

SECTION 5.0

ALTERNATIVES ANALYSIS

Canyon Hills Manor ■ Draft Environmental Impact Report

5.1 Overview of Project Alternatives

According to CEQA, an EIR must describe a range of reasonable alternatives to the project, or the location of a project, that would attain most of the basic objectives while avoiding significant environmental effects. An EIR need not consider every conceivable alternative. Rather, a reasonable range of alternatives that will foster informed decision-making and public participation should be considered.¹⁴² The alternative analysis should also consider design options that will be capable of eliminating any identified significant effects or reducing the degree of impact to levels that are considered to be less than significant.¹⁴³ The alternative analysis contained herein also considered the ability of each alternative in meeting the objectives the applicant intends to achieve as part of the proposed project's implementation (refer to Section 5.8).

The greatest potential for environmental impacts is associated with the grading that is required to accommodate the development pads for the buildings, surface parking lots, and the roadway that will connect the proposed use with Santa Ana Canyon Road. In addition, in connection with the project, Santa Ana Canyon Road will be required to be graded and improved in accordance with the proposed mitigation measures discussed in the Traffic Section. As a result, several of the site design alternatives focus on alternative grading scenarios. In addition, an alternative land use reflecting the development allowed under the property's current General Plan designation has been considered, along with a Biological Avoidance alternative developed as a result of informal consultation with the U.S. Fish and Wildlife Service. Finally, the "No Project" alternative, required under CEQA, has been included in the analysis.

For purposes of comparison, the proposed project provides for the development of an access road with a gradient of 10 percent, with improvement of Santa Ana Canyon Road in accordance with the proposed mitigation measures discussed in the Traffic Section. The proposed project would result in approximately 23 acres of disturbed area. Grading activities would involve movement of approximately 600,000 c.y., including 550,000 c.y. of raw cut, 50,000 c.y. of raw fill, and 500,000 c.y. of export (including up to 300,000 c.y. of export for the rough grading of Santa Ana Canyon Road right-of-way).

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 Widening Alternative* provides for the development of an access road with a gradient of 10 percent (similar to

¹⁴²- State of California. *Title 14. California Code of Regulations. Chapter 9. Guidelines for the Implementation of the California Environmental Quality Act, § 15126.6.* 1998.

¹⁴³- *Ibid. § 15126.6(f)*

that of the proposed project), with no rough grading for the eventual widening of Santa Ana Canyon Road to its ultimate width;

- The *14 Percent Grade Access Road/No Santa Ana Canyon Road Widening Alternative* provides for the development of an access road with a gradient of 14 percent, along with no rough grading for the eventual widening of Santa Ana Canyon Road to its ultimate width;
- The *14 Percent Grade Access Road/Santa Ana Canyon Road Widening Alternative* provides for the development of an access road with a gradient of 14 percent, with rough grading for the eventual widening of Santa Ana Canyon Road to its ultimate width;
- The *Residential Land Use Alternative* considers the impacts associated with the site's development as residential uses pursuant to the site's existing General Plan designation; and
- The *Biological Avoidance Alternative* considers the impacts associated with the site's development in consultation with the U.S. Fish and Wildlife Service, to minimize impacts to the California gnatcatchers on the site and to maximize preservation of the coastal sage scrub and other natural habitat.

5.2 No Project Alternative

The No Project or "do nothing" alternative, is required pursuant to CEQA. Under this scenario, the status quo would be maintained and no development of the proposed project site would occur. Under CEQA, the no project alternative assumes that existing conditions or conditions prior to development will remain unchanged. For this alternative to be implemented, several distinct elements must be considered. This alternative assumes that the Applicant would suspend any further actions related to the site's development, and as a result, the proposed Canyon Hills Manor project would not proceed. This alternative, by definition, assumes that the site will remain in its undeveloped state. The No Project alternative will not result in any new environmental impacts since no new development would occur on-site. Compared to the other alternatives, the No Project alternative may be considered the environmentally superior alternative though this alternative will not meet the project objectives.¹⁴⁴ The potential impacts anticipated to result from this alternative are identified below:

- *Land Use and Development Impacts.* The site would remain unchanged under this development scenario. No new development would occur on-site and the proposed Canyon Hills Manor development would not be implemented.

¹⁴⁴- According to CEQA, in the event a "no project" alternative is identified as being environmentally superior, a second environmentally superior alternative which meets the Lead Agency's objectives must be identified.

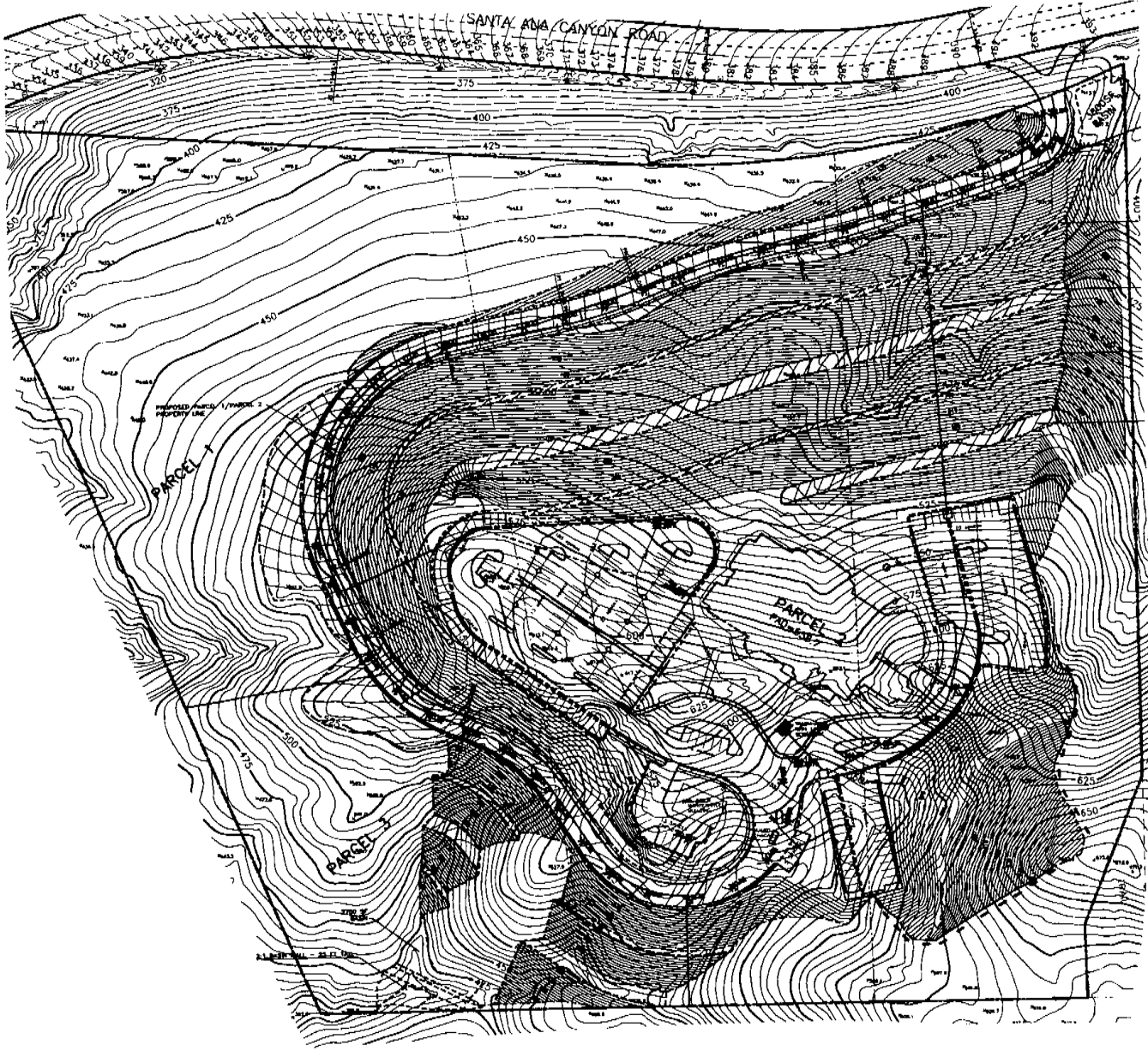
- *Earth and Geology Impacts.* No grading would occur since the status quo would be maintained.
- *Traffic and Circulation Impacts.* No traffic would be generated by this alternative since no development would take place.
- *Air Quality Impacts.* No air quality impacts would occur under this alternative since no development would take place.
- *Natural Resources Impacts (Water, Hydrology, and Biology).* Under the no project alternative, there would not be any changes in the environment since no development would occur.
- *Noise Impacts.* No additional noise impacts are associated with this alternative and the existing conditions relative to noise would remain unchanged.
- *Cultural Resources Impacts (Archaeological and Paleontological).* No impacts on cultural resources would occur under the no project alternative since no grading would occur under this alternative.
- *Aesthetic Impacts.* The No Project alternative would not result in any aesthetic impacts. No changes or alterations to the environment are anticipated under the no project scenario.

5.3 10 Percent Grade Access Road/No Santa Ana Canyon Road Widening Alternative

This alternative provides for the development of an access road to Santa Ana Canyon Road with a gradient of 10 percent, resulting in substantially less grading. In addition, no rough grading of Santa Ana Canyon Road to its ultimate width would take place. Under this alternative approximately 300,000 c.y. would be moved (250,000 c.y. of cut and 50,000 c.y. of fill), and there would be approximately 200,000 c.y. of export. Approximately 18.9 acres of areas would be disturbed. This alternative is illustrated in Exhibit 5-1. The potential impacts anticipated to result from this alternative are identified below:

- *Land Use and Development Impacts.* The proposed land uses for this alternative are the same as those of the proposed project. This alternative project would involve less grading compared to that contemplated under the proposed project. The amount of open space (both natural and landscaped) would be greater under this alternative than that of the proposed project; 18.9 acres would be disturbed compared to 23 acres for the proposed project.
- *Earth and Geology Impacts.* Grading impacts would be less than that required for the proposed project. Under this scenario, approximately 300,000 cubic yards of earth

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Exhibit 5-1 – 10% Access Rd/No Santa Ana Canyon Rd. Widening
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(250,000 c.y. of cut and 50,000 c.y. of fill, with 200,000 c.y. of export) would be involved compared to 600,000 c.y. associated with the proposed project. This alternative is slightly more compatible with the project site's natural topography and contours.

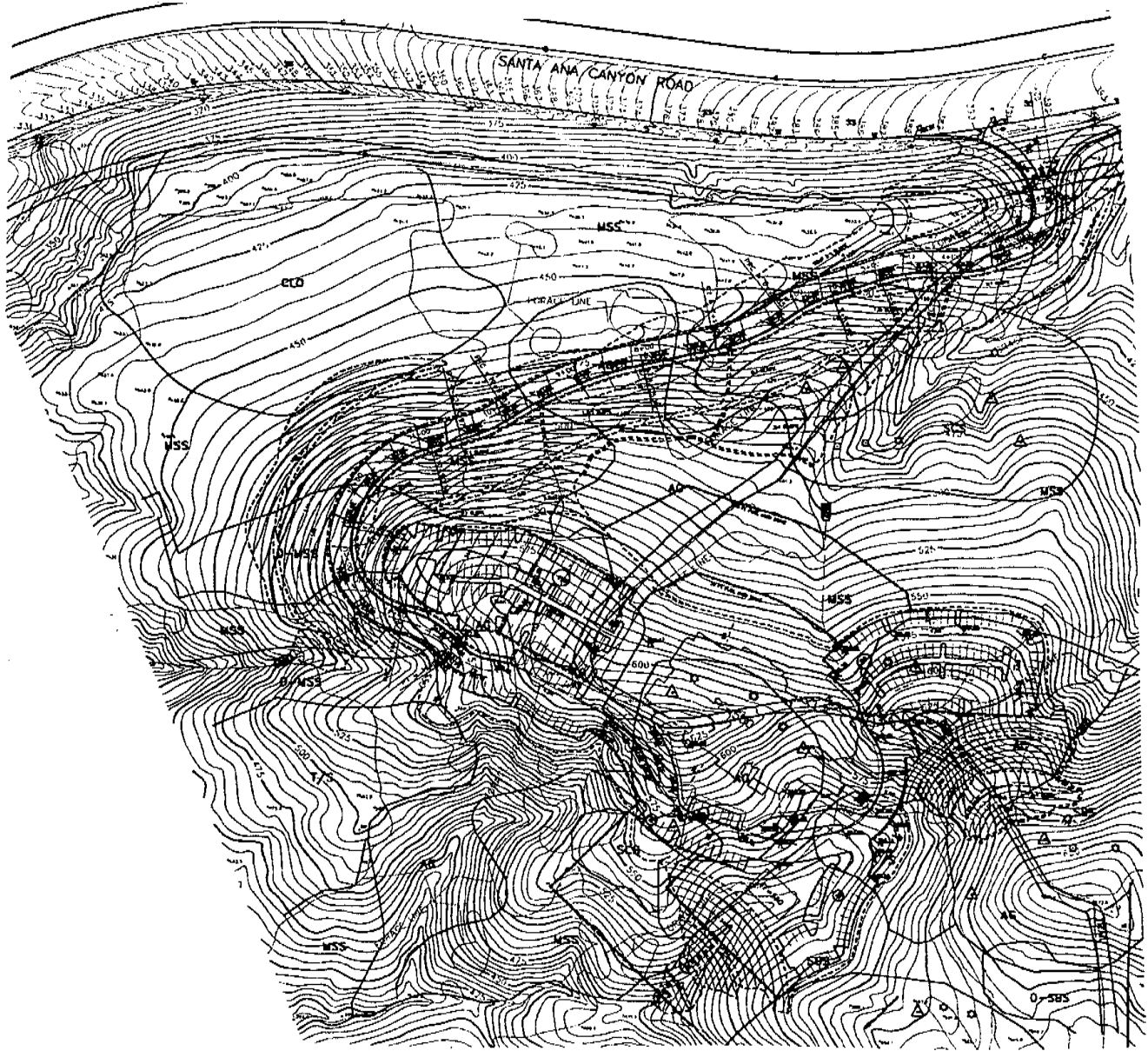
- *Traffic and Circulation Impacts.* The number of trips would be the same as that projected for the proposed project; however, the traffic impacts generated by the project, as discussed in Section 3.10 of the DEIR would not be mitigated (i.e., the raised median, the deceleration lane, and the potential signal improvements) unless Mitigation Measures 3.10-1 to 3.10-6 regarding Traffic Impacts are incorporated into this alternative.
- *Air Quality Impacts.* This alternative would result in short-term impacts comparable with those projected for the proposed development, although the potential short-term construction-related emissions would be less than that anticipated for the proposed project, since less grading activity would be involved. The long-term (operational) air quality impacts would be comparable with those anticipated for the proposed project.
- *Natural Resources Impacts (Water, Hydrology, and Biology).* Less habitat impacts would occur under this alternative because there is less surface area disturbed. The grading would impact approximately 18.9 acres of the site, compared to 23 acres for the proposed project.
- *Noise Impacts.* The project will result in short-term noise impacts (construction-related) that would be less than the proposed project, since there would be less grading activity. Long-term operational impacts would be comparable to those anticipated for the proposed project.
- *Cultural Resources Impacts (Archaeological and Paleontological).* Under this scenario, the potential for cultural resource impacts would be less than that which could occur for the proposed project. This is due to less grading involved to implement the alternative project compared to that anticipated for the proposed project.
- *Aesthetic Impacts.* Potential impacts would be comparable to but less than those of the proposed project. Less grading would be required to accommodate the access road and the grading and widening of Santa Ana Canyon road would not occur. Manufactured slopes along the north-facing slopes would also be reduced.

5.4 14 Percent Grade Access Road/No Santa Ana Canyon Road Widening Alternative

This alternative provides for the development of an access road with a gradient of 14 percent, compared to the 10 percent grade associated with the proposed project. This alternative differs from the proposed project in that no rough grading or widening of the Santa Ana Canyon Road frontage would occur, resulting in substantially less grading. Under this alternative,

approximately 285,000 c.y. would be moved (235,000 c.y. of cut and 50,000 c.y. of fill), with 185,000 c.y. of export. In addition, this alternative does not include the additional 300,000 c.y. of export associated with the eventual grading and widening of Santa Ana Canyon Road. This alternative has a slightly different arrangement of the two parking lots east of the building in relation to the site plan for the proposed project. This alternative is illustrated in Exhibit 5-2. The potential impacts anticipated to result from this alternative are identified below:

- *Land Use and Development Impacts.* The land uses for this alternative are the same as those of the proposed project. This alternative would involve less grading compared to that contemplated under the proposed project. The amount of open space (both natural and landscaped) would be greater than that of the proposed project, since there would not be any grading or widening of Santa Ana Canyon Road. Because of the steeper access road gradient under this alternative, the access road would involve less grading of land and result in lesser impacts. Only 13 acres of area would be disturbed, compared to 23 acres for the proposed project.
- *Earth and Geology Impacts.* Grading impacts would be considerably less than those required for the proposed project. Under this scenario, the grading would involve moving approximately 285,000 c.y. of earth (235,000 c.y. of cut and 50,000 c.y. of fill). Approximately 185,000 c.y. would be exported. In addition, since grading and widening of Santa Ana Canyon Road would not be included as a project component, this alternative does not include the additional 300,000 c.y. of export associated with those improvements. The alternative is compatible with the City's undulating slope requirements.
- *Traffic and Circulation Impacts.* The number of trips would be the same as that projected for the proposed project; however, the traffic impacts generated by the project as discussed in Section 3.10 of the DEIR would not be mitigated (i.e., the raised median, the deceleration land, and the potential signal improvements) unless Mitigation Measures 3.10-1 to 3.10-6 regarding Traffic Impacts are incorporated into this alternative.
- *Air Quality Impacts.* The long-term (operational) air quality impacts would be comparable with those anticipated for the proposed project. The potential short-term construction related emissions would be less than that anticipated for the proposed project due to less grading involved under this alternative.
- *Natural Resources Impacts (Water, Hydrology, and Biology).* Fewer habitat impacts would occur under this alternative because there would be less affected area. The grading activities would disturb approximately 13.0 acres of the site, which represents approximately 45 percent of the 29-acre project site.
- *Noise Impacts.* This alternative would result in long-term operational noise impacts comparable to those anticipated for the proposed project. The duration of construction would be less than that anticipated for the proposed project, since less grading would be required; thus short-term noise impacts would be less.



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Exhibit 5-2 - 14% Grade Access Rd/No Santa Ana Canyon Rd. Widening
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- *Cultural Resources Impacts (Archaeological and Paleontological).* Under this scenario, no additional cultural resources impacts are anticipated beyond that contemplated for the proposed project. The potential for disturbance to cultural resources is less than that associated with the proposed project due to less grading involved with this alternative.
- *Aesthetic Impacts.* Potential impacts would be less than those of the proposed project. Less grading would be required to accommodate the access road, and grading and widening of Santa Ana Canyon Road would not occur. Manufactured slopes along the north-facing slopes would also be reduced.

5.5 14 Percent Grade Access Road/Santa Ana Canyon Road Widening Alternative

This alternative provides for the development of an access road with a gradient of 14 percent, along with rough grading of the Santa Ana Canyon Road right-of-way. This alternative differs from the proposed project in that the gradient of the access road will be 14 percent, instead of the 10 percent anticipated under the proposed project. Under this alternative, approximately 585,000 c.y. would be moved (535,000 c.y. of cut and 50,000 c.y. of fill), with 485,000 c.y. of export, including the additional 300,000 c.y. of export associated with the rough grading for the potential future widening of Santa Ana Canyon Road, compared to 600,000 c.y. for the proposed project. The disturbed areas associated with the widening of Santa Ana Canyon Road are similar to those shown in Exhibit 5-1. The potential impacts anticipated to result from this alternative are identified below:

Land Use and Development Impacts. The land uses contemplated for this alternative are the same as those of the proposed project. This alternative project would involve less grading for the access road compared to that contemplated under the proposed project. The amount of open space (both natural and landscaped) would be greater than that of the proposed project (17.1 acres disturbed, compared to 23 acres disturbed for the proposed project).

- *Earth and Geology Impacts.* Grading impacts would be less than that required for the proposed project, due to the difference in the access road gradient. Under this scenario, there would be approximately 585,000 cubic yards of earth moved on-site (535,000 c.y. of cut and 50,000 c.y. of fill). As with the proposed project, this alternative would also include the additional 300,000 c.y. of export associated with the rough grading of Santa Ana Canyon Road.
- *Traffic and Circulation Impacts.* The number of trips would be identical to that projected for the proposed project; however, the traffic impacts generated by the project as discussed in Section 3.10 of the DEIR would not be mitigated (i.e., the raised median, the deceleration lane, and the potential signal improvements) unless Mitigation Measures 3.10-1 to 3.10-6 regarding Traffic Impacts are incorporated into this alternative.

- *Air Quality Impacts.* This alternative would result in fewer short-term impacts compared with those projected for the proposed development. The potential short-term construction-related emissions would be less than those anticipated for the proposed project, since less grading activity would be involved. This long-term (operational) air quality impacts would be comparable to those anticipated for the proposed project.
- *Natural Resources Impacts (Water, Hydrology, and Biology).* Compared to the project, fewer habitat impacts would occur under this alternative because there is less affected area. The grading would disturb approximately 17.1 acres of the site (approximately 59 percent of the project site), compared to 23.0 acres for the proposed project.
- *Noise Impacts.* This alternative would result in long-term operational noise impacts comparable to those anticipated for the proposed project. The duration of short-term noise impacts will be slightly less than that anticipated for the proposed project due to less grading involved for the 14 percent gradient access road, thus there would be slightly less short-term noise impact. (This alternative would have an access road with 14 percent grade, which would require less grading compared to a 10 percent grade for the proposed project.)
- *Cultural Resources Impacts (Archaeological and Paleontological).* Because slightly less grading would be required under this alternative, the potential for impact on archaeological and paleontological resources is slightly less than that anticipated for the proposed project.
- *Aesthetic Impacts.* Potential impacts would be slightly less than those of the proposed project as less grading would be required to accommodate the 14 percent access road. The grading along the Santa Ana Canyon Road frontage would be similar to that anticipated for the proposed project. Manufactured slopes along the north-facing slopes would be reduced.

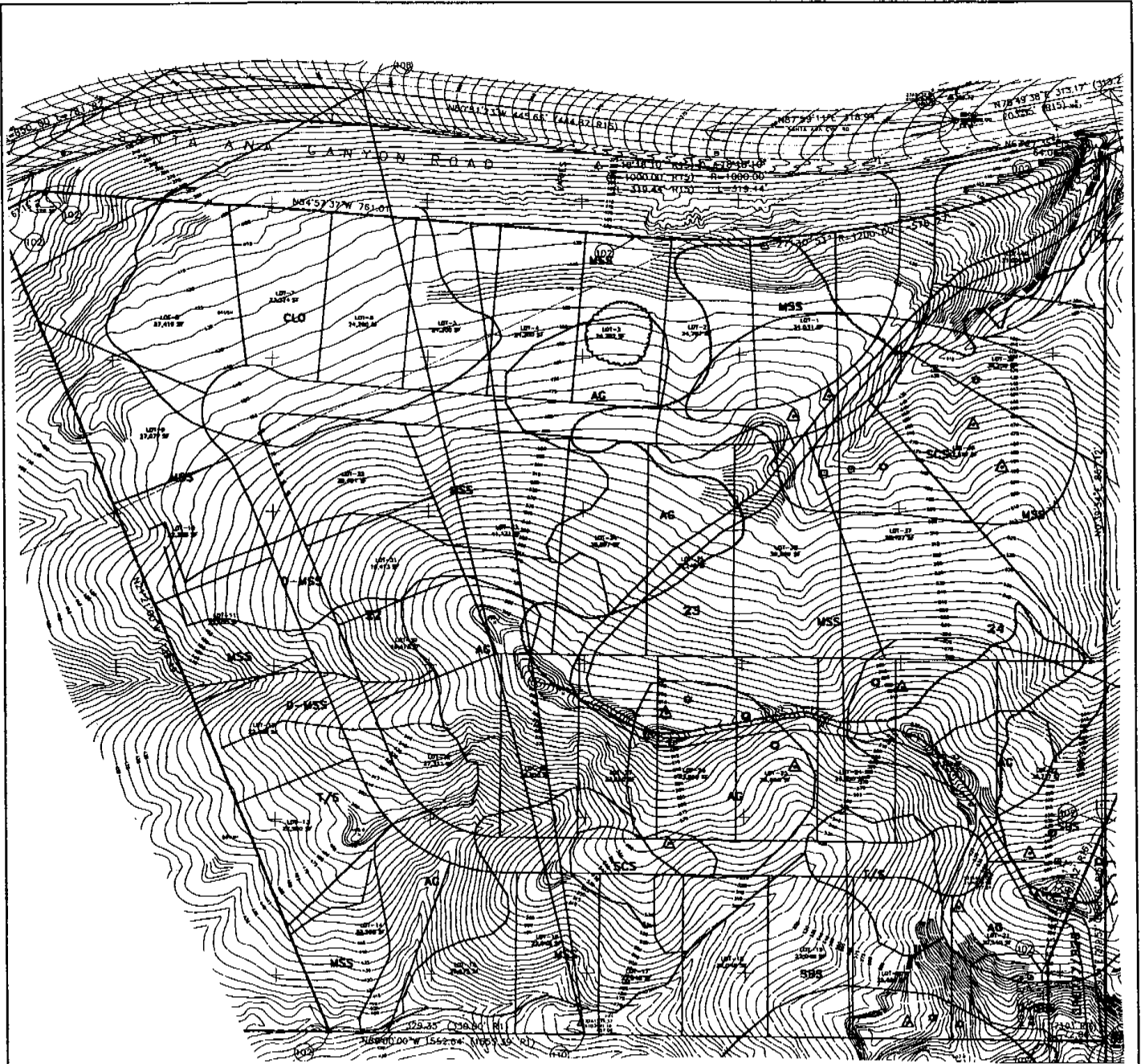
5.6 Residential Land Use Alternative

The *Residential Land Use Alternative* considers the impacts associated with the site's development with residential land uses (up to 40 single-family units) pursuant to its existing Hillside Estate Density Residential land use designation which permits up to 1.5 dwelling units per gross acre. The proposed residential development would conform to the development standards set forth in the RS-HS-22,00 (SC) (Residential, Single-Family, Hillside, Scenic Corridor Overlay) Zone, the typical implementation zone for the Hillside Estate Density Residential designation and Title 17 of the Anaheim Municipal Code. Access to the proposed single-family subdivision would be provided by a roadway connection to Santa Ana Canyon Road. A "worst case" is assumed for analysis purposes, that the project site could be developed to nearly its full potential under its existing land use designation. In addition, this residential development alternative proposes a retaining wall up to 80-feet high for the eventual widening of Santa Ana Canyon Road, which would require a waiver of the retaining wall standards (a retaining wall up

to 10 feet is permitted by code). This alternative is shown in Exhibit 5-3, which depicts the development of 40 residential lots. The potential impacts anticipated to result from this alternative are identified below:

- *Land Use and Development Impacts.* The project site would be developed as a single-family residential subdivision, consisting of 40 single-family homes. These additional homes would place additional demands on public services in the City. The entire 29-acre site would be disturbed to accommodate the 40 units, compared to 23 acres for the proposed project.
- *Earth and Geology Impacts.* Grading will be required to create up to 40 building pads. In addition, grading would be required for the public streets. The potential grading required to accommodate this development would exceed that required for the proposed project. Approximately 700,000 c.y. of earth would be moved on-site, including 550,000 c.y. of cut and 150,000 c.y. of fill, with 400,000 c.y. of export. This is in comparison to 600,000 c.y. of earth moved for the proposed project. In addition, a retaining wall up to 80 feet in height would be proposed for the eventual widening of Santa Ana Canyon Road.
- *Traffic and Circulation Impacts.* A total of 459 vehicle trips would be generated on a daily basis. Of this total, 36 trips would occur during the AM peak hour and 48 trips during the p.m. peak hour. No peak hour trips would occur for the proposed project. Over a weekday period, the potential traffic impacts would exceed that of the proposed project.
- *Air Quality Impacts.* This alternative would result in both short-term (construction) and long-term (operational) impacts. Construction impacts would be greater due to the larger scope of construction activities (40 single-family homes) and the additional grading required. In addition, peak hour traffic trips generated under this alternative would have a negative impact upon air quality as well.
- *Natural Resources Impacts (Water, Hydrology, and Biology).* The site's development with residences would result in grading impacts that would be substantially greater than that anticipated for the proposed project. With the development of the site for housing, the entire 29 acres would be disturbed, with much greater impact upon biological resources than the proposed project. The increase in impervious surface area as a result of the residential development of the entire site would result in greater impacts to water quality as well.
- *Noise Impacts.* The project would result in both short-term noise impacts (construction-related) and long-term operational impacts. Short-term impacts would be greater than anticipated for the proposed project due to the substantial amount of grading associated with this alternative. In addition, the duration of the construction period would be greater than that of the proposed project. Peak hour travel to and from the site under this alternative would result in greater traffic-related noise levels than with the proposed project.

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Exhibit 5-3 – Residential Land Use Alternative
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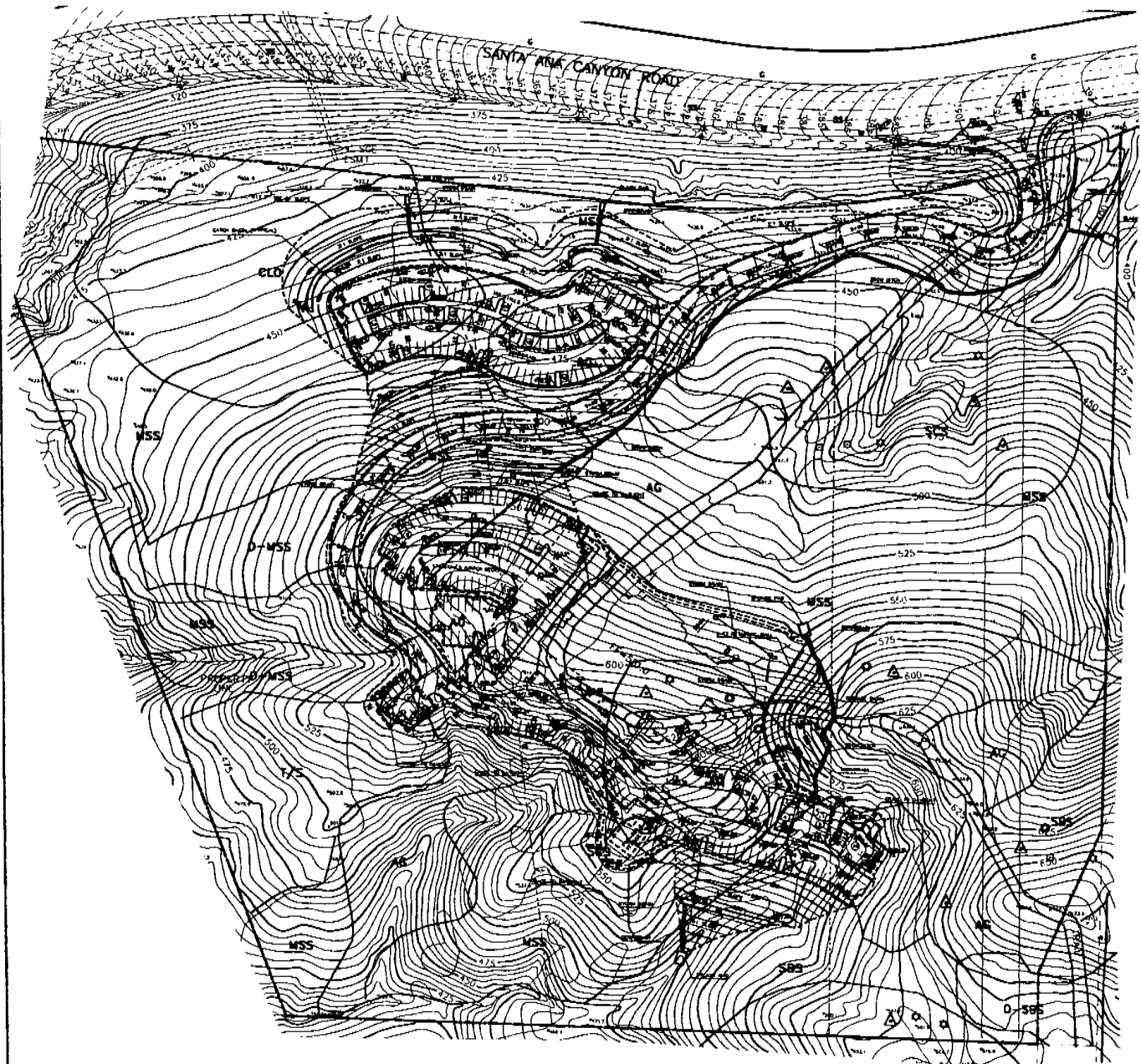
- *Cultural Resources Impacts (Archaeological and Paleontological).* Under this scenario, grading and excavation would be greater than that anticipated for the proposed project. As a result, the potential impacts related to cultural resources are greater than those anticipated for the proposed project.
- *Aesthetic Impacts.* Potential grading and development impacts are greater than those anticipated for the proposed project. Development would cover a larger portion of the site. The proposed development intensity would be approximately 1.5 units per acre. Virtually the entire site would be developed under this alternative. In addition, this alternative would propose construction of a retaining wall up to 80 feet in height along Santa Ana Canyon Road frontage for the eventual widening of Santa Ana Canyon Road.

5.7 Biological Avoidance Alternative

Another alternative considered arose as a result of informal consultations with the U.S. Fish and Wildlife Service (USFWS). The *Biological Avoidance Alternative* for the Canyon Hills Manor project consists of the same development components as the proposed project (wedding/banquet facility and associated road, parking, maintenance structure and landscaping areas); however, it incorporates a 14 percent grade access road rather than the 10 percent grade access road proposed for the project. This alternative would involve the relocation of surface parking pads as a means to minimize the amount of grading within the sensitive areas. The redesign with the 14 percent grade access road allows for a minimized project footprint, less grading, and fewer impacts to native vegetation communities than the proposed project. Grading of the site would disturb approximately 10.0 acres and would include approximately 235,000 c.y. of raw cut, 50,000 c.y. of raw fill, and 185,000 c.y. of export, compared to 23 acres disturbed, and 550,000 c.y. of cut, 50,000 c.y. of fill, and 500,000 c.y. of export with the proposed project. This alternative does not include any grading for the potential future widening of Santa Ana Canyon Road. It does include construction of a retaining wall up to 80 feet tall along the Santa Ana Canyon Road frontage for eventual street widening. Exhibit 5-4 shows the project footprint and fuel modification zone for the Biological Avoidance Alternative. This alternative was designed in response to comments from the USFWS biologists on the proposed project design. After visiting the site, the USFWS biologists requested that the project proponent attempt to redesign the project to minimize the impacts of the project on the resident California gnatcatchers. This Biological Avoidance Alternative avoids more of the designated critical habitat for the California gnatcatcher and, as a result of the smaller project design, would affect fewer gnatcatchers than the proposed project. Due to the retaining wall, this alternative does have greater visual impacts on the surrounding environment than the proposed project.

The Biological Avoidance Alternative includes similar avoidance, minimization, and offsetting measures as the proposed project. These features include the preservation of existing habitats, enhancement of disturbed habitats, revegetation of non-native habitats with native plant species, timing of construction, and biological monitoring during and after construction. The primary difference in the project design features for the Biological Avoidance Alternative includes a

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Exhibit 5-4 – Biological Avoidance Alternative
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variation in the number of acres of preserved, enhanced, and revegetated coastal sage scrub habitat. See Appendix C, Biological Studies, for more information on this proposed alternative. It should be noted that formal consultations with USFWS have not yet occurred, and the details of this alternative have not yet been fully developed. The potential impacts associated with this alternative are identified below:

- *Land Use and Development Impacts.* The land uses for this alternative are similar to the proposed project. However, this alternative would involve the least amount of grading of all alternatives, including the proposed project. Just 10 acres of area would be disturbed, compared to 23 acres for the proposed project. The amount of open space (particularly natural land) would be the greatest among all alternatives. This alternative includes a 14 percent grade, which results in less grading than the proposed project, and does not include rough grading for the eventual widening of Santa Ana Canyon Road. However, it would require a retaining wall up to 80 feet high for the eventual street widening.
- *Earth and Geology Impacts.* Grading impacts would be considerably less than those required for the proposed project. Under this scenario, the grading would involve moving approximately 260,000 c.y. of earth, including 235,000 c.y. of raw cut, 50,000 c.y. of raw fill, and the export of 185,000 c.y. of earth. This alternative does not include rough grading of Santa Ana Canyon Road. It does include construction of a retaining wall up to 80 feet tall along the Santa Ana Canyon Road frontage for eventual street widening.
- *Traffic and Circulation Impacts.* The number of trips would be the same as that projected for the proposed project; however, the traffic impacts generated by the project as discussed in Section 3.10 of the DEIR would not be mitigated (i.e., the raised median, the deceleration lane, and the potential signal improvements) unless Mitigation Measures 3.10-1 to 3.10-6 regarding Traffic Impacts are incorporated into this alternative.
- *Air Quality Impacts.* The short-term construction-related impacts would be substantially less than those for the proposed project, since this alternative would involve much less grading activity than the proposed project. The long-term operational air quality impacts would be comparable with those anticipated for the proposed project.
- *Natural Resources Impacts (Water, Hydrology, and Biology).* This alternative would present the fewest habitat and biological resource impacts among all the alternatives, including the proposed project. The grading activities would disturb only 10 acres of the 29-acre project site, less than 35 percent of the site, compared to 23 acres with the proposed project (more than 79 percent of the site).
- *Noise Impacts.* This alternative would result in long-term, operational noise impacts similar to the proposed project. However, due to the substantially reduced grading activities, short-term construction-related impacts would be fewer.

- *Cultural Resources Impacts (Archaeological and Paleontological).* Under this scenario, no additional cultural resources impacts are anticipated beyond those contemplated for the proposed project. The potential for disturbance is less than that associated with the proposed project or other alternatives, due to less grading associated with this alternative.
- *Aesthetic Impacts.* Potential aesthetic impacts would be greater than those associated with the proposed project. This alternative would require reduced grading activities; however, it would require the construction of a retaining wall up to 80 feet high, for the eventual street widening of Santa Ana Canyon Road. This wall would be a significant visual impact to the streetscape along Santa Ana Canyon Road and the surrounding viewsheds.

5.8 Comparison of Environmental Effects Among Alternatives

Table 5-1 compares the potential impacts of the individual project alternatives relative to the development of the 29-acre project site. This table indicates whether an alternative’s impact will be greater than, equal to, or less than those anticipated for the proposed project. As indicated by the footnotes provided in the table, the degree of environmental impact is largely related to the amount of grading associated with each project scenario.

Issue	Alternatives					
	No Project	10% Grade, No Widening	14% Grade, No Widening	14% Grade, Widening	Residential Land Use	Biological Avoidance
Land Use	<	<	<	<	>	<
Earth & Geology	<	<	<	<	>	<
Traffic/Circulation	<	>	>	=	>	>
Air Quality*	</<	</=	</=	</=	>/>	</=
Natural Resource	<	<	<	<	>	<
Noise*	</<	</=	</=	</=	>/>	</=
Cultural Resource	<	<	<	<	>	<
Aesthetics	<	<	<	<	>	>

*: Short-term impacts/Long-term impacts
 <: Impacts are less than those anticipated for the proposed project
 =: Impacts are equal to or comparable with those anticipated for the proposed project.
 >: Impacts are greater than those anticipated for the proposed project.

Table 5-2 provides an overall ranking of environmental impacts among the various alternatives considered herein:

Issue	Ranking of Alternatives: From <i>Least</i> Impacts → <i>Greatest</i> Impacts							
	1st	2nd	3rd	4th	5th	6th	7th	
Land Use	No Project	14% Grade, No Widening	10% Grade, No Widening	14% Grade, Widening	Proposed Project	Biological Avoidance	Residential Land Use	
Geology & Earth	No Project	14% Grade, No Widening	10% Grade, No Widening	14% Grade, Widening	Proposed Project	Biological Avoidance	Residential Land Use	
Traffic / Circulation	No Project	Same for all project alternatives						Residential Land Use
Air Quality	No Project	14% Grade, No Widening	10% Grade, No Widening	14% Grade, Widening	Proposed Project	Biological Avoidance	Residential Land Use	
Natural Resources	No Project	14% Grade, No Widening	10% Grade, No Widening	14% Grade, Widening	Proposed Project	Biological Avoidance	Residential Land Use	
Noise	No Project	14% Grade, No Widening	10% Grade, No Widening	14% Grade, Widening	Proposed Project	Biological Avoidance	Residential Land Use	
Cultural Resources	No Project	14% Grade, No Widening	10% Grade, No Widening	14% Grade, Widening	Proposed Project	Biological Avoidance	Residential Land Use	
Aesthetics	No Project	14% Grade, No Widening	10% Grade, No Widening	14% Grade, Widening	Proposed Project	Biological Avoidance	Residential Land Use	

The No Project Alternative would result in the least environmental impacts, although it would require that the site remain in its current undeveloped state. The No Project Alternative would also fail to meet any of the project objectives. According to CEQA, in the event that the No Project Alternative is identified as being the environmentally superior alternative, a second environmentally superior alternative, which meets the project objectives, must be identified. That environmentally superior alternative is the 14 percent Grade Access Road/No Santa Ana Canyon Road Rough Grading Alternative. The Residential Land Use Alternative, which would allow development in accordance with current General Plan designations, would result in the greatest potential impacts. The degree of impact among the various alternatives is largely due to the amount of grading and excavation required for each alternative.

An important consideration in the alternative analysis is whether the project alternatives can accomplish the overall project objectives. If an alternative fails to meet the project objectives, then it should be considered infeasible, and thus, eliminated from further consideration.

Table 5-3 indicates whether the alternatives considered meet the overall objectives of the proposed Canyon Hills Manor project. The proposed project, it should be noted, meets all of the objectives. As indicated in Table 5-3, the grading alternatives meet all of the project objectives and should be considered feasible. The residential land use alternative and no project alternatives do not meet all of the project objectives.

**Table 5-3
 Comparison of Environmental Effects Among the Project Alternatives**

Objective	Alternatives					
	No Project	10% Grade, No Widening	14% Grade, No Widening	14% Grade, Widening	Residential Land Use	Biological Avoidance
To more efficiently utilize the 29-acre site that is presently undeveloped.	✗	✓	✓	✓	✓	✓
To expand the business service market by constructing a facility in the City of Anaheim for use as a high quality wedding and banquet facility.	✗	✓	✓	✓	✗	✓
To realize a fair return on investment.	✗	✓	✓	✓	✓	✓
<p>✗ The alternative does not meet the project objective.</p> <p>✓ The alternative meets the project objective.</p>						