

Projected Weekend Intersection Level-of-Service are Consistent

Intersection on Los Carneros Rd	Weekday AM	Weekday PM	Sunday Peak
Los Carneros and Calle Real	LOS A	LOS A	LOS A
Anthem Chapel northern driveway	LOS B	LOS B	LOS B
Anthem Chapel southern driveway	LOS B	LOS B	LOS B

All intersections will operate at LOS A–B — consistent with the City threshold Level of Service “C” or better

Analysis indicates that traffic operations at the project driveways will not impede flows on Los Carneros Road

Traffic Recap

- ❖ City has no adopted weekend standards – Anthem has done the analysis anyway
- ❖ 43.3% less traffic on Sunday as compared to a weekday
- ❖ Intersections will meet adopted City threshold (LOS “C”) for weekdays, even with projected AC traffic.
- ❖ Traffic on Sundays related to the church will not significantly impede flows on Los Carneros

OPERATIONAL COMMITMENTS

Parking & Traffic Management Plan

On-site parking monitors

Trained staff direct arrivals and keep parking on-site during peak services.

Staggered service starts

Multiple services spread arrivals and departures across the morning. For example: 8AM, 10AM, Noon. At least 45 minutes between services.

Ride-share & carpool

Active promotion of shared rides and carpooling to reduce vehicle trips. Bicycle parking and charging.

Dedicated Communication line

An email and phone number posted on the website so that neighbors can reach a responsible person.

Enhanced Stow House coordination

Voluntary scheduling coordination to avoid overlap with major adjacent events. Continued cooperation on shared parking

Off-Site Lots

If needed, AC will contract for an offsite location (e.g., La Patera or Goleta Valley Junior High) to lease spaces on Sunday.

SECTION TWO

Neighborhood Compatibility

How the buildings are designed to sit comfortably in the neighborhood.

NEIGHBORHOOD COMPATIBILITY

Built-in neighborhood protections

Layered landscape screening

Tiered trees, shrubs, and groundcover along the shared edge screen the buildings and parking from adjacent homes and soften views year-round.

Distance from residential

Buildings and active areas sit well back from the nearest homes on Covington.

No amplified outdoor noise or events

Services are held indoors. No outdoor amplified sound and no outdoor special events

SITE DESIGN

A buffered neighborhood edge

The campus is set back from adjacent properties, with a landscaped buffer along the shared edge to soften views and screen activity.

Building mass is oriented inward, keeping the most active areas – and noise - away from neighboring parcels.



SITE DESIGN

Restoring the buffer

BEFORE · EXISTING CONDITION



AFTER · RESTORATION RENDERING



THE PROGRAM

Key project components

Sanctuary

The congregation's primary worship space for weekend services.

Full-day daycare — 55 children

Weekday childcare serving working families in the area. Open to the public. Not-for-profit.

Half-day preschool — 55 children

Weekday early-education program on a half-day schedule. Open to the public. Not-for-profit.

COMMUNITY BENEFIT

Childcare for working families

The full-day daycare and half-day preschool are **open to the public and operated not-for-profit** — childcare capacity Goleta needs, not a private amenity.

Will serve working parents caught in the “missing middle” — teachers, healthcare workers, and others who earn too much to qualify for Head Start or State Preschool yet still struggle to find and afford care.

Up to 110

new licensed childcare spaces
-- 55 full-day and 55 half-day —
added to the community's supply.

COMMUNITY BENEFIT

A documented, quantified need

1,000+

parents on waitlists for infant & toddler spaces in the cities of Goleta and Santa Barbara

1,100

parents on waitlists for preschool-age children (ages 3–4) in Goleta and Santa Barbara

70%

of local parents found childcare “difficult or very difficult” to find

Source: United Way of Santa Barbara County, *Child Care Assessment for the Cities of Santa Barbara & Goleta* (March 2022).

SECTION THREE

Findings & Conditions

FINDINGS & CONDITIONS

Parking & Traffic Management Plan

The Parking & Traffic Management Plan will be a **condition of approval** — put in place before occupancy and maintained for the life of the use.

WHAT THE PLAN INCLUDES:

- ☐ Parking Monitors and Signage
- ☐ Complaint Line
- ☐ Staggered Service Times
- ☐ Stow Park Event Coordination
- ☐ Ride Share and Carpool
- ☐ Post-Project Oversight

FINDINGS & CONDITIONS

One-year return to the Planning Director

One year after occupancy, Anthem Chapel **returns to the Planning Director** to report and the City will confirm that traffic, parking, and operations perform as required.

- ✓ The annual report will document monthly Sunday monitoring by a City-approved consultant, and complaint activity.
- ✓ Planning Director will be **empowered to require additional measures** in the Parking and Traffic Management Plan. Adds a built-in checkpoint.
- ✓ Potential Additional Measures: additional AC services, offsite and/or shared parking agreement(s), residential permit parking plan (if available through COG).

OUR REQUEST

Approve the Conditional Use Permit for Anthem Chapel, with the updated conditions offered by the applicant

Weekend Traffic Answered

Weekend LOS shows no significant impact.

Managed Operations

Traffic and Parking Management Plan with measures to address concerns.

Verified over time

A one-year return to the Planning Director as a built-in checkpoint.

Thank you.



Proposed Architecture – Site Plan

