

EXECUTIVE SUMMARY

Scope of the Draft EIR

The City of Anaheim (referred to hereinafter as the Lead Agency) is reviewing a development proposal that would involve the construction of a wedding chapel and banquet facility within a 29-acre, vacant and undeveloped property located in the northeast portion of the City.

The environmental review for the proposed project is being administered by the City of Anaheim. The City is the designated Lead Agency pursuant to Section 21067 of the California Environmental Quality Act (CEQA). The City is the public agency responsible for overseeing and managing the environmental review, and for considering the attendant approvals required to implement the proposed project.

Overview of the Proposed Project

The proposed project, if approved, will involve the construction and subsequent operation of a wedding chapel and banquet facility. The main building, consisting of two stories, would have a total floor area of 27,910 square feet and would house both wedding and banquet facilities. It would include two wedding chapels, two banquet rooms, restrooms, two bars, lounges, dressing rooms, and one central kitchen. A second, smaller 2,000 square foot maintenance building, is also proposed. The area surrounding the facility would be landscaped and improved with surface parking. Access to the facility would be provided by a single (gated) driveway connection with Santa Ana Canyon Road.

The project applicants, John and Lisa Waddell, are requesting approval of a Conditional Use Permit to permit the wedding chapel/banquet facility (with roof mounted equipment) and the serving of alcoholic beverages with a waiver of the maximum building height, minimum number of parking spaces and the requirement to improve Santa Ana Canyon Road to its ultimate width. Also requested is approval of a Specimen Tree Removal permit to allow the removal of specimen trees from the site and an amendment to the Santa Ana Canyon Road Access Points Study to permit driveway access to the site from Santa Ana Canyon Road.

Focus of Draft EIR's Analysis

As part of the environmental review for the proposed Canyon Hills Manor project, the Lead Agency

prepared and circulated an Initial Study that included a preliminary evaluation of the potential impacts associated with the project's approval and subsequent implementation. The Initial Study provided the basis for determining the nature and scope of the requisite environmental analysis and review. Based on the findings of the Initial Study (which is included herein as Appendix A of the EIR), the Lead Agency determined that an EIR is warranted to fully assess the potential environmental impacts and to identify mitigation measures that will be effective in reducing potential impacts.

The environmental analysis for the proposed project focuses on those issues where it was determined, as part of the Initial Study's preparation and the comments received following its circulation, that there is a potential for significant environmental impacts in the absence of mitigation. Under CEQA, a significant effect on the environment means a substantial or potentially substantial adverse change in any of the physical conditions within the area affected by a proposed action or project.

Proposed Project Location

The proposed project site is located in the northeastern portion of Orange County in the City of Anaheim. The 29-acre project site is located in the northeastern portion of the City of Anaheim along the south side of Santa Ana Canyon Road, between Festival Drive on the east and Eucalyptus Drive on the west. The Riverside Freeway (State Route 91 or SR-91) is located approximately 660 feet north of the northernmost boundary of the site. The City of Yorba Linda is located approximately ¼ mile north of the site. Regional access to the proposed project site is provided by the Riverside Freeway, with ramp connections at Weir Canyon Road and Imperial Highway.

Environmental Setting

The project site is currently undeveloped. The proposed project site is not currently assigned a legal address. The site consists of Lots 22, 23, and 24, of Tract No. 117. Local roadways in the vicinity of the project site include Eucalyptus Drive, to the west, and Festival Drive, to the east, in addition to Santa Ana Canyon Road, on the north.

The project site is designated for Hillside Estate Density Residential land uses by the Anaheim General Plan and it is zoned RS-A-43,000 (SC) (Residential/Agricultural, Scenic Corridor Overlay).

The site's topography is hilly, ranging in elevation from 673 feet above mean sea level (AMSL) at the top of the hill that occupies the central portion of the project site to 350 feet AMSL in the northwest corner. The site's topography is bisected by numerous natural drainage channels that drain the northern and western flank of the hill that dominates the site. The 29-acre project site is largely covered with coastal sage scrub habitat, although some areas have undergone disturbance. Surrounding land uses include: the SR-91 freeway and a truck weigh-station located to the north of the site on the opposite side of Santa Ana Canyon Road; a Southern California Edison (SCE) right-of-way and an undeveloped parcel located adjacent to the site on the east and an existing regional shopping center (Anaheim Hills Festival Center) and a commercial development consisting of a hotel, a senior housing development, and a restaurant are located further east of the SCE right-of-way. The parcels located adjacent to the project site on the west are undeveloped and zoned RS-A-43,000 (SC) (Residential/Agricultural/Scenic Corridor Overlay). Existing single-family detached homes are located further west beyond the undeveloped parcels. The parcels located adjacent to the project site, to the south, are also undeveloped and zoned RS-A-43,000 (SC) (Residential/Agricultural/Scenic Corridor Overlay). Existing single-family detached homes are located further south beyond these undeveloped parcels. The project site and the adjacent undeveloped parcels represent the last remaining undeveloped properties along this portion of the Santa Ana Canyon Road/SR-91 corridor. The surrounding area has largely undergone development.

Project Components

The majority of the 29-acre site would largely remain in open space following development. Structures would cover approximately 2 percent of the total site area, while surface parking and internal roadways would account for an additional 25 percent of the site's area. Following development, approximately 73 percent of the site's land area would remain in open space and landscaping. The proposed main building, consisting of 27,910 square feet, would be centrally located within the property on a graded pad located at the top of the ridge. Key elements of the proposed site plan include the following:

- The main building would house the chapels, banquet rooms, and other ancillary facilities. A smaller maintenance building, consisting of 2,000 square feet, would be located to the south of the main building.

- Surface parking lots, with a total of 269 stalls, would be located within four distinct areas. The main parking lot (consisting of 152 stalls) would be located west of the main building. A second slightly smaller parking area, consisting of 65 stalls, would be located to the east of the main building. A third and fourth parking area, with a combined total of 52 stalls, would be located to the south of the main building and adjacent to the maintenance building, respectively.
- Access to the proposed project would be provided by a single gated entry that connects to Santa Ana Canyon Road. Ingress and egress to the site would be restricted to right-turns only. A vehicular turnaround will also be provided between the right-of-way and the gate.
- The two-lane access roadway would curve around the hill at a 10 percent grade, eventually connecting with the parking areas from the west. The design and location of the proposed roadway would be designed to minimize the amount of grading to take advantage of the natural topography. As indicated previously, the entry/exit way would be designed to restrict ingress and egress to right turn movements only to Santa Ana Canyon Road.
- The area surrounding the parking areas and main building would be landscaped and include a 300-foot wide fuel modification zone to reduce fire hazards.

Alternatives Analysis

The draft EIR analyzed a range of potential alternative development scenarios that would reduce the amount of grading. The alternatives to the proposed project evaluated herein include the following:

- The *No Project Alternative* considers the no project or "do nothing" alternative that is required pursuant to CEQA;
- The *10 Percent Grade Access Road/No Santa Ana Canyon Road Rough Grading Alternative* provides for the development of an access road with a gradient of 10 percent (similar to that of the proposed project), with no rough grading for the eventual widening of Santa Ana Canyon Road;

- The *14 Percent Grade Access Road/No Santa Ana Canyon Road Rough Grading Alternative* provides for the development of an access road with a gradient of 14 percent, with no rough grading for the eventual widening of Santa Ana Canyon Road;
- The *14 Percent Grade Access Road/Santa Ana Canyon Road Rough Grading Alternative* provides for the development of an access road with a gradient of 14 percent, along with rough grading for the eventual widening of Santa Ana Canyon Road;
- The *Residential Land Use Alternative* considers the impacts associated with the site's development as residential pursuant to the site's existing General Plan designation; and
- The *Biological Avoidance Alternative* reflects a recommendation from the U.S. Fish and Wildlife Service to mitigate potential impacts on sensitive habitats.

See Table ES-1 for a summary of environmental impacts by environmental category, with mitigation measures and levels of significance after mitigation.

Activities Since the Notice of Preparation was Released

The City of Anaheim is currently processing a comprehensive city-wide update to the Anaheim General Plan and Zoning Code (Title 18 of the Anaheim Municipal Code) which are scheduled to be considered by the City Council on May 25, 2004. If said updates are adopted and effective prior to public hearings commencing on the Canyon Hills Manor project, the changes could affect the project applications as follows:

- **General Plan Circulation Element** - One of the proposed modifications is to change the classification and reduce the ultimate public right-of-way width for Santa Ana Canyon from 6 lanes to 4 lanes. If adopted as proposed, the requested waiver pertaining to Santa Ana Canyon Road improvements would be modified to reflect the reduced ultimate public right-of-way width.
- **Zoning Code** - One of the proposed modifications is to rename the RS-A-43,000 Zone to the "T" (Transition Zone). Another proposed modification is to revise the list of uses in the Zoning Code to indicate broad land use

categories instead of specific types of businesses. As an example, "churches" would no longer be listed as a conditional use permit. Instead, the broader category of "Community and Religious Assembly" with the serving of alcoholic beverages is proposed as a conditionally permitted use. A wedding and banquet facility would be consistent with the new "Community and Religious Assembly" category. Roof-mounted equipment would continue to be subject to the approval of a Conditional Use Permit. All completed applications filed prior to the updated Zoning Code taking effect may continue their applications under the current code provisions or may use the new code provisions; therefore, the applicant could continue to request that the wedding and banquet facility be authorized under the existing church and restaurant categories or the new "Community and Religious Assembly" category.

At the time the Notice of Preparation (NOP) was released on October 12, 2001, analysis and studies were initiated in preparation of a Draft Environmental Impact Report (DEIR) for the proposed wedding chapel facility. Section 15125 of the CEQA Guidelines requires that an EIR must include a description of the physical environmental conditions at the project site and vicinity, as they exist at the time of the NOP is published. When the NOP was released for public review, two projects in the vicinity of the project site were identified and included in the cumulative impact analysis of the DEIR as follows:

- **Stonegate Development** – A proposal to construct 61 single-family residential units on a 39-acre parcel located immediately south, southwest of the proposed Canyon Hills Manor development site. (Current Status: The project site remains vacant; however, the project has since been downsized to 35 single-family residential units on a 32.3-acre site. The project's NOP was released on February 6, 2004, and a DEIR is currently being prepared.)
- **Maag Ranch (Tentative Tract No. 16254)** – A proposal to construct 128 units on a 24.5-acre property. The project is located near the northeast intersection of Imperial Highway and Santa Ana Canyon Road. (Current Status: 106 units have been constructed at the project site. The project's remaining 5.7 acres that fronts along SR-91 have been approved for an automotive sales dealership. Upon construction of the dealership, the Maag Ranch project site will be built-out.)

Executive Summary
Environmental Impact Report No. 327
Canyon Hills Manor Project

Consistent with the CEQA Guidelines, this DEIR describes the above projects as they were proposed at the time the NOP was released for public review.

Table ES-1 Summary of Draft Environmental Impact Report		
Environmental Setting	Environmental Impacts	Mitigation Measures and Significant Effects
<p>Aesthetic Impacts</p> <p>The proposed project site is located within a designated "Scenic Corridor Zone Overlay" pursuant to the City of Anaheim Municipal Code (Chapter 18.84), as well as within a hillside area governed by Chapter 17.06 of the zoning code. The proposed 29-acre project site is characterized by hilly terrain with a mix of plant communities.</p> <p>The project site rises steeply from its lowest point near the Santa Ana Canyon Road to a hilltop that is visible from the freeway and other more distant points. The site's elevation ranges from 350 feet above mean sea level (AMSL) to 673 feet AMSL. The adjacent areas to the west, south, and east are also characterized by hilly terrain though much of the topography has been modified as part of the past development.</p> <p>The proposed project site is undeveloped and as such, currently does not contain or produce any sources of light or glare. Sources of light within the project study area include street lights, parking lot lighting, security lighting, and interior lighting associated with the adjacent commercial, business, and residential properties in the area. Lighting associated with the commercial development to the east and SR-91 to the north provide a substantial source making the nighttime light environment fairly bright. The residential areas to the south and west of the proposed project site provide a moderately lit environment.</p> <p>Sources of glare within the project study area are associated with vehicular traffic on SR-91 and along</p>	<p>The grading required to accommodate the proposed roadway, parking areas, and building pads will involve the movement of 350,000 cubic yards (c-y.) of earth. In addition, approximately 300,000 c-y. will be exported for the rough grading to accommodate the improvements to Santa Ana Canyon Road. Due to the design of the chapel's ceilings, less than 10 percent of the building exceeds the City's 25-foot height limit for structures located within the Scenic Corridor Overlay Zone.</p> <p>A large buffer-area will be retained around the perimeter of the site with the facilities placed in the center of the property along the ridgeline. This buffer-area will assist in retaining the open space character of the site while minimizing impacts to views for area residents and motorists traveling on Santa Ana Canyon Road and SR-91. Approximately 73 percent of the site's total land area will either remain in open space or be landscaped following development. In addition, since the development pad would be lowered by approximately 82 feet, and the proposed building height would be 30 feet, project implementation would not block any existing views from the surrounding residential neighborhoods. Although the project would be partially visible from Santa Ana Canyon Road, it would not be visible from the adjacent residential neighborhoods to the southeast and west, or the Senior Apartment Complex to the east with implementation of the project's landscaping and grading plan requirements.</p> <p>The project site's appearance will be largely altered through the grading of the site, including the removing of a prominent ridgeline. The buildings and roadway will be</p>	<p>The following features of the project will be incorporated in the project design, and will reduce potential visual and lighting impacts to less than significant levels.</p> <p><i>Measure 3.2-1.</i> Prior to approval of the first grading plan or issuance of the first grading permit, whichever occurs first, the property owner/developer shall submit plans, prepared to the satisfaction of the Public Works Department and subject to the review and approval of the Public Works Department, showing that all on-site drainage systems, including culverts, terrace drains, and down drains, shall be screened from view of the adjacent properties and public rights-of-way to the maximum extent feasible as determined by the Public Works Department and the culverts shall be earth-tone in color in conformance with Section 17.06.160 of the Anaheim Municipal Code to blend with the environment. Said grading plans shall be consistent with the conceptual grading plan contained in the Draft EIR and shall be designed to minimize slopes and recreate natural features in areas which interface between the natural and developed areas to the satisfaction of the Public Works Department. To the maximum extent feasible, views of proposed structures and access road shall be screened from the SR-91 Freeway, Santa Ana Canyon Road, and</p>

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<p>Santa Ana Canyon Road. These two areas experience a majority of the glare effects. Residential neighborhoods within the study area experience minimal glare effects associated with local street traffic.</p>	<p>partially visible from some vantage points evaluated as part of the visual analysis. The mitigation measures will be effective in reducing the potential visual, lighting, and aesthetic impacts of the proposed structures to less than significant levels. The change to the ridgeline will be mitigated by landscaping and contour grading. As a result, adverse visual impacts will occur with implementation of the project; however, these impacts will not be significant with the mitigation measures proposed to aesthetics and view-sheds.</p>	<p>adjacent residential areas. Screening shall be achieved by either berming, landscaping, or intervening topography.</p> <p><i>Measure 3.2-2.</i> Prior to the issuance of the first building permit, the property owner/developer shall submit lighting plans prepared by an electrical engineer to the Planning Department, Zoning Division. The plans shall show that parking lot lights located in the surface parking areas shall be shielded and directed onsite to minimize lighting spillover to offsite areas. Lights shall utilize shields that will direct lighting downward and away from offsite receptors. Ground level lighting shall be used as much as possible. Lighting selection and placement shall be reviewed and approved by the Planning Department, Zoning Division, Police Department, and the Community Services Department.</p> <p><i>Measure 3.2-3.</i> On-going during project operation, parking area lighting shall utilize automatic shut-offs that shall be connected to a timer. When the facility is closed, exterior lighting for security purposes shall be kept to a minimum.</p> <p><i>Measure 3.2-4.</i> On-going during project operation, floodlights shall be prohibited and all facility lighting shall be directed on-site. No direct illumination of the open space or slope areas shall be permitted.</p> <p><i>Measure 3.2-5.</i> Prior to final building and</p>

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		<p>zoning inspections, the property owner/developer shall landscape the property in conformance with the landscape plans approved in connection with Conditional Use Permit No. 2001-00431, which is on file in the Planning Department. Said landscape plans shall be designed to minimize the visibility of the structures from off-site locations (SR-91 Freeway, Santa Ana Canyon Road, and adjacent residential areas). Where drainage culverts, terrace drains and downdrains are necessary, trees and shrubs shall be grouped together and spaced to minimize the visibility of drainage facilities on graded slope banks. Said plans shall also include a replacement of specimen trees at a ratio of 2 to 1 to mitigate any impacts from the removal of specimen trees. Off-site views of proposed structures and access road shall be screened by project grading, landscaping, or intervening topography consistent with the view photo simulation in the DEIR.</p> <p><i>Measure 3.2-6.</i> Prior to the issuance of a building permit the property owner/developer shall submit plans to the Planning Department, Zoning Division, showing that the building and other structural improvements shall be constructed and/or painted in materials to facilitate their concealment from off-site views; and, prior to final building and zoning inspections, said improvements shall be implemented.</p> <p><i>Measure 3.2-7.</i> On-going during grading operations and construction, graded areas</p>

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		<p>shall be landscaped as soon as possible following the cessation of grading and excavation. In addition to reducing potential fugitive dust emissions, this measure will reduce the visual impacts associated with the site's grading.</p> <p>The project site's appearance will be largely altered through the grading of the site, including the lowering by up to 82 feet of a prominent ridgeline. The buildings and roadway will be partially visible from some vantage points evaluated as part of the visual analysis. The mitigation measures identified above will be effective in reducing the potential visual, lighting, glare and aesthetic impacts of the proposed structures to less than significant levels. The change to the ridgeline will be mitigated by landscaping and contouring. As a result, no significant unavoidable adverse impacts to scenic vistas and/or scenic highways or to the existing visual character or quality of the site and its surroundings will result from the proposed project's implementation. With the mitigation measures proposed, no significant unavoidable substantial adverse light or glare impacts would result that would adversely affect day or night-time views at the project site or surrounding area.</p>

**Table ES-1
 Summary of Draft Environmental Impact Report**

Air Quality Impacts	Environmental Setting	Environmental Impacts	Mitigation Measures and Significant Effects
<p>The City of Anaheim is located in the South Coast Air Basin (SCAB) of California, a 6,600-square-mile area encompassing Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties. The strength and location of a semi-permanent, subtropical high-pressure cell over the Pacific Ocean primarily controls the climate of the basin by moderating the difference in seasonal temperatures. The proposed project site is presently undeveloped and there are no uses that currently generate mobile (traffic-related) or stationary emissions.</p> <p>Air quality within the region has exhibited a gradual improvement largely due to more stringent vehicle emission controls and the use of reformulated "clean" fuels. Nevertheless, the SCAB is considered a "non-attainment area" since Federal Clean Air Standards for precursors of ozone formation and PM10 are being exceeded.</p> <p>Sensitive receptors in the area include single-family homes located to the west (approximately 1,400 feet to the west) and a senior housing development located approximately 800 feet to the east. The dominant emissions sources located in the vicinity of the proposed project site include mobile emissions from traffic on the nearby SR-91.</p>	<p>The proposed project is not considered by the SCAQMD to be a regionally significant project due to its relatively small size. In addition, the project will not cause an exceedance in local population or housing projections that would indirectly result in a significant increase in emissions. As a result, the proposed project would not be in conflict with, or result in an obstruction of, the applicable air quality plan.</p> <p>The proposed project, once operational, will not result in an exceedance of long-term emissions thresholds. Short-term, construction-related emissions will be associated with grading activities, equipment emissions, and project-related mobile emissions.</p> <p>The greatest potential for short-term air quality impacts on local receptors are related to fugitive dust emissions potentially affecting sensitive receptors.</p>	<p>The following mitigation measures, required by the SCAQMD, will be effective in reducing short-term air quality impacts:</p> <p><i>Measure 3.3-1.</i> Prior to issuance of a grading permit, the property owner/developer shall submit a letter from the South Coast Air Quality District confirming the project requires no permits from SCAQMD in relation to the project's grading and construction impacts, including off-site truck traffic to export soils from the project site.</p> <p><i>Measure 3.3-2.</i> On-going during grading and construction activities, normal wetting procedures or other dust palliative measures shall be followed to minimize fugitive dust emissions in compliance with the City of Anaheim Municipal Code and SCAQMD Rule 403.</p> <p><i>Measure 3.3-3.</i> On-going during grading and construction activities, soil binders shall be used on unpaved roads and/or parking areas unless an alternative method is approved by the Public Works Department.</p> <p><i>Measure 3.3-4.</i> On-going during grading and construction activities, Santa Ana Canyon Road shall be swept as needed to reduce</p>	

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			<p>fugitive dust from site activities.</p> <p><i>Measure 3.3-5.</i> On-going during grading activities, all grading operations shall be suspended when wind speeds (as instantaneous gusts) exceed 25 miles per hour.</p> <p><i>Measure 3.3-6.</i> On-going during grading and construction activities, all trucks transporting earthen materials off-site shall be covered to prevent earth from spilling from the trailers.</p> <p><i>Measure 3.3-7.</i> On-going during grading and construction activities, once grading operations have been completed for a specific area of the site, landscaping and irrigation shall be installed as soon as possible to reduce the likelihood of fugitive dust.</p> <p>The potential grading impacts, and the attendant fugitive emissions, are short-term in nature. The emissions will cease once grading and construction has been completed. In addition, the SCAQMD's control measures will be effective in reducing fugitive dust emissions by as much as 50 percent. As a result, no significant unavoidable adverse impacts on air quality will result.</p>

**Table ES-1
 Summary of Draft Environmental Impact Report**

Biological Resources Impacts		
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<p>The project site, encompassing approximately 29-acres, is primarily composed of coastal sage scrub and annual grassland communities. Portions of the property have been mechanically disturbed and this disturbance is readily evident in the coastal sage scrub communities found on-site. This community includes smaller stature scrub species, a higher percentage of bare ground, and greater frequencies of non-native plant species. Terracing of the slope was also noted in a coast live oak woodland located in the northwest portion of the property. A total of seven vegetation communities, along with disturbed variations of two of those communities, were identified.</p> <p>No special status plant species were observed during the reconnaissance survey. However, those designated "threatened", "endangered", and "sensitive" plant species that could potentially occur within the project site include: Braunton's Milkvetch (<i>Astragalus brauntonii</i>), Coulter's Saltbush (<i>Atriplex coulteri</i>), Plummer's Mariposa Lily (<i>Calochortus plummerae</i>), Intermediate Mariposa Lily (<i>Calochortus weedii</i> var. <i>intermedius</i>), Tecate Cypress (<i>Cupressus forbesii</i>), Many-Stemmed Dudleya (<i>Dudleya multicaulis</i>), Santa Ana River Woollystar (<i>Eriastrum densifolium</i> ssp. <i>sanctorum</i>), and Heart-Leaved Pitcher Sage (<i>Lepechinia cardiophylla</i>).</p> <p>Wildlife species occurring within the project site are characteristic of the coastal sage scrub and non-native annual grassland communities which typify the site's ground cover. Three sensitive wildlife species, the coastal California gnatcatcher (<i>Polioptila californica</i></p>	<p>A total of approximately 18.9 acres of on-site vegetation will be affected by the proposed project. Approximately 11.1 acres of Venturan-Diegan sage scrub communities (disturbed and undisturbed) will be affected by the project (including the impacts resulting from fuel modification zones). Approximately 0.5 acre of southern cactus scrub, 0.8 acre of toyon-sumac chaparral, and 0.4 acre of coast live oak woodland will also be affected by the project. In addition, approximately 5.3 acres of annual grassland and 0.8 acre of ruderal vegetation will also be affected.</p> <p>There will also be 0.3 acre of offsite impacts to mixed sage scrub due to grading and construction of the entrance road. The loss of the 11.1 acres of coastal sage scrub vegetation would be considered a significant impact resulting from the project. Implementation of the mitigation measures for the impacts to the California gnatcatcher (described below) will reduce the level of impacts resulting from the loss of native vegetation to a non-significant level. Construction activities may indirectly affect the remaining vegetation on the site as a result of dust being deposited on the leaves of the plants. This may result in some reduction in the photosynthetic capabilities of the plants. With the incorporation of mitigation measures to minimize dust impacts on plants, this impact is considered less than significant.</p> <p>No sensitive plant species were observed on the site during the general biological surveys. Focused surveys for sensitive plant species were not conducted on the site. The habitats on the site have a high potential to support the Plummer's mariposa lily, intermediate mariposa lily, and many-stemmed dudleya and a moderate potential to</p>	<p>The significant impacts resulting from the implementation of the proposed project require mitigation measures. The following mitigation measures shall be implemented to ensure that there will be no significant impacts to nesting birds and no violation of the Migratory Bird Treaty Act. The following mitigation measures are designed to offset the level of impacts of the project.</p> <p>The City of Anaheim is a participant in the Central and Coastal Orange County Natural Community Conservation Plan/Habitat Conservation Program (NCCP/HCP) and the NCCP/HCP Implementation Agreement. The NCCP/HCP describes minimization/avoidance measures for properties covered under the NCCP/HCP. The NCCP/HCP designates the subject property as an "Existing Use Area." The United States Fish and Wildlife Service (USFWS) has determined that a Section 10(a)(1)(A) or Section 7, Incidental Take Permit is required for this project. Unless determined otherwise by the USFWS through the Section 10(a)(1)(A) or Section 7, Incidental Take Permit process, the property owner/developer shall comply with the following mitigation measures (these mitigation measures include minimization/avoidance measures in the NCCP/HCP which have been modified to include more current information regarding gnatcatcher breeding activities and potential effects of development):</p>

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<p><i>californica</i>), coastal California cactus wren (<i>Campylorhynchus brunneicapillus</i>), and Cooper's hawk (<i>Accipiter cooperii</i>), were observed on-site. Thirteen additional species have the potential to occur on-site. The western spadefoot toad (<i>Scaphiopus hammondi</i>), San Diego homed lizard (<i>Phrynosoma coronatum blainvilliei</i>), orange-throated whiptail (<i>Cnemidophorus hyperythrus</i>), and white-tailed kite (<i>Elanus leucurus</i>) all have a high potential to occur within the project site. The sharp-shinned hawk (<i>Accipiter striatus</i>), golden eagle (<i>Aquila chrysaetos</i>), least Bell's vireo (<i>Vireo bellii pusillus</i>), pallid bat (<i>Antrozous pallidus</i>), and California mastiff bat (<i>Eumops perotis</i>) have a moderate potential for occurrence within the project site. The Quino checkerspot butterfly (<i>Euphydryas editha quino</i>), coast range newt (<i>Taricha torosa torosa</i>), and southwestern pond turtle (<i>Clemmys marmorata pallida</i>) least Bell's vireo (<i>Vireo bellii pusillus</i>) have a low potential to occur onsite.</p> <p>The 29-acre project site, together with the adjacent 38-acre parcels to the south, west, and east represent the last remaining undeveloped parcels within that segment of the SR-91 Freeway between Weir Canyon Road and Imperial Highway. The Santa Ana River, located north of the site, north of the SR-91 Freeway, does not cross the project site.</p>	<p>support the Braunton's milkvetch, a federal-listed endangered species, and Coulter's saltbush, a sensitive species. Implementation of focused surveys for these species would determine if these species are present, and if so, then the implementation of the Mitigation Measure 3.4-5 for the California gnatcatcher would reduce the level of these impacts to non-significant levels.</p> <p>The habitats on the site support the foraging and breeding activities of numerous wildlife species. The habitats on the site function as a small part of the larger, contiguous areas of non-native grassland, coastal sage scrub, and riparian habitats that occur in adjacent areas. With the development of the site, the less mobile species of small mammals, reptiles, and amphibians that reside on the site will be lost and the more mobile species may be forced into surrounding areas. These wildlife species rely on the existing vegetation for cover and foraging and thus, removal of the vegetation will result in loss of habitat for these species. With approximately 73% of the total land area left in open space or in landscaped area and the incorporation of the proposed mitigation measures, the loss of the wildlife habitat on the site is considered a less than significant impact because the site is basically surrounded by disturbed and/or developed areas within the City of Anaheim.</p> <p>The proposed project will eliminate approximately 11.1 acres of coastal sage scrub that is occupied by the coastal California gnatcatcher, a federally-listed threatened bird species and a California Species of Concern (CSC). The three pairs of gnatcatchers observed during the surveys were located in the eastern half of the site. Even though</p>	<p>Measure 3.4-1. Prior to the approval of the first grading plan, issuance of the first grading permit or building permit (including foundation only permits) or the commencement of grading or clearing activities on the subject property, whichever occurs first, the property owner/developer shall request and receive approval of an Endangered Species Act Section 10(a)(1)(A) or Section 7, Incidental Take Permit from the USFWS. Further, a copy of the permit shall be submitted to the Planning Department, Advanced Planning Division.</p> <p>Measure 3.4-2. Vegetation clearing shall be conducted during the non-breeding season (August 1 through January 31) to limit impacts to nesting birds.</p> <p>Measure 3.4-3. Prior to the commencement of grading operations or other activities involving significant soil disturbance, all areas of coastal sage scrub (CSS) habitat to be avoided under the provisions of the NCCP/HCP, shall be identified with temporary fencing or other markers clearly visible to construction personnel. Additionally, prior to the commencement of grading operations or other activities involving disturbance of CSS, a survey shall be conducted to locate gnatcatchers and cactus wrens within 250 feet of the outer extent of projected soil disturbance activities and the locations of any such species shall be clearly marked and identified on the construction/grading plans.</p>

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Biological Resources Impacts		
Environmental Setting	Environmental Impacts	Mitigation Measures and Significant Effects
	<p>most of the mixed sage scrub in this area will remain intact, construction of the proposed project will affect a portion of each pairs' territory as they existed during the time of the surveys. This will result in the direct loss of nesting and foraging habitat for the gnatcatcher and possibly displacement from their established territories.</p> <p>Increased noise and dust, as well as disturbances associated with human presence and lighting will indirectly affect the three resident gnatcatcher pairs as well as the one pair of gnatcatchers that occurs just south of the site. Development adjacent to these areas may result in increased susceptibility to predation due to the presence of roads and development located adjacent to occupied habitats (edge effects). The development will also force the resident gnatcatchers into the remaining coastal sage scrub habitats, and thus will increase the competition between the pairs. As a result, one or more of the pairs may have to alter their territory locations to areas offsite. The impacts of the proposed project would result in significant impacts to the California gnatcatcher because of the loss of habitat occupied by this species. Implementation of mitigation measures would reduce the impacts to less than significant.</p> <p>The proposed project will also impact approximately 0.5 acre of southern cactus scrub that is occupied by coastal cactus wrens, a CSC. This loss of southern cactus scrub will result in the displacement of the coastal cactus wrens, which have been identified in the southern portion of the site. Removal of this habitat will force the cactus wrens to move to surrounding areas where they may have to compete with other cactus wrens in the vicinity. The</p>	<p><i>Measure 3.4-4.</i> A monitoring biologist, acceptable to USFWS and the California Department of Fish and Game (CDFG), shall be on site during any clearing of CSS. The property owner/developer shall advise USFWS/CDFG at least seven (7) calendar days (and preferably fourteen (14) calendar days) prior to the clearing of any habitat occupied by Identified Species to allow USFWS/CDFG to work with the monitoring biologist in connection with bird flushing/capture activities. The monitoring biologist shall flush Identified Species (avian or other mobile Identified Species) from occupied habitat areas immediately prior to brush-clearing and earth-moving activities. If birds cannot be flushed, they will be captured in mist nets, if feasible, and relocated to areas of the site to be protected on the NCCP/HCP Reserve System. It shall be the responsibility of the monitoring biologist to assure that Identified Bird Species shall not be directly impacted by brush-clearing and earth-moving equipment in a manner that also allows for construction activities on a timely basis.</p> <p><i>Measure 3.4-5.</i> Following the completion of initial grading/earth movement activities, ongoing during construction, all areas of CSS habitat to be avoided by construction equipment and personnel shall be marked with temporary fencing or other appropriate markers clearly visible to construction personnel. No construction access, parking or storage of equipment or materials will be</p>

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Biological Resources Impacts		
Environmental Setting	Environmental Impacts	Mitigation Measures and Significant Effects
	<p>impacts of the project will only result in the loss of 0.5 acre of habitat for the cactus wren, and because the cactus wren is not a species listed under the federal or state endangered species acts, these impacts are considered adverse rather than significant. Mitigation measures are not required for adverse impacts, but the implementation of mitigation measures for the California gnatcatcher will also address impacts to the cactus wren.</p> <p>The proposed project will impact 5.3 acres of annual grassland. Annual grassland provides foraging habitat for a number of raptor species including Cooper's and red-tailed hawks, which were observed during the survey. Loss of foraging habitat in this region does not appear to be contributing to the decline of raptor populations due to the abundance of foraging habitat in the vicinity of the project site. The loss of the non-native grassland is considered an adverse (i.e., less than significant) impact rather than significant impact of the project. Finally, the proposed project will also affect 0.4 acre of coast live oak woodland. The coast live oak woodland appears to have been planted on the site and did not occur there naturally. The coast live oak woodland may be utilized by raptor species for perching, and possibly nesting, but no nests were observed during the surveys. Because the oak trees were planted on the site, the loss of these oak trees would be considered a less than significant impact resulting from the project.</p> <p>The existing development that surrounds the property of three sides limits the site's effectiveness as a wildlife movement corridor. The Freeway and Santa Ana Canyon Road serve as major barriers to wildlife movement from</p>	<p>permitted within such marked areas.</p> <p><i>Measure 3.4-6.</i> In areas bordering the NCCP reserve system or Special Linkage/Special Management areas containing significant CSS identified in the NCCP/HCP for protection, vehicle transportation routes between cut-and-fill locations shall be restricted to a minimum number during construction consistent with project construction requirements. Waste dirt or rubble will not be deposited on adjacent CSS identified in the NCCP/HCP for protection. Preconstruction meetings involving the monitoring biologist, construction supervisors and equipment operators shall be conducted and documented to ensure maximum practicable adherence to these measures.</p> <p><i>Measure 3.4-7.</i> CSS identified in the NCCP/HCP for protection and located within the likely dust drift radius of construction areas shall be periodically sprayed with water to reduce accumulated dust on the leaves as recommended by the monitoring biologist.</p> <p><i>Measure 3.4-8.</i> Ongoing during grading operations, if a biologist, acceptable to the United States Fish and Wildlife Service and the California Department of Fish and Game, finds an active raptor nest within or adjacent to the areas requiring clearing, then the biologist shall delineate a 500-foot wide buffer zone around the nest. This zone shall be marked with flagging and</p>

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Biological Resources Impacts		
Environmental Setting	Environmental Impacts	Mitigation Measures and Significant Effects
	<p>the project site to the Santa Ana River. In addition, residential subdivisions are found to the west, further south (south of the Stonegate property), and to the east. The only remaining open space in the area following the site's development and the Stonegate Development, will be the area located under the existing transmission line utility right-of-way.</p>	<p>construction or clearing shall not be conducted within this buffer zone until the biologist determines that the nest is no longer active.</p> <p><i>Measure 3.4-9.</i> Ongoing during grading operations, if a biologist, acceptable to the United States Fish and Wildlife Service and the California Department of Fish and Game, identifies active nests of other bird species within or adjacent to the areas requiring clearing, then the biologist shall delineate a 250-foot wide buffer zone around the nest. This zone shall be marked with flagging and construction or clearing shall not be conducted within this buffer zone until the biologist determines that the nest is no longer active.</p> <p><i>Measure 3.4-10.</i> Prior to approval of the first grading plan, issuance of the first grading permit or building permit, or commencement of any grading activities or clearing of any vegetation on the subject property, whichever occurs first, the property owner/developer shall provide for a focused survey for sensitive and/or listed species of plants to be conducted during the appropriate flowering season to determine if any listed or sensitive species will be affected by the proposed project. A botanist or biologist, acceptable to the USFWS and the CDFG, who is qualified to identify the sensitive and listed plant species, shall conduct the survey. If listed species are found, then mitigation of impacts to these species shall be determined during the Section 10(a)(1)(A) or</p>

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Biological Resources Impacts		
Environmental Setting	Environmental Impacts	Mitigation Measures and Significant Effects
		<p>Section 7, Incidental Take Permit process that will be undertaken for the California gnatcatcher. The NCCP/HCP includes the listed and sensitive plant species that could potentially occur on the site as "covered species" and thus, the mitigation required for the California gnatcatcher shall also address the listed and/or sensitive plant species if they occur on the subject property.</p> <p><i>Measure 3.4-11.</i> Ongoing during project operations, all outside lighting fixtures shall use low intensity bulbs and the light fixtures shall be directed away from the natural areas. Prior to issuance of a building permit, subject fixtures/light bulbs and the orientation of the fixtures shall be shown on a lighting plan which shall be reviewed and approved by the Planning Department, Zoning Division, the Police Department and the Community Services Department.</p> <p><i>Measure 3.4-12.</i> Prior to the approval of a grading plan or issuance of a grading permit, whichever occurs first, grading plans shall indicate that a temporary fence shall be provided along the east and west project boundaries of sufficient distance to prevent the migration of rodents and animals to urban areas located off-site during grading. The fence shall be installed prior to the commencement of any grading activities or any other activities which would clear vegetation on the property.</p>

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Biological Resources Impacts		
Environmental Setting	Environmental Impacts	Mitigation Measures and Significant Effects
		<p><i>Measure 3.4-13.</i> Prior to the approval of a grading plan, issuance of a grading permit or issuance of the first building permit (including a foundation only permit), whichever occurs first, the property owner/ developer shall submit a detailed Fuel Modification Plan, which has been prepared in conformance with the conceptual Fuel Modification Plan exhibit of the Conditional Use Permit application on file in the Planning Department, to the City of Anaheim Fire Department for review and approval. The Plan must be prepared in conformance with the Section 10(a)(1)(A) or Section 7, Incidental Take Permit approved by the USFWS. The Plan must identify plant material that will be used in the "wet zones" and this plant material must be compatible in color and character with surrounding native vegetation and meet the Fire Department's requirements. The transition between native and fuel modified slopes shall be "feathered" to create a more natural appearance as opposed to an engineered line. The "dry zone" should use selective thinning. This process removes the more flammable plant species while preserving the more environmentally sensitive native plants. Prior to final building and zoning inspections, the landscaping shall be installed and the native slopes shall be thinned in accordance with the approved Fuel Modification Plan.</p>

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Biological Resources Impacts		
Environmental Setting	Environmental Impacts	Mitigation Measures and Significant Effects
		<p>With incorporation of the mitigation measures proposed in Section 3.4.5, the project's impacts on Federal, State, or regionally designated endangered, threatened, or rare species or their habitats will be reduced to levels that are less than significant. The proposed project will not significantly impact the movement of any native, migratory life corridors or wildlife nursery sites; or conflict with local, regional, State or Federal policies that protect biological resources or conflict with adopted Habitat Conservation Plans or Natural Community Conservation Plans; and, the proposed development's impact on non-wetland waters will be mitigated pursuant to responsible and trustee agency requirements. As discussed in Section 3.2.4 of the DEIR, all impacts regarding the removal of specimen trees will also be reduced to a level of insignificance with the mitigation measures proposed.</p>

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Cultural Resources Impacts	Environmental Impacts	Mitigation Measures and Significant Effects
<p>Environmental Setting</p> <p>The project area is in territory occupied by the Gabrielino Native American group at the time of Spanish contact in A.D. 1769. The Gabrielino peoples were organized into small autonomous political groups, each of which controlled a specific territory. Each territory had a principal permanent village occupied year-round and smaller seasonal camps for food gathering and processing activities. The nearest village to the project area listed in the San Gabriel Mission records was located to the north of the Santa Ana River in the Yorba Linda area.</p> <p>An archival records search was performed by South Central Coastal Archaeological Information Center staff to determine whether cultural resources (prehistoric and historic archaeological sites and historic structures) have been recorded on the project parcel or in the immediate vicinity. The records search indicated that there are twelve prehistoric archaeological sites within one-mile of the project area. There are no previously recorded historical archaeological sites or resources within a one-mile radius of the project site. The results also indicated that a portion of the property has been previously surveyed for cultural resources; however, no cultural resources were found as a result of that survey. The project area is considered sensitive for prehistoric cultural resources because twelve prehistoric sites have been recorded within one mile of the property.</p> <p>The same record search included a review of all recorded historic and prehistoric archaeological sites within a one mile radius of the project area as well as a review of all known cultural resource survey and excavation reports. In addition, an archival review of</p>	<p>No archaeological resources are known to be present on site, based on previous archival research. However, the project site and the surrounding area contains numerous intermittent stream channels. In addition, the highest point on the property, at an elevation of 630 AMSL is one of the highest vantage points in the immediate area. As a result, archaeological resources may be encountered in the course of land clearance and grading.</p> <p>The majority of the site is covered in annual grasses, limiting the ability of archaeologists to locate surface artifacts. As a result, a thorough walk-over of the site should be completed once the grasses and shrubbery have been removed. The mitigation measures recommended herein will ensure that any resources encountered during site development will be properly salvaged, catalogued, and researched.</p> <p>The project site is located in Santa Ana Canyon. This section of Santa Ana Canyon lies within the northern part of the Peninsular Ranges physiographic province of Southern California. The Santa Ana Mountains in the project area consist primarily of Jurassic to Tertiary age (about 160 million to 2 million years ago) marine and non-marine sandstone, siltstone, conglomerate and volcanic rock. The project area is underlain by Tertiary-age sedimentary rock, with sandstone bedrock exposed in some locations. As a result, marine fossils may be encountered in the course of excavation and grading. Mitigation has been recommended as a means to reduce potentially significant adverse impacts.</p>	<p>Mitigation monitoring for paleontological resources is recommended for the proposed project site. The program must conform to the guidelines of the County of Orange, the Society of Vertebrate Paleontologists, and CEQA. This program must include, at a minimum, the following measures:</p> <p><i>Measure 3.5-1.</i> Prior to issuance of a grading permit or approval of grading plans, whichever occurs first, the property owner/developer shall identify and submit the name of a certified project paleontologist and a certified archeologist to the Public Works Development Services Division for review and approval. Once approved, the paleontologist's and archeologist's names, addresses, and telephone numbers shall be placed on the cover of the grading plans.</p> <p><i>Measure 3.5-2.</i> On-going during grading operations, should fossils be found within an area being cleared or graded, earth-disturbing activities will be diverted elsewhere until appropriate personnel has completed salvage. If construction personnel make the discovery, the grading contractor should immediately divert construction and call a certified paleontological monitor to the site. Major salvage time may be shortened by the grading contractor's assistance (e.g., removal of overburden, lifting and removing large and heavy fossils) as directed by the certified paleontological monitor.</p>

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Cultural Resources Impacts	Environmental Setting	Environmental Impacts	Mitigation Measures and Significant Effects
	<p>historic maps, the National Register of Historic Places, the California State Historic Resources Inventory, the California Points of Historical Interest, and the listing of California Historical Landmarks in the region was conducted.</p> <p>Twelve prehistoric sites have been identified within a one mile radius of the project site though none are located within the project site boundaries. Sixteen surveys and/or excavations have also been conducted within a one mile radius of the project area. One of these survey reports (OR752) was for the several-mile-wide corridor of the Eastern Transportation Corridor Study Project, and includes the project site within its study area boundaries. No prehistoric resources were found on the site. Six additional areas that were previously identified are located within the Orange, Black Star Canyon, Prado Dam, and Yorba Linda quadrangles and potentially within the project area.</p> <p>The California State Historic Resources Inventory lists no properties that have been evaluated for historical significance within a few blocks radius of the project area. The National Register of Historic Places lists no properties within a one mile radius of the project area. The listings of the California Historical Landmarks (1990) of the Office of Historic Preservation, California Department of Parks and Recreation, indicate that there are no California Historical Landmarks within a one mile radius of the project area. The California Points of Historical Interest (1992) identifies no historically significant properties within a one mile radius of the project area. The nearest historically significant resource to the proposed project site is the Ramon</p>		<p><i>Measure 3.5-3.</i> On-going during grading operations, a certified archaeological monitor must be present during all ground clearance activity on the project site. The monitor shall survey the site once vegetation (grasses and shrubbery) has been removed.</p> <p><i>Measure 3.5-4.</i> On-going during grading operations and construction, in the event buried cultural materials are exposed, work shall be halted in the immediate vicinity of the find until a certified archeological monitor can assess the significance of the materials.</p> <p><i>Measure 3.5-5.</i> On-going during grading operations and construction, if human remains are unearthed during construction, State Health and Safety Code Section 7050.5 requires that no further disturbances shall occur until the County of Orange Coroner has made the necessary findings as to origin and disposition pursuant to CEQA Appendix K and Public Resources Code Section 5097.98.</p> <p>The implementation of the aforementioned mitigation measures will mitigate to an insignificant adverse level ground-disturbing impacts on paleontological, archaeological, and cultural resources in the proposed project site that may be encountered during grading. These mitigation measures will provide for the recovery of highly important fossil and cultural remains, their preservation in a recognized depository, and</p>

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Cultural Resources Impacts		
Environmental Setting	Environmental Impacts	Mitigation Measures and Significant Effects
<p>Peralta Adobe located approximately 4,250 feet to the southwest near the intersection of Fairmont Drive and Santa Ana Canyon Road.</p>		<p>their availability for future study by qualified investigators.</p> <p>Implementation of the aforementioned mitigation measures should ensure that any potential adverse impacts to paleontological, archaeological, and cultural resources in the proposed project site that may be encountered in the course of grading will be reduced to an insignificant level. These mitigation measures will provide for the recovery of highly important fossil and cultural remains, their preservation in a recognized repository, and their availability for future study by qualified investigators.</p>

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Geology and Earth Impacts	Environmental Setting	Environmental Impacts	Mitigation Measures and Significant Effects
<p>The proposed project site's topography consists predominantly of an east-west trending ridgeline with descending slopes to the north and south. The on-site slopes generally have inclinations ranging from 3:1 to 1:1. The highest elevation on the site is located near the southeast property corner at the eastern end of the east-west trending ridge and is a peak with an elevation of 673 feet above mean sea level (AMSL). The lowest point on-site is located near the northwest property corner near Santa Ana Canyon Road and is at an elevation of 350 feet AMSL. The property is bounded similar topography the south, east, and west sides.</p> <p>Based on a review of the California Department of Mines and Geology Open File Report 79-8 LA, "Environmental Geology of Orange County, California, 1976" the proposed project is underlain by the Sycamore Canyon Member of the Puente formation. The Sycamore Canyon Member of the Puente formation is described in the referenced report as a marine, light yellow brown to light gray sandstone with sandy siltstone interbeds. Conglomerate lenses are indicated to be common within this unit as well.</p> <p>Free water was not encountered within the borings during drilling. In addition, the readings taken within the borings and trenches did not identify any free water. Based on these readings, and the moisture contents of the recovered soil samples, the static groundwater table is considered to be at a depth in excess of 41 feet at the time of the subsurface exploration.</p>	<p>No active faults have been mapped through the site and none are known to exist onsite. The site is not located in a State established Alquist-Priolo Earthquake Fault Study Zone. However, Southern California is a seismically active region and it is likely that strong seismic shaking will be experienced in Southern California and the site during the lifetime of the improvements. Typical design and construction in accordance with current building codes and standards will limit the potential for damage resulting from seismic shaking.</p> <p>Two small areas of the project site are mapped within the "Zone of Required Investigation for Earthquake Induced Landslides." <i>Geotechnical Investigation of the Proposed Wedding and Banquet Facility</i>, the geotechnical report prepared for the project by Southern California Geotechnical, includes evaluation of slope stability of the site for both static and seismic conditions. The results of those analyses indicate adequate factors of safety for gross stability for both static and pseudostatic (seismic) conditions. It should also be noted that the proposed grading will remove and/or flatten the slopes in both of these areas, thereby mitigating the potential hazard. This situation is further remedied by Mitigation Measure 3.6-5.</p> <p>The site's development will require grading to accommodate the proposed access road, the building pads, and the areas for surface parking. The proposed project may also require additional grading associated with Santa Ana Canyon Road improvements. The development of the proposed project is anticipated to take approximately 12 months to complete, with grading of the</p>	<p>Based on the available geotechnical data, the proposed project may be safely developed. However, to ensure the site's development proceeds in a safe manner, the following mitigation measures shall be implemented to eliminate the potential for slope failure:</p> <p><i>Measure 3.6-1.</i> Prior to approval of grading plans or issuance of grading permits, whichever occurs first, grading plans shall provide for positive drainage to be provided away from slopes and structures during and after construction and for the building pads to be graded at a gradient away from the building toward an approved drainage course. Prior to issuance of a building permit, the property owner/developer shall submit detailed landscape plans to the Planning Department, Zoning and Building Divisions which show that planters located adjacent to any structure are designed so that irrigation water does not saturate the soils underlying the building footings and slabs.</p> <p><i>Measure 3.6-2.</i> Prior to final building and zoning inspections and ongoing during project operation, project site landscaping shall comply with Chapter 10.19 of the Anaheim Municipal Code regarding water efficiency. On-going during project operation, the Maximum Water Allowance set fourth in</p>	

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Geology and Earth Impacts	Environmental Setting	Environmental Impacts	Mitigation Measures and Significant Effects
<p>The site does not contain active faults and is not located in a State-established Alquist-Priolo Special Studies Zone. The project site would be subject to moderate to strong ground shaking from the surrounding faults in the area that include the Whittier Fault and the El Modeno Fault. The project site is inland enough that the threat of a tsunami or seiche would be remote. No landslides have been mapped on the project site, however, a search of the State of California Division of Mines and Geology Seismic Hazard Zone Maps indicated two small areas with the project site mapped within the "Zone of Required Investigation for Earthquake Induced Landslides." The first is an area along the ridgeline above an elevation of 600± feet AMSL where localized areas of the existing slopes have gradients in excess of 1.5 to 1. The other area is adjacent to Santa Ana Canyon Road where the original Caltrans cut slope has gradients in excess of 1.5 to 1 (h.v). The Geotechnical Investigation Report (Appendix F) includes evaluation of slope stability for both static and pseudostatic (seismic) conditions.</p> <p>The United States Geological Survey's (USGS) Professional Paper 1360 indicates that the project area is considered to have a moderate potential for liquefaction due to limited groundwater data. Areas containing groundwater within 30 to 50 feet of the surface are susceptible to liquefaction hazards. The California Department of Water Resources estimates that groundwater elevations in the area are approximately 119 feet above mean sea level. Thus, groundwater on-site is expected to be 68 feet below the</p>	<p>site taking approximately 6 months, and construction of the facility is anticipated to require an additional 6 months. Grading will involve the movement of 250,000 c.y. of cut and 100,000 c.y. of fill associated with the access road, building pads, and surface parking areas.</p> <p>If rough grading for the widening of Santa Ana Canyon Road occurs in the future, it would involve up to an additional 300,000 c.y. of export.</p>	<p>Chapter 10.19 shall not be exceeded. Further, landscape watering shall be held to a minimum; however, landscaped areas shall be maintained in a uniformly moist condition and not allowed to dry out or become saturated.</p> <p><i>Measure 3.6-3.</i> On-going during project operation, plumbing leaks shall be immediately repaired so the sub-grade soils underlying the structure do not become saturated. During extreme hot and dry periods, close observations shall be made around foundations to insure that adequate watering is being provided to keep soil from separating or pulling back from the foundation.</p> <p><i>Measure 3.6-4.</i> Prior to issuance of a building permit, plans shall show that gutters and downspouts will be installed to collect roof water that might otherwise infiltrate the soils adjacent to structures. The downspouts shall be drained into collector pipes that will carry the water away from the structures or other positive drainage shall be provided near the structures. Prior to final building and zoning inspections, the above-noted improvements shall be installed in conformance with the approved plans.</p> <p><i>Measure 3.6-5.</i> Prior to approval of the first grading plan or issuance of the first grading or building permit, whichever occurs first, the</p>	

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Geology and Earth Impacts		
Environmental Setting	Environmental Impacts	Mitigation Measures and Significant Effects
<p>ground surface and liquefaction hazards are expected to be low. As indicated above, no free groundwater was encountered in the borings and trench excavations.</p>		<p>property owner/developer shall submit a final soils and geological report to the City Engineer for review and approval. The report shall be prepared by an engineering geologist and geotechnical engineer to the satisfaction of the City Engineer and shall show compliance with the grading, excavation, and site development recommendations outlined in the geological study prepared for the project by Southern California Geotechnical (<i>Geotechnical Investigation of the Proposed Wedding and Banquet Facility</i>, January 8, 2001, Appendix F to DEIR No. 327). The report shall also comply with Title 17 of the Anaheim Municipal Code.</p> <p><i>Measure 3.6-6.</i> Prior to issuance of a grading permit, the property owner/developer shall submit an Import/Export Plan to the Public Works Department for review and approval. The plan shall include identification of offsite locations for materials exported from the project, including haul routes and options for disposal of excess materials. These options may include recycling of materials onsite, sale to a soil broker or contractor, sale to a project in the vicinity or transport to an environmentally cleared landfill, with attempts made to move it within Orange County.</p> <p><i>Measure 3.6-7.</i> Prior to the approval of the first grading plan, issuance of the first grading permit or building permit, or approval</p>

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Geology and Earth Impacts		
Environmental Setting	Environmental Impacts	Mitigation Measures and Significant Effects
		<p>of the project Fuel Modification Plan, whichever occurs first, the property owner/developer shall submit a letter prepared by a registered civil engineer or geologist indicating that the project Fuel Modification Plan will not adversely affect the project's slope stability. The letter shall be submitted to the Public Works Department with a copy to the Planning Department, Zoning Division.</p> <p>With the mitigation measures proposed, the proposed project will not result in the exposure of persons to fault rupture hazards. The potential ground shaking hazards within the project site are consistent with those found within the surrounding region; and, the project site does not contain any soils that represent a constraint to development. Therefore, the proposed project would not result in any significant unmitigable adverse impacts associated with earth and geology.</p>

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Hydrology/Water Quality and Other Service System Impacts

Environmental Setting	Environmental Impacts	Mitigation Measures and Significant Effects
<p>The project site lies in an area underlain by the Santa Ana River groundwater basin. The north side of Santa Ana Canyon Road is generally within the 500-year flood zone as established by the Federal Emergency Management Agency (FEMA). Those areas located to the south of Santa Ana Canyon Road, including the project site, are located outside the 500-year flood zone.</p> <p>The Anaheim General Plan Flood Area Map shows portions of the project site within the Prado Dam failure flood area and in an area that has a potential for minimal flooding. However, flooding on-site is not anticipated, given the site's elevation, which ranges from more than 340 feet above mean sea level (AMSL) to more than 670 feet AMSL, in relation to the Santa Ana River which is at an elevation of 300 feet AMSL.</p> <p>The project site has a number of intermittent natural drainage channels as is evident from the incised slopes of the hills that dominate the project site. However, review of topographic maps prepared by the United States Geological Survey, indicates that there are no "blue line" streams located within the site boundaries. The nearest designated blue-line stream is located immediately west of the site. The site's topography is heavily bisected by eroded slopes associated with past erosion. In spite of the site's relatively modest size, there are 11 distinct drainage areas that have been mapped. The existing drainages radiate outward in all</p>	<p>The development of the proposed project site will result in the increase of stormwater runoff from historic conditions and the alteration of the existing natural dendritic drainage pattern and the covering over of a portion of the site with impervious surfaces. Erosion may occur during grading and excavation in the absence of mitigation. Following development, a total of 7.90 acres of land area will be covered by impervious surfaces including 0.69 acre for buildings and 7.21 acres for roadways and parking areas. The majority of the site, 21.0 acres will remain as open space, either landscaped or in a natural and/or revegetated state. With the mitigation measures proposed, no significant adverse impacts are anticipated.</p> <p>With the mitigation measures proposed, the proposed project would not violate any water quality standards, waste discharge requirements, nor substantially deplete groundwater supplies, or interfere substantially with groundwater recharge.</p> <p>Future development could lead to the presence of debris, leaves, soils, oil/grease, and other pollutants within the parking areas on-site in the absence of mitigation. Under Section 402 of the Clean Water Act (CWA), all point source discharges of pollutants to waters of the United States (including lakes, rivers, wetlands, etc.) must be issued a National Pollutant Discharge Elimination System (NPDES) permit.</p> <p>The General Construction NPDES Permit Program is the</p>	<p>With the following mitigation measures, the analysis of water and hydrology impacts indicated that no significant adverse impacts would result from the proposed project's construction and subsequent occupancy.</p> <p><i>Measure 3.7-1.</i> Prior to approval of the first grading plan or issuance of the first grading permit, whichever occurs first, the property owner/developer shall apply for all necessary National Pollution Discharge and Elimination System (NPDES) permits to the satisfaction of the Public Works Department. Prevention measures and/or the treatment of storm water flows shall be required to contain the runoff in existing drainage facilities and mitigate the associated impacts and reduce or eliminate the particulate matter or any other contaminants washed into the storm drain system in order to comply with a storm water discharge permit in accordance with NPDES and City requirements.</p> <p><i>Measure 3.7-2.</i> On-going during construction and project operations, the use of water to clean streets, paved areas, parking lots, other areas and construction vehicles and equipment and flushing the debris and sediment down the storm drains shall be prohibited as mandated by the Federal Clean Water Act.</p> <p><i>Measure 3.7-3.</i> Prior to approval of a grading plan</p>

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Hydrology/Water Quality and Other Service System Impacts

<p>Environmental Setting</p>	<p>Environmental Impacts</p>	<p>Mitigation Measures and Significant Effects</p>
<p>directions from the higher elevations found within the central portion of the property.</p>	<p>specific permit program that applies to construction sites which disturb more than one acre of land. NPDES permits issued for point sources must contain measures for ensuring that any discharges meet water quality-based provisions of Section 301 of the CWA as well as measures that ensure that preventative measures are in place. As a result, discharges may not contain pollutants at levels that would cause the receiving water body to fail in meeting a water quality standard set by the State of California or the EPA for that water body.</p>	<p>or issuance of a grading permit, whichever occurs first, the property owner/developer shall submit a Water Quality Management Plan and an Erosion and Sediment Control Plan to the Public Works Department for review and approval. The plans shall be prepared to the satisfaction of the Public Works Department. The property owner/developer shall also submit a Storm Water Pollution Prevention Plan for review and approval by the Water Quality Control Board, Santa Ana Region.</p> <p><i>Measure 3.7-4.</i> Prior to approval of the first grading plan or issuance of the first grading permit, whichever occurs first, the property owner/developer shall submit a drainage study to the Public Works Department for review and approval. The drainage study shall be prepared to the satisfaction of the Public Works Department and shall identify all drainage impacts of the project and set forth measures to mitigate the impacts. Mitigation may include construction of off-site drainage improvements.</p> <p><i>Measure 3.7-5.</i> Prior to issuance of a building permit, the following water conservation measures shall be shown on plans and thereafter implemented by the property owner/developer:</p> <ul style="list-style-type: none"> • Low-flow fittings, fixtures, and equipment including low flush toilets and urinals; • Use of efficient irrigation systems such as drip irrigation systems and automatic systems that

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Hydrology/Water Quality and Other Service System Impacts

Environmental Setting	Environmental Impacts	Mitigation Measures and Significant Effects
		<p>include moisture sensors;</p> <ul style="list-style-type: none"> • Use of low-flow sprinkler heads in the irrigation system; and, • Use of water-conservation landscape plan materials, wherever feasible. <p><i>Measure 3.7-6.</i> Prior to approval of water service connection plans, the property owner/developer shall comply with all applicable fees in accordance with the Anaheim Public Utilities Department Water Rates, Rules, and Regulations.</p> <p><i>Measure 3.7-7.</i> Prior to the issuance of the first building permit, the property owner/developer shall submit project plans to the Public Works Department, Street and Sanitation Division for review and approval to ensure that the plans comply with AB 939, the Solid Waste Reduction Act of 1989. Prior to final building and zoning inspections, implementation of said plan shall commence and shall remain in full effect during project operations. Waste management mitigation measures that shall be taken to reduce solid waste generation include, but are not limited to:</p> <ul style="list-style-type: none"> • Detailing the locations and design of on-site recycling facilities; • Providing on-site recycling receptacles to encourage recycling;

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Hydrology/Water Quality and Other Service System Impacts

Environmental Setting	Environmental Impacts	Mitigation Measures and Significant Effects
		<ul style="list-style-type: none"> • Complying with all Federal, State and City regulations for hazardous materials disposal; and, • Participating in the City of Anaheim's "Recycle Anaheim" program or other substitute program as may be developed by the City. <p>With the mitigation measures proposed, the proposed project will not result in the use and/or disposal of hazardous materials that would impact water quality. The proposed project will not promote the development of land uses involved in the manufacturing and/or storage of hazardous materials that would involve industrial waste-water discharges; and the proposed project will be required to comply with all pertinent requirements of the Clean Water Act. Therefore, no significant unavoidable impacts to hydrology, water quality, or water service systems were identified in this analysis.</p>

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Land Use and Planning Impacts		
Environmental Setting	Environmental Impacts	Mitigation Measures and Significant Effects
<p>The proposed project site is located in Planning Area B of the City of Anaheim General Plan. Planning Area B is also known as the Hill and Canyon Area. The proposed project site is designated for Residential - Hillside Estate Density land uses in the City of Anaheim General Plan. The Residential - Hillside Estate Density land use designation is typically implemented by the RS-HS-22,000 (SC) and the RS-HS-43,000 (SC) (Residential, Single-Family, Hillside Scenic Corridor Overlay) Zones and the RS-A-43,000 (SC) (Residential/Agricultural, Scenic Corridor Overlay) Zone (see General Plan Land Use Element Map). The proposed project site is located within the RS-A-43,000 (SC) (Residential/Agricultural, Scenic Corridor Overlay) zone, which is intended to provide for interim agricultural use of open lands until such time as these lands are converted to more urban uses (Anaheim Municipal Code 1 8.21 .010).</p> <p>The City of Anaheim has determined that the proposed project would require approval of a Conditional Use Permit (CUP), pursuant to the City of Anaheim Zoning Code.</p> <p>Existing development located in the vicinity of the project area includes a wide range of land uses including single-family residential, a storage facility, multi-family residential, and undeveloped open space. The project site is surrounded by the following uses:</p> <ul style="list-style-type: none"> • The Riverside Freeway (SR-91) and a truck weigh-station are located to the north across 	<p>The project site is designated for development under the Hillside Estate Density Residential land use designation. The project site is not immediately adjacent to established residential neighborhoods and is separated from the nearest neighborhood by at least 570 feet of intervening open space.</p> <p>The proposed development of the site would result in the alteration of an existing ridgeline on the site, lowering the center peak 82 feet. It would also result in the clustering of the project structures and parking areas on approximately 27 percent of the site, with the remaining 73 percent of the land area remaining in open space or in landscaped areas. With the incorporation of the proposed mitigation measures described in this DEIR and site improvements which would provide for disturbed slopes to be contour graded; the project structures and parking areas to be screened from view from established residential areas by landscape and/or existing topography; the project drainage structures to be designed to minimize their visibility through the use of earth-tone materials and landscaping; the project traffic to access the site directly from Santa Ana Canyon Road, with no access through established neighborhoods; and the project-related noise to be mitigated to a maximum of 60 dBA at the property line, all potential impacts to land use plans and policies would be reduced to a level of insignificance.</p> <p>The proposed project consists of construction of a wedding chapel and banquet facility and on-site parking. The Zoning Code allows consideration of the proposed use by a</p>	<p>The analysis of land use and development impacts indicated that no significant adverse impacts on land use and development would result from the proposed project's construction and subsequent operation. As a result, no mitigation is required with respect to land use and development. However, the applicant has agreed to the following measures:</p> <p>Measure 3.8-1. Prior to final building and zoning inspections, all removed specimen trees shall be replaced at a minimum 2:1 ratio in conformance with the City of Anaheim Zoning Code requirements and the approved Specimen Tree Removal Permit.</p> <p>Measure 3.8-2. Prior to issuance of a building permit, detailed landscaped plans shall be submitted to the Zoning Division for review and approval as to conformance with landscape plans approved in connection with the Conditional Use Permit. Said plans shall provide for the wedding chapel and banquet facilities and parking areas to be fully screened from view from adjacent properties. Said plans shall also provide for the site to be landscaped in accordance with fuel modification plans approved by the Fire Department.</p> <p>Measure 3.8-3. Ongoing during project operation, outdoor public address systems, and outdoor live music and recorded music shall be prohibited.</p> <p>The project does not conflict with an applicable land</p>

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Land Use and Planning Impacts		
Environmental Setting	Environmental Impacts	Mitigation Measures and Significant Effects
<p>Santa Ana Canyon Road. The freeway is located approximately 600 feet to the north of the site. The property is bordered by Santa Ana Canyon Road, a Scenic Expressway, to the north.</p> <ul style="list-style-type: none"> • A Southern California Edison (SCE) powerline right-of-way and an undeveloped parcel are located adjacent to the site on the east. • An existing regional shopping center (Anaheim Hills Festival Center) is located further east, east of the SCE easement. In addition, commercial development consisting of a hotel (Marriott Residence Inn Hotel) and a planned restaurant (Souplantation) are also located in this area. This shopping center is located approximately 3,000 feet to the east of the proposed project site. • A senior citizens apartment complex (Fountains of Anaheim Hills) is located to the east along the west side of Festival Drive, just south of the Marriott Residence Inn. • The Madison Square self storage facility is located along the north side of Santa Ana Canyon Road to the northwest of the project site. • The parcels located adjacent to the project site on the south and west are undeveloped and zoned for hillside residential uses. • Beyond the undeveloped parcels mentioned above, existing single-family detached homes are located further south and west. The nearest homes are located approximately 570 	<p>Conditional Use Permit.</p> <p>The wedding chapel is proposed to exceed the maximum height limit of 25 feet within the Scenic Corridor Overlay Zone. As currently proposed, approximately 10 percent of the structure would have a maximum height of 29.5 feet. The proposed facility would be constructed on the top of the hill and the portion of the building that will exceed the height limit is minor and would not obstruct the views of neighboring properties. The proposed structural height would not conflict with the intent of the hillside area goals and policies to preserve the character of the hillside area.</p> <p>The proposed project is also located in the Scenic Corridor Overlay Zone. The overlay zone contains provisions for the preservation and protection of specimen trees which are defined as "...any tree of the <i>Eucalyptus</i> varieties (<i>Eucalyptus</i>), <i>Quercus</i> varieties (<i>Oak</i>), <i>Schinus</i> varieties (<i>Pepper</i>), or <i>Platanus</i> varieties (<i>Sycamore</i>), with a trunk measuring eight (8) inches or greater in diameter, measured at a point four (4) feet above ground level."</p> <p>The objective of these tree preservation regulations is to preserve the natural beauty of the Santa Ana Canyon environment, increase the visual identity and quality of the area and protect the remaining natural amenities from premature destruction. The proposed project involves the removal of thirty (30) Coast Live Oak specimen trees. Removal of the specimen trees would be an impact since the replacement trees would take many years to reach the maturity of the existing specimens; however, with the replacement of the trees at a 2:1 ratio in conformance</p>	<p>use plan, policy, or regulation of the City of Anaheim, since it is an allowed use with a CUP and the waiver of the maximum structure height requirement will not result in the structure obstructing of adjacent properties. The proposed project will not result in the disruption or division of the physical arrangement of an established community and does not result in an incompatibility between the proposed project and surrounding residential and commercial uses since it is physically separated from established residential neighborhoods by intervening open space areas and screened from view from those neighborhoods by landscaping or intervening topography; approximately 73 percent of the site will remain in open space; and the project will comply with the City's noise ordinance. The proposed project is not considered to be growth-inducing in terms of land use planning; and the proposed project is not in conflict with the General Plan land use designations applicable to the surrounding parcels. Thus, no significant unavoidable adverse impacts on land use and development were identified in this analysis.</p>

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Land Use and Planning Impacts		
Environmental Setting	Environmental Impacts	Mitigation Measures and Significant Effects
<p>feet from the proposed project site along Eucalyptus Drive.</p> <ul style="list-style-type: none"> Deer Canyon Preserve Park is located further south and west of the project site. 	<p>with the City's Zoning Code, all potential impacts due to the removal of the specimen trees would be reduced to a level of insignificance.</p> <p>The project site is surrounded by Santa Ana Canyon Road to the north, an SCE Right-of-Way and commercial development to the east, vacant land to the south, and vacant land and Eucalyptus Drive to the west. There are no residential uses located immediately adjacent to the project site. The nearest established residential neighborhoods are located beyond 570 feet from the project site and are separated from the project site by open space areas. The proposed facility and associated parking would be screened from view from the closest neighborhoods by landscaping and/or intervening topography. Approximately 73 percent of the project site's total land area will either remain in open space or be landscaped following development. The hours of use and type of facility have the potential to generate land use compatibility impacts but this would not affect the physical arrangement of nearby residential neighborhoods. With the incorporation of the proposed mitigation measures and site improvements to screen the site, cluster the development project to 27 percent of the site and attenuate project-related noise, the potential impacts of the project would be mitigated to a level of insignificance.</p> <p>The project site is surrounded by Santa Ana Canyon Road to the north, an SCE Right-of-Way and commercial development to the east, vacant land to the south, and vacant land and Eucalyptus Drive to the west. The proposed facilities and associated parking areas are</p>	

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Land Use and Planning Impacts		
Environmental Setting	Environmental Impacts	Mitigation Measures and Significant Effects
	<p>shielded from the adjacent residential neighborhoods to the southeast and west, and the Senior Apartment Complex to the east due to intervening topography. As a result, views of the proposed topographic changes will be limited. Approximately 73 percent of the site's total land area will either remain in open space or be landscaped following development. The hours of use and type of facility have the potential to generate land use compatibility impacts related to noise. However, as stated in the Noise section of the EIR, compliance with the City of Anaheim's Noise Ordinance, recommended mitigation measures, and the distance between the proposed facility and parking areas and the existing and future residential units would eliminate any potential impacts. With the incorporation of the proposed mitigation measures, all potential impacts to land use compatibility would be reduced to a level of Insignificance.</p> <p>The proposed project will require a number of discretionary approvals, including a CUP for the wedding and banquet facility and the serving of alcohol. The project will not require a General Plan Amendment or a Zone Change. The Zoning Code allows consideration of the site as a wedding chapel and banquet facility as a permitted use with a CUP.</p>	

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Noise Impacts	Environmental Setting	Environmental Impacts	Mitigation Measures and Significant Effects
<p>To determine proximate ambient noise levels, Synectology conducted a field study on September 29, 1999 within the project area, and a second field study was conducted on Friday night, March 8, 2002. Noise monitoring included four 15 minute noise measurements in immediate proximity of the project site. The results of the measurements indicated the average noise levels ranged between Leq 44.7 to Leq 56.1. Synectology also returned to the project area on the second field study to obtain readings during the evening periods. The readings are summarized below.</p> <ul style="list-style-type: none"> • <i>Night-time Reading No. 1 (SR-1).</i> The dominant source of ambient noise was from traffic on the Riverside Freeway which was clearly visible to the northwest and northeast. Winds were calm. • <i>Night-time Reading No. 2 (SR-2).</i> In this location the view of the freeway is largely obscured by the terrain though the freeway was still readily audible, and was the dominant source of noise. • <i>Night-time Reading No. 3 (SR-3).</i> This reading was taken along the southeast portion of the cul-de-sac along Danielle Circle. As with the prior readings, the freeway was still audible and provided the dominant noise sources. <p>To determine the existing Community Noise Equivalent Level (CNEL) noise levels along Santa Ana Canyon Road, existing traffic volumes were modeled using the</p>	<p>Noise levels associated with construction activities will be higher than the ambient noise levels in the project area today, but would subside once construction of the proposed project is completed. Two types of noise impacts could occur during the construction phase. First, the transport of workers and equipment to the construction site would incrementally increase noise levels along site access roadways. Even though there could be a relatively high single event noise exposure potential with passing trucks (a maximum noise level of 86 dBA at 50 feet), the increase in noise would be less than one dBA when averaged over a 24-hour period, and would, therefore have a less than significant impact on any noise receptors located along the truck routes.</p> <p>The second type of impact is related to noise generated by heavy equipment operations, and local residents could be subject to elevated noise levels due to the operation of this construction equipment. Construction activities, however, will be carried out in discrete steps, each of which has its own mix of equipment, and consequently its own noise characteristics.</p> <p>The grading and site preparation phase tends to create the highest noise levels, because the noisiest construction equipment is found in the earthmoving equipment category. This category includes excavating machinery (back fillers, bulldozers, draglines, front loaders, etc.) and earthmoving and compacting equipment (compactors, scrapers, graders, etc.). Typical operating cycles may involve 1 or 2 minutes of full power operation followed by 3 to 4 minutes at lower power settings. Noise levels at 50 feet from earthmoving equipment range from 73 to 96</p>	<p>The analysis determined that the proposed project would not result in any significant adverse short-term or long-term increases in the ambient noise levels. Incorporation of the following mitigation measures will ensure that noise levels do not adversely impact noise-sensitive land uses in the area:</p> <p><i>Measure 3.9-1.</i> On-going during project operations, the proposed project shall adhere to the requirements of Chapter 6.70 of the Anaheim Municipal Code and any other noise-related conditions of the project.</p> <p><i>Measure 3.9-2.</i> On-going during construction, all construction equipment shall be properly maintained and tuned to minimize noise emissions.</p> <p><i>Measure 3.9-3.</i> On-going during construction, all equipment shall be fitted with properly operating mufflers and air intake silencers no less efficient than those originally installed.</p> <p><i>Measure 3.9-4.</i> Prior to the issuance of a building permit, plans shall indicate that all stationary noise sources (e.g., generators and compressors) shall be located as far from the existing and future residents as is feasible.</p> <p><i>Measure 3.9-5.</i> On-going during construction, construction shall be restricted to between</p>	

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Noise Impacts		
Environmental Setting	Environmental Impacts	Mitigation Measures and Significant Effects
<p>FHWA Highway Noise Prediction Model (CALVENO Version). In calculating CNEL noise levels for the referenced roadway, the average daily traffic (ADT) volume was based on data provided in the traffic analysis. Based on an estimated average speed of 35 mph, the FHWA model projects a CNEL of 66 dBA as measured at a distance of 50 feet from the centerline of Santa Ana Canyon.</p> <p>The 65 and 60 dBA CNEL fall at distances 79 and 171 feet, respectively. Note that the actual distances to these contours could be considerably less than predicted where intervening structures break the line-of-sight to the roadway.</p>	<p>dBA, while Leq noise levels range up to about 89 dBA. The noise associated with later construction of structures is somewhat reduced from these values, and the physical presence of the structure, as well as acoustic shielding afforded by any equipment set-back from the ridge line, may break up line-of-sight noise propagation further reducing these levels.</p> <p>The development of a new project often results in an increase in local traffic, thereby raising mobile-source noise. The 500 trips for the project were added during the night to the existing ADT along Santa Ana Canyon Road for a total of 24,500 ADT. This raised the CNEL value by less than 1 dBA. This increase would not be audible and does not constitute a significant impact. Because of offsite distribution patterns, more distal access routes would include even fewer project-generated vehicles and any noise increase along these routes would also be inaudible.</p> <p>Another potential source of vehicle traffic noise is that from the operation of the Riverside Freeway (SR-91) and specifically, the grading of a hilltop. The project would reduce the 625-foot high peak to 560 feet AMSL. The concern is that the removal and resculpture of this hilltop could then create a line-of-sight for existing residents to the freeway. The only residents that may be affected by topping the peak would be those to the southwest along Eucalyptus Drive and its tributaries. However, in fact, these residents would not be affected. The senior apartments located to the east and accessed from Festival Drive do not lie in the noise shadow from the removed peak and would not be affected by the grading of the hilltop. Furthermore, homes to the southeast along Bauer</p>	<p>the hours of 7:00 a.m. and 7:00 p.m. on weekdays, including Saturday. No construction shall occur at any time on Sunday or a federal holiday. These days and hours shall also apply to any servicing of construction equipment and to the delivery of construction materials to or from the site.</p> <p><i>Measure 3.9-6.</i> Prior to the issuance of a building permit, plans shall show that double-pane glass or acoustic-rated window facilities shall be provided in all rooms where a public address system may be used. Said glass on facilities shall be installed prior to final building and zoning inspections and be maintained ongoing during project operation. Further, ongoing during project operations, no public address systems may be used in a room that does not have double-pane glass or acoustic-rated windows facilities. Further, no public address system may be placed outdoors or used such that it is audible at any decibel outdoors.</p> <p><i>Measure 3.9-7.</i> Prior to the issuance of a building permit, plans shall show that the outdoor patio areas will be enclosed on all sides, with the enclosure materials (such as glass or Plexiglas) having a height of 6 feet measured from the finished grade level of the patio floor. Said enclosure materials shall be installed prior to issuance of final building and zoning inspections and shall be</p>

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Noise Impacts	Environmental Setting	Environmental Impacts	Mitigation Measures and Significant Effects
	<p>Road, Raspberry Lane, etc. are protected from northwest freeway noise by the intervening ridgeline located to the east of the project that includes the SCE right-of-way and precludes view of the project area.</p> <p>Based on the U.S. Department of the Interior Orange Quadrangle map (Photo revised 1981) as well as large-scale topographic maps of the project site and adjoining area, the homes that are located along the southern portion of Eucalyptus Drive would be the only residents susceptible to increased freeway noise through removal of the hilltop. These residents have a base elevation of approximately 400 to 500 feet AMSL. The project would retain a pad elevation of 560 feet. As such, no residents that currently have an obstructed view of the freeway would lose this obstruction due to project implementation.</p> <p>Relative to the exterior use of the patios during the evening and at night, an attempt was made to measure patio noise at the applicant's similar Garden Room facility in the City of Garden Grove on Saturday, February 23, 2002. The patio is open, but separated from the parking area by Plexiglas partitions. During the course of the evening, people would intermittently wander onto the patio. Noise associated with the interior use of sound amplifying equipment was measured at two of the applicant's similar Garden Room facilities in the Cities of Garden Grove and La Habra. The obtained noise measurements illustrated that any projected noise exterior noise from interior activities is extremely minimal.</p> <p>Even with the vehicles on Knott Boulevard, a Leq of 57.2 dBA was recorded. The Lmax and Lmin were 65.8 and</p>	<p>maintained ongoing during project operation.</p> <p><i>Measure 3.9-8.</i> Ongoing during project operation, truck deliveries shall be prohibited between the hours of 7:00 p.m. and 7:00 a.m.</p> <p>No long-term significant impacts are associated with the proposed project's operation. The following findings may be made relative to the analysis, including: the proposed project's construction will result in short-term noise impacts, though these impacts will cease once the construction is complete; the proposed project's operation will result in additional traffic generation, which in turn, will result in increased traffic noise levels along Santa Ana Canyon Road, though the noise levels will be less than significant (the potential increase in traffic noise will be less than 1.0 dBA in the immediate area); and, the proposed project's operation will result in noise levels considered to be less than significant.</p>	

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Environmental Setting	Environmental Impacts	Mitigation Measures and Significant Effects
	<p>51.8 dBA, respectively. The nearest existing residential use is over 1,000 feet from the patio area and at this distance, noise would be reduced to 31 dBA Leq. Even with wind effects, the resultant level is inaudible and far less than the Leq values measured the night of March 8, 2002 at the residential units located at the east end of Autry Drive. (In actuality, it would be uncommon for people to use the patio during high wind conditions.) At over 2,000 feet, homes to the south, near the end of Eucalyptus Drive as well as those along Danielle Circle, could realize noise levels of less than 25 dBA Leq. Again, this value is well under the 48 dBA Leq value measured on the night of March 8, 2002 and would be inaudible. Additionally, the intervening ridgeline would further reduce any exterior patio noise.</p> <p>Parking lot noise, including but not limited to engine starts and car door slams, was measured on March 11, 2002. Any parking lot noise is of extremely short duration and if averaged over the period noted in the City's noise ordinance would add only minimally to the ambient noise, would be far less than the 60-dBA standard, and would not present a significant impact.</p>	

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Traffic and Circulation Impacts	Environmental Setting	Environmental Impacts	Mitigation Measures and Significant Effects
<p>Environmental Setting</p> <p>The project is located along the south side of Santa Ana Canyon Road between Eucalyptus Drive on the west side and Festival Drive on the east side. Regional access to the site is provided via the SR-91 (Riverside Freeway) interchanges at Weir Canyon Road and Imperial Highway. Santa Ana Canyon Road currently provides the only public vehicle access to the site. Santa Ana Canyon Road is designated as Scenic Expressway with an ultimate configuration of a six-lane divided highway (3-lanes in each direction) and right-of-way (ROW) of 148 feet. Currently, Santa Ana Canyon Road is a four-lane undivided roadway adjacent to the project site that parallels SR-91. The roadway cross section at this location consists of two lanes and a shoulder for eastbound and westbound traffic with a double yellow centerline separation. Approximately 0.3 mile to the west, Santa Ana Canyon Road becomes a divided four-lane facility (2-lanes in each direction) with a median and various types of landscaping.</p> <p>Festival Drive at Santa Ana Canyon</p> <p>To the east of the site, approximately 0.2 mile, is a signalized intersection at Festival Drive. No U-turn is allowed for eastbound traffic at this location. This intersection is a TEE (three legs) intersection with the south leg for the north-south direction. There are one thru-lane and one right-turn lane eastbound, three thru-lanes and one right-turn lane eastbound, and one left-turn lane, one left shared right lane and one right-lane southbound. Because of its geometrics, this</p>	<p>Environmental Impacts</p> <p>Since the project would not generate traffic during the a.m. and p.m. peak hours of the street system, no analyses were completed for these periods. The intersection of Santa Ana Canyon Road and Mohler Drive was analyzed for the 6:00 p.m. to 7:00 p.m. period, as this period could be affected by project traffic. The intersections to the east of the site were not analyzed since they would potentially be affected only by outbound traffic in the late evening.</p> <p>Access to the project site is proposed to be provided via a 28-foot wide gated private driveway from Santa Ana Canyon Road, which, as previously indicated, requires an amendment to the Santa Ana Canyon Road Access Points Study. The driveway would follow a curvilinear alignment from Santa Ana Canyon Road to the building pad and parking area. The project driveway would include a turnaround area providing minimum delivery truck turn radii in the event that the entrance gate is closed. Channelization is also proposed for the project to limit movements to right turns in and out only. As a result, there could be a demand for vehicles approaching from the west or east that wish to make U-turns. In addition, the nearest locations, Festival Drive to the east and Eucalyptus Drive to the west, would require significant modifications to accommodate U-turns.</p> <p>Due to the fact that the proposed project would have functions starting after 7:00 p.m. on weekend evenings and up to four weekday evenings per month, the street peak travel period from 4:00 p.m. to 6:00 p.m., along with</p>	<p>Mitigation Measures and Significant Effects</p> <p>Without mitigation, the results of the traffic analysis indicate that the proposed project would have significant adverse impacts at Santa Ana Canyon Road and its intersection with Eucalyptus Road as well as along Santa Ana Canyon Road in the vicinity of the project. City of Anaheim criteria require measures be developed to mitigate significant impacts to a level of insignificance.</p> <p><i>Measure 3.10-1.</i> Prior to the issuance of the first building permit, the property owner/developer shall irrevocably offer for dedication to the City of Anaheim, the rights-of-way for Santa Ana Canyon Road (with subordination of easements) to a width of 106 feet, including necessary construction easements, adjacent to their property. The property owner/developer shall also dedicate along the project site frontage an additional 13-foot wide, 180-foot long area with a transition area of 90 feet for an eastbound right-turn only lane into the site to the satisfaction of the City Engineer.</p> <p><i>Measure 3.10-2.</i> Prior to the issuance of the first building permit, the property owner/developer shall submit plans to the Public Works Department for review and approval showing the following improvements to Santa Ana Canyon Road:</p>	

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Traffic and Circulation Impacts	Environmental Setting	Environmental Impacts	Mitigation Measures and Significant Effects
<p>intersection does not provide a left turn-lane in the eastbound direction, however there is a wide raised median island with streetlights, along the west leg, which shadow out the westbound left-turn lane to southbound. There is a drop lane along the westbound south of the intersection, which reduces Santa Ana Canyon Road to two-lanes for westbound traffic.</p> <p>Roosevelt Road at Santa Ana Canyon Road</p> <p>Further east of the site, approximately 0.6 mile, is a signalized intersection at Roosevelt Road. This four-leg intersection has left-turn lanes along Santa Ana Canyon Road with signal left-turn phasing. There are no restrictions on U-turns in the eastbound and westbound directions.</p> <p>Eucalyptus Drive at Santa Ana Canyon Road</p> <p>This location is approximately 0.5 mile west of the site and is an unsignalized intersection at Eucalyptus Drive. There are one left-turn lane and two thru-lanes in the eastbound and westbound directions. This intersection is stop sign controlled at Eucalyptus Drive. There are no restrictions on U-turns in the eastbound and westbound directions at this location. The existing westbound and eastbound left-turn lanes are approximately 50 feet and 100 feet in length, respectively. The westbound left-turn lane is sized for two vehicles only, to serve the local residents, and the south leg of the intersection is signed with a "No Outlet" sign.</p>	<p>7:00 p.m. to 9:00 p.m. was analyzed for Saturday. The additional period would cover the proposed project's street peak period during a weekend evening and the occasional weekday evening. The existing Saturday volumes on Santa Ana Canyon Road between 4:00 p.m. and 9:00 p.m. were collected. Due to the nature of the proposed project's operation, it was assumed that there would be a reduction in trips after 6:00 p.m. Since outbound traffic would generally occur after 9:00 p.m., past the peak hour travel period, there would not be an impact, due to the reduced levels of traffic from other sources at that time. According to the 24-hour count conducted on April 3, 2002, the evening peak hour was 5:15 – 6:15 pm with a volume of 2,198 vehicles. The volume between 6:00 p.m. and 7:00 p.m. is 1,944 vehicles. The traffic volume for Friday between 6:00 p.m. and 7:00 p.m. would be significantly higher.</p> <p>The proposed entryway is to be designed in such a manner that ingress would be restricted to right-turning movements from the far-right eastbound lane of Santa Ana Canyon Road. Egress would also be restricted to right-turn movements as well. Left-turn ingress or egress at the driveway would not be possible due to the entryway's design. Additionally, for drivers approaching from the east of the project location. In order to eliminate the possibility of drivers making U-Turns adjacent to the project entryway and along the double yellow striped section, a median island needs to be constructed along Santa Ana Canyon Road.</p> <p>The most time-efficient and nearest location to</p>	<p>Mitigation Measures and Significant Effects</p> <ol style="list-style-type: none"> 1. Construction of Santa Ana Canyon Road to a Primary Arterial 106-foot cross-section including a 16-foot wide fully landscaped raised median island along the existing undivided section of Santa Ana Canyon Road (from west of Festival Drive to Eucalyptus Drive) to prevent left turns into the project site and U-turns to/from the project site; 2. Construction of a 180-foot long, 13-foot wide (including curb and gutter) eastbound right-turn only lane into the project site; and 3. Construction and signalization of an opening in the Santa Ana Canyon median at the new Deer Canyon Road (west of the project site) and construction of a left-turn pocket length adequate to serve project U-turns plus related project left-turns as approved by the City Engineer. <p>All plans shall be prepared to the satisfaction of the City Engineer and shall be subject to the review and approval of the City Engineer. All engineering requirements of the City of Anaheim for preparation of improvement plans shall be complied with as required by the City Engineer and in accordance with specifications on file in the office of the City Engineer, as may be modified by the City</p>	

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Traffic and Circulation Impacts		
Environmental Setting	Environmental Impacts	Mitigation Measures and Significant Effects
<p>Canyon Crest Drive (Martin Drive) at Santa Ana Canyon Road</p> <p>This location is approximately 0.9 mile west of the site and is an unsignalized TEE intersection at Canyon Crest Drive (Martin Drive). The south leg of this intersection is signed with a "No Outlet" sign and serves only the local residents. There is a left-turn lane in the westbound direction and it is sized for approximately one vehicle only. There is no U-turn restriction posted for the westbound left-turn traffic.</p>	<p>accommodate westbound U-turns on Santa Ana Canyon Road is at the intersection of Eucalyptus Road and Santa Ana Canyon Road. The site distance for westbound vehicles is limited at this site due to a crest in Santa Ana Canyon Road. This intersection would require the installation of a traffic signal and lengthening the westbound left-turn lane by approximately 130 feet in order to serve the increased demand and alleviate the sight distance concerns. Drivers approaching from the east are unlikely to travel further west than Eucalyptus to complete their U-turns. The second U-turns possibility is the intersection of Canyon Crest Drive at Santa Ana Canyon Road. This intersection will require substantial improvements to accommodate U-turns.</p>	<p>Engineer. Security in the form of a bond, certificate of deposit, letter of credit or cash, in an amount and form satisfactory to the City of Anaheim, shall be posted with the City to guarantee the satisfactory completion of said improvements except landscape and irrigation within the median. Said security shall be posted with the City prior to the issuance of a building permit or final map approval, whichever occurs first, to guarantee the installation of the improvements required by this mitigation measure prior to the first final building and zoning inspection.</p>
<p>Mohler Drive at Santa Ana Canyon Road</p> <p>Further west of the site, approximately 1.0 mile, there is a signalized intersection at Mohler Drive. This four-leg intersection has left-turn lanes along Santa Ana Canyon Road with signal left-turn phasing for eastbound and westbound directions. There is no restriction on U-turns in the eastbound and westbound directions.</p> <p>Existing Traffic</p> <p>The Orange County Master Plan of Arterial Highways (MPAH) indicates that the existing Santa Ana Canyon Road segment of 4-lane undivided roadway would have a capacity range of 10,000 to 20,000 vehicles per day (ADT), and would be applicable to Santa Ana Canyon Road, which is currently a 4-lane undivided roadway condition in the project location. Traffic counts for Santa Ana Canyon Road were conducted on April 3, 2002 (see Appendix A of the Traffic Study in Appendix E of the draft EIR). A daily count of 20,019 vehicles was</p>	<p>The Santa Ana Canyon Road/Mohler Drive intersection (1.0 mile west of the site) provides a signalized phase for possible U-turns. An analysis was completed to examine the impact of U-turns at this intersection. If it is assumed that half of the trips would be completing this move, 145 trips would be added to the westbound left turn movement, and 14 added to the eastbound through movement. These volumes were added to existing volumes and the ICU analyses were recalculated. The analyses resulted in an ICU value of 0.61, or LOS B. This indicates that there is no traffic LOS impact at this intersection due to the project, although the left-turn pocket would need to be lengthened by 130 feet to serve the increased U-turn demand. The Santa Ana Canyon Road/Festival Drive intersection east of the site was not analyzed since it would potentially be affected only by outbound traffic in the late evening, well past the p.m. peak period.</p>	<p><i>Measure 3.10-3.</i> To the extent the property owner/developer may qualify for reimbursement from other benefited properties, the property owner/developer may petition the City Council to establish a reimbursement agreement or benefit district to include other areas of benefit. Costs associated with the establishment of any such districts shall be at the expense of the property owner/developer.</p> <p><i>Measure 3.10-4.</i> Prior to issuance of the first building permit, the property owner/developer shall submit plans to the Public Works Department showing the provision of a vehicular turnaround area between the public right-of-way and the project gated entry. The turnaround area</p>

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<p>recorded on that date. This referenced count exceeds the theoretical capacity of the roadway for the existing conditions.</p> <p>Santa Ana Canyon Road parallels the SR-91 and is being used as an alternative to the freeway during the peak hours. Santa Ana Canyon Road carries 1,098 vehicles during the morning peak hour (8:15 AM– 9:15 AM) with 38% in the eastbound and 62% in the westbound direction. In the evening peak hour (5:15 PM – 6:15 PM), it carries 2,198 vehicles with 64% in the eastbound direction and 36% in the westbound direction. Due to its use as an alternative to SR-91, traffic along Santa Ana Canyon Road is heavier in the eastbound direction during the pm peak period. Bypass traffic on Santa Ana Canyon Road will clearly increase and the peak periods will expend and could potentially conflict with project traffic.</p> <p>According to the City of Anaheim General Plan Circulation Element policy, midblock arterial average daily Level of Service (LOS) is to be not worse than LOS C. This segment of Santa Ana Canyon Road currently operates at worse than LOS C.</p> <p>Access to the Riverside Freeway (SR-91) is provided at Imperial Highway, west of the site and at Weir Canyon Road, east of the site. SR-91 is one of the most congested freeways in the nation, with an existing LOS F-3. This three-plus hours of congestion per day is forecast to increase significantly as the region builds out. A recent Orange County Transportation Authority (OCTA) SR-91 travel survey documented that 20</p>	<p>A right-turn lane on Santa Ana Canyon Road is required to serve the site. Otherwise the eastbound traffic will have to slow down in a through traffic lane (from the 45 mph posted speed limit) to turn the corner at the project driveway (at steep grade), as a right-turn lane is not provided. The exclusive right-turn lane will allow the drivers to reduce their speed and turn safely into the project driveway especially if the entrance gate is closed for any reason. As discussed above, the project is estimated to generate 245 inbound trips under a "worst-case" scenario. Some of these trips may occur at times when Santa Ana Canyon Road is heavily used as an alternate route to the freeway. Most of the added trips would occur after 6:00 p.m. on weeknights when events are scheduled (with a maximum of four weekday events per month). This is after the peak traffic period on the roadway, when speeding traffic is more likely.</p> <p>The sight distance for drivers exiting the site was examined based upon the site-grading plan. A driver located 10 feet behind the end of the driveway at Santa Ana Canyon Road can see eastbound vehicles approaching for a distance of 1,000 feet (see Exhibit 3-15). Based upon Table 201.1 of the Caltrans <i>Highway Design Manual</i>, a speed of 80 kilometers per hour (50 miles per hour) requires a stopping sight distance of 130 meters (425 feet). On this basis, the sight distance would be more than adequate (i.e., exceed requirements).</p> <p>An alternative access point suitable to serve all the affected properties in the area could be provided further west of the project site. The construction and signalization</p>	<p>shall be designed to the satisfaction of the City Engineer and shall be installed prior to the first final building and zoning inspection.</p> <p><i>Measure 3.10-5.</i> Ongoing during project operation, the property owner/developer shall be required to provide patrons of the subject facility with access instructions, driving directions and/or maps for distribution to their guests.</p> <p><i>Measure 3.10-6.</i> Ongoing during project operation, the facility shall operate in conformance with the hours of operation as detailed in Section 2.0 of the DEIR.</p> <p>The proposed project will not result in any significant unavoidable impacts related to parking or traffic. The following findings have been made with regard to parking impacts associated with the proposed project's operation: the proposed project would result in sufficient parking capacity on-site or off-site; and the proposed development will not result in hazards or barriers to pedestrians or bicyclists. The CMP requires that traffic studies be prepared to document impacts to all CMP monitored intersections, where the proposed project will add 50 or more peak hour trips. Impacts to CMP freeway monitoring stations are not anticipated, since the proposed project is not expected to affect CMP monitoring sites.</p> <p>At the request of the applicant, an alternative</p>

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<p>percent of commuters currently divert from the SR-91 onto parallel City arterials, including Santa Ana Canyon Road.</p> <p>The City of Anaheim General Plan Circulation Element designates Santa Ana Canyon Road as a Scenic Expressway. The Circulation Element describes Scenic Expressways as "limited access highways that serve inter-city traffic." Santa Ana Canyon Road is one of two designated Scenic Expressways in Planning Area B; the other being Weir Canyon Road. This category of roadway requires 148 feet of right-of-way and typically provides for a 6-lane divided highway. The posted speed limit for this section of Santa Ana Canyon Road is 45 mph.</p> <p>The proposed project site is currently vacant, and as a result is not presently generating any vehicle traffic. A traffic count was conducted at the intersection of Santa Ana Canyon Road and Mohler Drive to quantify existing conditions. Since peak project traffic inbound to the site on weeknights would occur between 6:00 p.m. and 7:00 p.m. at the earliest, this hour was surveyed. The resultant traffic volumes are contained on the intersection analysis sheet in Appendix A of the Traffic Report (see Appendix E of the draft EIR). An intersection Capacity Utilization (ICU) analysis was completed and indicated an ICU value of 0.50 or Level of Service (LOS) A for existing conditions. The analysis sheet is also contained in Appendix A of the Traffic Report.</p>	<p>of a new combined access point at this location could serve all area planned development consistent with the designated "Limited Access Highway" concept of Santa Ana Canyon Road. The combined traffic from the four properties using the single access point would likely exceed the threshold required for signalization of the intersection. A signalized intersection at this location would provide access for both eastbound and westbound traffic, eliminating the need to accommodate Canyon Hills Manor U-turns at nearby intersections. To the extent that other properties as they develop benefit from said improvements, a reimbursement district could be requested to be established to provide for said properties to reimburse their proportionate share of the improvement costs.</p> <p>The proposed project will have impacts related to traffic operation and design features. They are:</p> <ol style="list-style-type: none"> 1. The design of the project driveway to provide for right turn in/out at the project driveway would not prevent illegal U-turns across the double yellow centerline stripe in the vicinity of the project. 2. Project related U-turns would exceed the available storage length of left-turn pockets at the intersections of Eucalyptus Drive and Canyon Crest Drive and Mohler Drive along Santa Ana Canyon Road, west of the project which would impact through traffic on Santa Ana Canyon Road. 3. A new access point will be added to Santa Ana Canyon Road. The Circulation Element describes 	<p>Section 3.10 regarding "Traffic and Circulation Impacts" analysis (prepared by Parsons Brinckerhoff in association with Blodgett/Baylosis Associates, the Applicant's Consultants) is included in the Draft EIR (see Appendix E, Volume II). The City's Traffic and Transportation Manager does not concur with the conclusions in this alternative analysis.</p>

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	Scenic Expressway as "limited access highways that serve inter city traffic".	