

Environmental Checklist Form (Initial Study)

County of Los Angeles, Department of Regional Planning



Project title: Ball Lot Line Adjustment/Project No. R2010-00176-(5) RLLA 201000002

Lead agency name and address: Los Angeles County, 320 West Temple Street, Los Angeles, CA 91020

Contact Person and phone number: Leonard Erlanger

Project sponsor's name and address: James C. Ball and Kristine K. Ball, 16612 Sierra Highway, Canyon Country, California, 91351

Project location: The subject property is located on Sand Canyon Road approximately 650 feet southeast of the intersection of Sand Canyon Road and Sierra Highway in the Canyon Country community of the Sand Canyon Zoned District.

APN: 3231-010-016 and 017 *USGS Quad:* Mint Canyon California

Gross Acreage: 5.4 acres total

General plan designation: N/A

Community/Area wide Plan designation: When the case was filed on February 10, 2010, the Santa Clarita Area-wide Plan designation was "HM" (Hillside Management). On December 27, 2012, after submittal of the LLA case, the effective Plan designation was changed to "RL5" (Rural Land, up to 1 d.u./5 acres average density). The subject lot line adjustment case is consistent with the Plan designation at the time of filing.

Zoning: When the case was filed, the zoning was A-2-1 (Heavy Agriculture, 1 d.u./acre minimum lot size). On December 27, 2012, after submittal of the LLA case, the effective zoning was changed to A-2-2 (Heavy Agriculture, 2 acres minimum lot size). The subject lot line adjustment is consistent with the Zoning at the time of filing. The project is not located within a Community Standards District.

Description of project: The applicant is currently proposing a lot line adjustment between two legal lots of 2.58 and 2.77 acres, respectively. The length of each parcel is approximately 600 feet from east to west, and the width of each of the parcels is approximately 300 feet north to south. Both parcels are bounded on the east by Sand Canyon Road.

The applicant is proposing to transfer approximately 18,850 sq. ft. on the westerly end of the northerly parcel, to the southerly parcel to move an already graded building pad to the southerly parcel. This adjustment will have a positive effect on the environment, due to the fact that a new pad will not have to be graded on the southerly lot. Additionally, the applicant is proposing to transfer the same square footage on the easterly end of the southerly parcel, to the northerly parcel. This latter area is not buildable due to steep slope. As a result of the lot line adjustment, the two parcels will remain the same size as they started out with, but the southerly parcel will now have an already graded buildable pad, and the northerly parcel, which previously had two already graded buildable pads, will end up with only one as well.

The easterly area of the two subject lots bounding on Sand Canyon is very steep; therefore, the applicant proposes to utilize an already-graded approximately 1,100 foot long access driveway to the two subject lots over property he owns to the west. These properties to the west bound on Sierra Highway. The lot line adjustment will not authorize or facilitate any additional grading in connection with the driveway proposal. Additionally, the lot line adjustment will not authorize or facilitate any construction or brush clearance over and above that which would be allowed without the lot line adjustment. (The grading for the other graded pad that is staying on the northerly lot, extends off-site into another lot adjoining to the north.)

Surrounding land uses and setting: The subject parcels are vacant and exhibit slopes of between 25 and 50 percent, except that two already graded pads currently on the northerly lot and a graded driveway access from the west are relatively flat. Areas immediately to the north, west and south are also vacant and steep, whereas areas immediately to the northeast exhibit single family residences, areas approximately 1/8 mile to the northwest exhibit commercial uses, and areas approximately 1/8 mile to the southwest exhibit more single-family residential uses. These surrounding developed properties are relatively flat.

Other public agencies whose approval may be required (e.g., permits, financing approval, or participation agreement):

<i>Public Agency</i>	<i>Approval Required</i>
_____	_____
_____	_____

Major projects in the area:

<i>Project/Case No.</i>	<i>Description and Status</i>
None.	N/A

Reviewing Agencies: [See **CEQA Appendix B** to help determine which agencies should review your project]

Responsible Agencies

- X None
- Regional Water Quality Control Board:
 - Los Angeles Region
 - Lahontan Region
 - Coastal Commission
 - Army Corps of Engineers

Special Reviewing Agencies

- X None
- Santa Monica Mountains Conservancy
- National Parks
- National Forest
- Edwards Air Force Base
- Resource Conservation District of Santa Monica Mountains Area
-

Regional Significance

- X None
- SCAG Criteria
- Air Quality
- Water Resources
- Santa Monica Mtns. Area
-

Trustee Agencies

- X None
- State Dept. of Fish and Game
- State Dept. of Parks and Recreation
- State Lands Commission
- University of California (Natural Land and Water Reserves System)

County Reviewing Agencies

- X None
- DPW:
 - (delete those that don't apply)
 - Land Development Division (Grading & Drainage)
 - Geotechnical & Materials Engineering Division
 - Watershed Management Division (NPDES)
 - Waterworks Division

- X None
- Fire Department
 - (delete those that don't apply)
 - Forestry, Environmental Division
 - Land Development Unit
 - Public Health/Environmental Health Division: Land Use Program (OWTS), Drinking Water Program (Private Wells)
- Sheriff Department
- Parks and Recreation
- Subdivision Committee
-

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project.

- Aesthetics Greenhouse Gas Emissions Population/Housing
- Agriculture/Forest Hazards/Hazardous Materials Public Services
- Air Quality Hydrology/Water Quality Recreation
- Biological Resources Land Use/Planning Transportation/Traffic
- Cultural Resources Mineral Resources Utilities/Services
- Energy Noise Mandatory Findings of Significance
- Geology/Soils

DETERMINATION: (To be completed by the Lead Department.)
On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature (Prepared by)

Date

Signature (Approved by)

Date

EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources the Lead Department cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the Lead Department has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level. (Mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced.)
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA processes, an effect has been adequately analyzed in an earlier EIR or negative declaration. (State CEQA Guidelines § 15063(c)(3)(D).) In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of, and adequately analyzed in, an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 7) The explanation of each issue should identify: the significance threshold, if any, used to evaluate each question, and; mitigation measures identified, if any, to reduce the impact to less than significance. Sources of thresholds include the County General Plan, other County planning documents, and County ordinances. Some thresholds are unique to geographical locations.
- 8) Climate Change Impacts: When determining whether a project's impacts are significant, the analysis should consider, when relevant, the effects of future climate change on : 1) worsening hazardous conditions that pose risks to the project's inhabitants and structures (e.g., floods and wildfires), and 2) worsening the project's impacts on the environment (e.g., impacts on special status species and public health).

1. AESTHETICS

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
Would the project: a) Have a substantial adverse effect on a scenic vista? _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Be visible from or obstruct views from a regional riding or hiking trail? _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially degrade the existing visual character or quality of the site and its surroundings because of height, bulk, pattern, scale, character, or other features? _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create a new source of substantial shadows, light, or glare which would adversely affect day or nighttime views in the area? _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

EVALUATION OF ENVIRONMENTAL IMPACTS:

Official State Scenic Highways are designated by the California Department of Transportation (CalTrans). According to CalTrans, “[t]he stated intent (Streets and Highway Code Section 260) of the California Scenic Highway Program is to protect and enhance California’s natural beauty and to protect the social and economic values provided by the State’s scenic resources” (State of California Department of Transportation, California Scenic Highway Program, website: <http://www.dot.ca.gov/dist3/departments/mtce/scenic.htm>, accessed October 6, 2011). While there are numerous designated Scenic Highways across the state, the following have been designated in Los Angeles County: Angeles Crest Highway (Route 2) from just north of Interstate 210 to the Los Angeles/San Bernardino County Line, two segments of Mulholland Highway from Pacific Coast Highway to Kanan Dume Road and from west of Cornell road to east of Las Virgenes Road, and Malibu Canyon-Las Virgenes Highway from Pacific Coast Highway to Lost Hills Road. The project site is located in the Santa Clarita Valley, a great distance from these designated Highways, and thus will have no impact on related scenic views.

In addition to scenic highways, unincorporated Los Angeles County identifies ridgelines of significant aesthetic value that are to be preserved in their current state. This preservation is accomplished by limiting the type and amount of development near them. These “Significant Ridgelines” (“Major Ridgelines” on Santa Catalina Island) are designated by the General Plan or applicable Area/Community Plan and Local Coastal Program.

The Hillside Management Ordinance (Los Angeles County Code Title 22, Section 22.56.215) is designed to protect designated hillsides from incompatible development. However, the same ordinance exempts lot line adjustments of two lots from the hillside management regulations.

The Santa Clarita Valley Area-wide Plan does not designate any Adopted Scenic Highway routes. It does designate Sand Canyon Road below Interstate 14 and Vasquez Canyon Road above Sierra Highway as “Second Priority Study Routes” for possible future scenic highway designations. However, the subject property is located approximately 1½ miles north of, and ½ mile south of these designated-for-study routes, respectively, assuring no potential impact to or from the additional buildable pad proposed by this project.

The subject property is also located approximately 630 feet northwest of the nearest SCV Plan designated significant ridgeline, which runs northeast to southwest, and has an elevation of approximately 2,095 feet. The already graded buildable pads have an elevation of approximately 1,930 feet. The nearest commercially developed properties to the northwest have an approximate elevation of 1,720 feet and are located approximately 800 feet from the lot line adjustment building pads. Sierra Highway, which adjoins the cited commercial uses, is also approximately 800 feet from the lot line adjustment building pads and about ¼ mile from the cited significant ridgeline. Therefore, these uses’ views of the ridgeline would not be affected by □ □

lot line adjustment’s already graded building pads.

Additionally, the lot line adjustment’s two building sites will not affect local views from adjoining Sand Canyon Road to the east, as the building sites will be located approximately 500 feet from Sand Canyon Road. Similarly, the nearest development to the east, single family residences, is located over 700 feet from the lot line adjustment pads, and thus the views from these residences would not be obstructed nor diminished by the lot line adjustment’s building sites. Additionally, insignificant effects on scenic views would occur from residential development located approximately 750 feet to the southwest of the subject building pad.

The nearest designated riding and hiking trail is located more than a mile to the south of the lot line adjustment’s building pads. Therefore the lot line adjustment building sites would not obstruct views from this trail nor diminish views in any way.

The subject lot line adjustment does not authorize or facilitate any additional grading or construction over and above that which would have taken place in the absence of the lot line adjustment. Rather, the lot line adjustment’s transfer of an already graded pad to the southerly lot will preclude the need to do any new grading to accommodate a building site on that lot. Additionally, the driveway access is already graded pursuant to a rough-grading permit approval from the Department of Public Works, and the lot line adjustment will not authorize or facilitate any brush clearance over and above that needed to accommodate residential use of the subject parcels without the lot line adjustment. Therefore, the scenic qualities of the geographic area would not be affected by the proposed lot line adjustment.

2. AGRICULTURE / FOREST

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<p>Would the project:</p> <p>a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?</p> <p>_____</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>b) Conflict with existing zoning for agricultural use, with a designated Agricultural Opportunity Area, or with a Williamson Act contract?</p> <p>_____</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code § 12220 (g)), timberland (as defined in Public Resources Code § 4526), or timberland zoned Timberland Production (as defined in Government Code § 51104(g))?</p> <p>_____</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>d) Result in the loss of forest land or conversion of forest land to non-forest use?</p> <p>_____</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

EVALUATION OF ENVIRONMENTAL IMPACTS:

The Farmland Mapping and Monitoring Program (FMMP) produces maps and statistical data that are used for analyzing impacts on California's agricultural resources. Agricultural land is rated according to soil quality and irrigation status; the best quality land is called *Prime Farmland*.

The California Land Conservation Act of 1965--commonly referred to as the Williamson Act--enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space use. In return, landowners receive property tax assessments which are much lower than normal because they are based upon farming and open space uses as opposed to full market value. Local governments receive an annual subvention of forgone property tax revenues from the state via the Open Space Subvention Act of 1971. The only Williamson Act contract lands in the County are located on Catalina Island and held by the Catalina Island Conservancy as set asides for open space and recreational purposes. Therefore, there are no agricultural Williamson Act contracts in the remainder of the unincorporated County.

Agricultural Opportunity Areas (AOAs) are a County identification tool that indicates land where commercial agriculture is taking place and/or is believed to have a future potential based on the presence of prime agricultural soils, compatible adjacent land uses, and existing County land use policy. The County also contains important and prime farmland, and the Angeles National Forest and a portion of the Los Padres National forest are also located in the County.

The project site is not located on any land that is designated a prime agricultural area by the State or County so will not convert agricultural land. Immediately adjoining lands in all directions from the project site are zoned for Heavy and Light Agricultural uses; however, the property is steep and historically there has been an absence of agricultural uses. Additionally, the trend in the area is for development of single family residences. The project site also is not located in an area designated for forest or timberland resources.

The proposed lot line adjustment does not authorize or facilitate any grading or construction over and above that which would occur without the lot line adjustment. Therefore, the project will not have an impact on agricultural or forest resources.

3. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<p>Would the project:</p> <p>a) Conflict with or obstruct implementation of applicable air quality plans of either the South Coast AQMD (SCAQMD) or the Antelope Valley AQMD (AVAQMD)?</p> <p>_____</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?</p> <p>_____</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?</p> <p>_____</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>d) Expose sensitive receptors to substantial pollutant concentrations?</p> <p>_____</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>e) Create objectionable odors affecting a substantial number of people?</p> <p>_____</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

EVALUATION OF ENVIRONMENTAL IMPACTS:

The air pollutants that are regulated by the Federal and California Clean Air Acts fall under three categories, each of which are monitored and regulated:

- Criteria air pollutants;
- Toxic air contaminants (TACs); and,
- Global warming and ozone-depleting gases.

In 1970, the U.S. Environmental Protection Agency (EPA) identified six “criteria” pollutants they found to be the most harmful to human health and welfare. They are:

- Ozone (O₃);
- Particulate Matter (PM);
- Carbon Monoxide (CO);
- Nitrogen Dioxide (NO₂);
- Sulfur Dioxide (SO₂); and,
- Lead (Pb).

The Federal government and the State of California have established air quality standards designed to protect public health from these criteria pollutants. Among the federally identified criteria pollutants, the levels of ozone, particulate matter, and carbon monoxide in Los Angeles County continually exceed federal and state health standards, and the County is considered a non-attainment area for these pollutants. In response to the region’s poor air quality, the South Coast Air Quality Management District (SCAQMD) & the Antelope Valley Air Quality Management District (AVAQMD) were created. The SCAQMD and the AVAQMD are responsible for monitoring air quality as well as planning, implementing, and enforcing programs designed to attain and maintain state and federal ambient air quality standards in the region. The SCAQMD implements a wide range of programs and regulations, most notably, the Air Quality Management Plan (AQMP).

Sensitive receptors are uses such as playgrounds, schools, senior centers, hospitals or other uses that would be more highly impacted by poor air quality. AQMD Rule 402, which states, “A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. The provisions of this rule shall not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.”

The proposed lot line adjustment will allow for the use of already graded building pads and access driveway. It will also allow for development of the southerly subject lot without any further grading. Additionally, future construction of residences on the two subject lots and related brush clearance will not constitute anything over and above that allowed without the lot line adjustment. Therefore, the proposed lot line adjustment will not have an impact on air quality.

4. BIOLOGICAL RESOURCES

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<p>Would the project:</p> <p>a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS)?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The site is partially disturbed and supports remnant stands of coastal sage scrub, chaparral, and ruderal vegetation. No biological documentation has been prepared for the project site; however, queries of the California Natural Diversity Database and California Native Plant Society Inventory of Rare and Endangered Plants indicate recorded observations of 62 special-status species within the USGS 7.5-minute quadrangle containing the site and 8 adjacent quadrangles. Most of these are not expected to occur due to geographic range limitations and habitat requirements. Those with potential to occur on site include Peirson's morning-glory (*Calystegia peirsonii*), Palmer's grapplinghook (*Harpagonella palmeri*), slender mariposa lily (*Calochortus clavatus* var. *gracilis*), Plummer's mariposa-lily (*Calochortus plummerae*), southern California rufous-crowned sparrow (*Aimophila ruficeps canescens*), Bell's sage sparrow (*Amphispiza belli belli*), California horned lark (*Eremophila alpestris actia*), loggerhead shrike (*Lanius ludovicianus*), San Diego black-tailed jackrabbit (*Lepus californicus bennettii*), San Diego desert woodrat (*Neotoma lepida intermedia*), coastal whiptail (*Aspidoscelis tigris stejnegeri*), rosy boa (*Charina trivirgata*), and coast horned lizard (*Phrynosoma blainvillii*).

If present on site, Peirson's morning-glory, Palmer's grapplinghook, slender mariposa lily, Plummer's mariposa-lily, southern California rufous-crowned sparrow, Bell's sage sparrow, loggerhead shrike, and San Diego desert woodrat would be restricted primarily to remnant patches of coastal sage scrub and chaparral vegetation outside of direct impact areas related to construction on the existing pads and approach road. Indirect impacts to these species could be expected through implementation of fuel-modification activities for fire protection; night lighting; introduction of pets and domestic animals; and chemicals including pesticides, herbicides, and fertilizers.

California horned lark, coastal whiptail, rosy boa, and coast horned lizard are tolerant or dependant on sparse habitats similar to the disturbed areas on site and may be subject to the indirect impacts listed above, as well as mortality or nest failure resulting from construction activity on the existing pads and access road.

<p>b) Have a substantial adverse effect on any sensitive natural communities (e.g., riparian habitat, coastal sage scrub, oak woodlands, non-jurisdictional wetlands) identified in local or regional plans, policies, regulations or by CDFG or USFWS?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Several specimens of Tucker oak (*Quercus john-tuckeri*) are present on-site along the approach road. Individuals of this species occur on-site within the context of remnant chaparral vegetation and do not form part of a woodland. Remaining coastal sage scrub and ruderal vegetation on site is not considered sensitive by CDFW or other resource agencies.

c) Have a substantial adverse effect on federally or state protected wetlands (including, but not limited to, marshes, vernal pools, coastal wetlands, and drainages) or waters of the United States, as defined by § 404 of the federal Clean Water Act or California Fish & Game code § 1600, et seq. through direct removal, filling, hydrological interruption, or other means?

A small drainage course is present in the southeast portion of the project site. This drainage course lies outside of any proposed pad location and no direct impacts are anticipated with buildout of the resulting lot configuration. In the event that this drainage course is recognized as CDFW jurisdiction under California Fish & Game Code 1600, et seq. a Streambed alteration Agreement would be required prior to any development impacting CDFW jurisdiction.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

The site lies approximately 1.9 miles west of the nearest linkage design recognized by the South Coast Missing Linkages Project (the San Gabriel – Castaic Connection); however, through-movement opportunities exist on site by virtue of its undeveloped condition and adjacency to intact natural habitat areas. These are sporadically interrupted by roads and suburban and rural development and extend west towards Cruzan Mesa and onward to Vasquez and Plum Canyons, and northeast along the complex system of ridges separating Mint and Tick Canyons. Wide-ranging mammals (coyote, bobcat, deer, etc), flying insects, birds, and bats are expected to traverse this network easily. Non-volant, small bodied animals (rodents, reptiles, most invertebrates) are probably limited in their movement through the area by roads, especially Sierra Highway and Sand Canyon Road. Development of the project site would not be expected to appreciably frustrate existing movement opportunities.

Wildlife nursery sites on site may comprise nesting sites of native bird species, which are protected by the Migratory Bird Treaty Act of 1918 (16 U.S.C. 703-712; Ch. 128; July 13, 1918; 40 Stat. 755) and the California Fish and Game Code Section 3503.

e) Convert oak woodlands (as defined by the state, oak woodlands are oak stands with greater than 10% canopy cover with oaks at least 5 inch in diameter measured at 4.5 feet above mean natural grade) or

otherwise contain oak or other unique native trees (junipers, Joshuas, southern California black walnut, etc.)?

Several specimens of Tucker oak (*Quercus john-tuckeri*) are present on-site along the approach road. Tucker oak is a large shrub/small tree; individuals of this species occur on-site within the context of remnant chaparral vegetation and do not form part of a woodland. Remaining coastal sage scrub and ruderal vegetation on site is not considered sensitive by CDFW or other resource agencies.

Individuals of Tucker oak with single trunks larger than 8” at 4 ½ ft above the ground, or with any two trunks having a combined diameter of 12” at 4 ½ ft above the ground would be subject to the provisions of the Los Angeles County Oak Tree Ordinance at time of proposed construction of the subject single family residence.

f) Conflict with any local policies or ordinances protecting biological resources, including Wildflower Reserve Areas (L.A. County Code, Title 12, Ch. 12.36), the Los Angeles County Oak Tree Ordinance (L.A. County Code, Title 22, Ch. 22.56, Part 16), the Significant Ecological Areas (SEAs) (L.A. County Code, Title 22, § 22.56.215), and Sensitive Environmental Resource Areas (SERAs) (L.A. County Code, Title 22, Ch. 22.44, Part 6)?

The site is not located within a designated Wildflower Reserve Area, Significant Ecological Area, or Sensitive Environmental Resource Area. Oak trees are present which may be protected by the Los Angeles County Oak Tree Ordinance; however, impacts to these trees are not presently proposed.

g) Conflict with the provisions of an adopted State, regional or local habitat conservation plan?

The site is not located within an area subject to the provisions of an adopted habitat conservation plan.

EVALUATION OF ENVIRONMENTAL IMPACTS:

Biological resources are identified and protected through various federal, state, regional, and local laws and ordinances. The federal Endangered Species Act and the California Endangered Species Act (CESA) state that animals and plants that are threatened with extinction or are in a significant decline will be protected and preserved. The State Department of Fish and Game created the California Natural Diversity Database (CNDDDB), which is a program that inventories the status and locations of rare plants and animals in California.

Section 404 of the Clean Water Act defines wetlands as “those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas.”

The County’s primary mechanism to conserve biological diversity is an identification tool and planning overlay called Significant Ecological Areas (SEA). SEAs are ecologically important land and water systems

that are valuable as plant and/or animal communities, often integral to the preservation of threatened or endangered species, and conservation of biological diversity in the County. These areas also include nearly all of the wildlife corridors in the County, as well as oak woodlands and other unique and/or native trees.

The subject lot line adjustment will move an already graded building site from the northerly lot to the southerly lot. As such it will eliminate the need to grade for a building site on the southerly lot, having a positive impact on the environment. Additionally, the lot line adjustment will not facilitate or authorize any additional grading for the access driveway, nor brush clearance or construction over and above what would have been allowed without the lot line adjustment. Therefore, the lot line adjustment will have no impact on biological resources. .

5. CULTURAL RESOURCES

Would the project:	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines § 15064.5? _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines § 15064.5? _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature, or contain rock formations indicating potential paleontological resources? _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries? _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

EVALUATION OF ENVIRONMENTAL IMPACTS:

The proposed lot line adjustment will transfer an already graded building site from the northerly subject lot to the southerly subject lot, precluding the need for additional grading on the southerly lot to create a viable pad. The lot line adjustment's two pads and the related access driveway to the subject two lots have already been graded pursuant to a rough grading planning approved by the Department of Public Works. Further, the lot line adjustment will not authorize nor facilitate any construction or brush clearance over and that already allowed without the lot line adjustment. Therefore, the subject lot line adjustment will not have an impact on archaeological resources.

6. ENERGY

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<p>Would the project:</p> <p>a) Conflict with Los Angeles County Green Building Ordinance (L.A. County Code Title 22, Ch. 22.52, Part 20 and Title 21, § 21.24.440) or Drought Tolerant Landscaping Ordinance (L.A. County Code, Title 21, § 21.24.430 and Title 22, Ch. 22.52, Part 21)?</p> <p>_____</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>b) Involve the inefficient use of energy resources (see Appendix F of the CEQA Guidelines)?</p> <p>_____</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

EVALUATION OF ENVIRONMENTAL IMPACTS:

Per Appendix F of CEQA guidelines, the goal of conserving energy implies decreasing overall per capita energy consumption, decreasing reliance on fossil fuels such as coal, natural gas and oil, and increasing reliance on renewable energy sources. In 2008, the County adopted a Green Building Program to address these goals. Section 22.52.2100 of Title 22 (Los Angeles County Code) states that the purpose of the County’s Green Building Program was to establish green building development standards for new projects with the intent to, conserve water; conserve energy, conserve natural resources, divert waste from landfills, minimize impacts to existing infrastructure, and promote a healthier environment. The Green Building Program includes Green-Building Standards, Low-Impact Development standards, and Drought Tolerant Landscaping requirements. In January 2011, the State of California adopted the CALGreen Building Code with mandatory measures that establish a minimum for green construction practices.

The proposed lot line adjustment will transfer an already graded building site from the northerly subject lot to the southerly subject lot, precluding the need for additional grading on the southerly lot to create a viable pad. The lot line adjustment’s two pads and the related access driveway to the subject two lots have already been graded pursuant to a rough grading planning approved by the Department of Public Works. Further, the lot line adjustment will not authorize nor facilitate any construction or brush clearance over and that already allowed without the lot line adjustment. Therefore, the subject lot line adjustment will not have an impact on energy resources.

7. GEOLOGY AND SOILS

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known active fault trace? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

iii) Seismic-related ground failure, including liquefaction and lateral spreading?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

substantial risks to life or property?

e) Have soils incapable of adequately supporting the use of onsite wastewater treatment systems where sewers are not available for the disposal of wastewater?

f) Conflict with the Hillside Management Area Ordinance (L.A. County Code, Title 22, § 22.56.215) or hillside design standards in the County General Plan Conservation and Open Space Element?

EVALUATION OF ENVIRONMENTAL IMPACTS:

The Alquist-Priolo Earthquake Fault Zoning Act of 1972 prohibits the location of most structures for human occupancy across the traces of active faults, and lessens the impacts of fault rupture. The Seismic Hazards Mapping Act requires the California Geological Survey to prepare Seismic Hazard Zone Maps that show areas where earthquake induced liquefaction or landslides have historically occurred, or where there is a high potential for such occurrences. Liquefaction is a process by which water saturated granular soils transform from a solid to a liquid state during strong ground shaking. A landslide is a general term for a falling, sliding or flowing mass of soil, rocks, water and debris. The County General Plan prohibits new developments, as defined by the Alquist-Priolo Act, within fault traces until a comprehensive geological study has been completed.

More than 50 percent of the unincorporated areas are comprised of hilly or mountainous terrain. The vast majority of hillside hazards include mud and debris flows, active deep seated landslides, hillside erosion, and man induced slope instability. These geologic hazards include artificially-saturated or rainfall saturated slopes, the erosion and undercutting of slopes, earthquake induced rock falls and shallow failures, and natural or artificial compaction of unstable ground. The General Plan Hillside Management Area (HMA) Ordinance regulates development in hillsides of 25 percent slope or greater to address these potential hazards.

The subject lot line adjustment will move one of the northerly lot's already graded pads to the southerly lot, thus precluding the need for any additional grading for a pad on the southerly lot. Additionally, the lot line adjustment's two single family residential pads and related driveway access have already been approved by the Department of Public Works via approved rough grading plans, geology reports, and soils reports. Further, the lot line adjustment will not authorize nor facilitate any construction or grading over and above that which would be allowed without the lot line adjustment. Therefore, the lot line adjustment will have no impact on geology and soils.

8. GREENHOUSE GAS EMISSIONS

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
Would the project:				
a) Generate greenhouse gas (GHGs) emissions, either directly or indirectly, that may have a significant impact on the environment? _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases? _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

EVALUATION OF ENVIRONMENTAL IMPACTS:

The subject lot line adjustment will move one of the northerly lot's already graded pads to the southerly lot, thus precluding the need for any additional grading for a pad on the southerly lot. Additionally, the lot line adjustment's two single family residential pads and related driveway access have already been approved by the Department of Public Works via approved rough grading plans. Further, the lot line adjustment will not authorize nor facilitate any construction or brush clearance over and above that which would be allowed without the lot line adjustment. Therefore, the lot line adjustment will have no impact on greenhouse gas emissions.

9. HAZARDS AND HAZARDOUS MATERIALS

Would the project:	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Create a significant hazard to the public or the environment through the routine transport, storage, production, use, or disposal of hazardous materials? _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials or waste into the environment? _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of sensitive land uses? _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment? _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

h) Expose people or structures to a significant risk of loss, injury or death involving fires, because the project is located:

i) within a Very High Fire Hazard Severity Zones (Zone 4)?

ii) within a high fire hazard area with inadequate access?

iii) within an area with inadequate water and pressure to meet fire flow standards?

iv) within proximity to land uses that have the potential for dangerous fire hazard?

i) Does the proposed use constitute a potentially dangerous fire hazard?

Hazardous materials are generally defined as any material that because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or future hazard to human health and safety or to the environment, if released into the workplace or the environment (Health and Safety Code (H&SC), §25501(o)). The California Department of Toxic Substances (DTSC) is responsible for classifying hazardous materials in the state of California. Hazardous materials are commonly stored and used by a variety of businesses and are commonly encountered during construction activities.

Projects in close proximity to airports are within the jurisdiction of the Airport Land Use Commission (ALUC). The Regional Planning Commission meets in the capacity of the ALUC to consider projects requiring ALUC review and it makes a determination of the compatibility of the proposed project with the nearby airport.

The Office of Emergency Management is responsible for organizing and directing the preparedness efforts of the Emergency Management Organization of Los Angeles County. The OEM is the day-to-day Los Angeles County Operational Area coordinator for the County. The emergency response plan for the unincorporated areas is the Operational Area Emergency Response Plan (OAERP), which is prepared by OEM. The OAERP strengthens short and long-term emergency response and recovery capability, and identifies emergency procedures and emergency management routes in the County. The disaster response plan is the County Local All Hazards Mitigation Plan.

The subject lot line adjustment will move one of the northerly lot's already graded pads to the southerly lot, thus precluding the need for any additional grading for a pad on the southerly lot. Additionally, the lot line adjustment's two single family residential pads and related driveway access have already been approved by the Department of Public Works via approved rough grading plans. Further, the lot line adjustment will not authorize nor facilitate any construction or brush clearance over and above that which would be allowed without the lot line adjustment. Therefore, the lot line adjustment will have no impact on hazards or hazardous materials.

10. HYDROLOGY AND WATER QUALITY

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

a) Violate any water quality standards or waste discharge requirements?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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f) Generate construction or post-construction runoff that would violate applicable stormwater NPDES permits or otherwise significantly affect surface water or groundwater quality?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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g) Conflict with the Los Angeles County Low Impact Development Ordinance (L.A. County Code, Title 12, Ch. 12.84 and Title 22, Ch. 22.52)?

h) Result in point or nonpoint source pollutant discharges into State Water Resources Control Board-designated Areas of Special Biological Significance?

i) Use onsite wastewater treatment systems in areas with known geological limitations (e.g. high groundwater) or in close proximity to surface water (including, but not limited to, streams, lakes, and drainage course)?

j) Otherwise substantially degrade water quality?

k) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map, or within a floodway or floodplain?

l) Place structures, which would impede or redirect flood flows, within a 100-year flood hazard area, floodway, or floodplain?

m) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

n) Place structures in areas subject to inundation by seiche, tsunami, or mudflow?

EVALUATION OF ENVIRONMENTAL IMPACTS:

Los Angeles County is split between two water quality regions: the Los Angeles Region and the Lahontan Region. Each regional board prepares and maintains a Basin Plan which identifies narrative and numerical water quality objectives to protect all beneficial uses of the waters of that region. The Basin Plans achieve the identified water quality objectives through implementation of Waste Discharge Requirements (WDRs) and by employing three strategies for addressing water quality issues: control of point source pollutants, control of nonpoint source pollutants, and remediation of existing contamination.

The proposed project is located with the Lahontan Regional Water Quality Control Board's region. This body addresses on-site drainage through its construction, industrial, and municipal permit programs. These permits require measures to minimize or prevent erosion and reduce the volume of sediments and pollutants in a project's runoff and discharges based upon the size of the project site.

During the construction phase of a proposed project, the pollutants of greatest concern are sediment and hydrocarbon or fossil fuel remnants. Construction runoff is regulated by the National Pollutant Discharge Elimination System (NPDES) Construction General Permit.

The Los Angeles County Low Impact Development Ordinance is designed to promote sustainability and improve the County's watersheds by preserving drainage paths and natural water supplies by retaining, detaining, storing, changing the timing of, or filtering storm-water or runoff.

The proposed lot line adjustment will move one of the northerly lot's already graded pads to the southerly lot, thus precluding the need for any additional grading for a pad on the southerly lot. Additionally, the lot line adjustment's grading for two single family residential pads and related driveway access have already been approved by the Department of Public Works via rough grading plan approval. Further, the lot line adjustment will not authorize nor facilitate any construction or brush clearance over and above that which would be allowed without the lot line adjustment. Therefore, the lot line adjustment will have no impact on hydrology and water quality.

11. LAND USE AND PLANNING

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

a) Physically divide an established community?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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b) Be inconsistent with the applicable County plans for the subject property including, but not limited to, the General Plan, specific plans, local coastal plans, area plans, and community/neighborhood plans?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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c) Be inconsistent with the County zoning ordinance as applicable to the subject property?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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d) Conflict with Hillside Management criteria, Significant Ecological Areas conformance criteria, or other applicable land use criteria?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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EVALUATION OF ENVIRONMENTAL IMPACTS:

The Santa Clarita Valley Area-wide Plan designated the subject property HM (Hillside Management) at the time of filing, and the Plan grandfathers in that designation for projects filed before the recently adopted new designation of RL5 (Rural Land, maximum average density of 1 d.u./5 acres) became effective. The subject property exhibits some steep slopes. However, Section 22.56.215 of the Zoning Ordinance (Title 22 of the County Code) exempts two-lot lot line adjustments from Hillside Management Ordinance provisions, assuming that such projects will not have significant impacts on hillside hazards and resources.

The subject property at the time of project filing was zoned A-2-2 (Heavy Agriculture, 2 acre minimum lot size). The proposed one newly facilitated single family residence is a permitted use in this zone, and the proposed two large lots are consistent with minimum lot size, average width and lot frontage requirements of the zone. Therefore, the proposed lot line adjustment will have Less Than Significant impacts on land use and planning.

The subject lot line adjustment is located on land that is approximately 250 feet higher than the properties surrounding it. Thus the subject property already somewhat divides the Sand Canyon community, and the proposed lot line adjustment between large lots will not further physically divide the established community.

The proposed lot line adjustment will move one of the northerly lot's already graded pads to the southerly lot, thus precluding the need for any additional grading for a pad on the southerly lot. Additionally, the lot line adjustment's grading for two single family residential pads and related driveway access have already been approved by the

Department of Public Works via rough grading plan approval. Further, the lot line adjustment will not authorize nor facilitate any construction or brush clearance over and above that which would be allowed without the lot line adjustment. Therefore, the lot line adjustment is consistent with zoning and land use designations cited above and related General Plan and Zoning Ordinance policies, and it will have no negative impact on land use and planning.

12. MINERAL RESOURCES

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The County depends on the State of California’s Geological Survey (State Department of Conservation, Division of Mines and Geology) to identify deposits of regionally- significant aggregate resources. These clusters or belts of mineral deposits are designated as Mineral Resources Zones (MRZ-2s), and there are four major MRZ-2s are designated in the County: the Little Rock Creek Fan, Soledad Production Area, Sun Valley Production Area, and Irwindale Production Area. The California Department of Conservation protects mineral resources to ensure adequate supplies for future production.

Small-scale oil production still occurs in many parts of the County, including the Baldwin Hills and the Santa Clarita Valley. The California Division of Oil, Gas, and Geothermal Resources (DOGGR) permits and tracks each operating production well and natural gas storage well and ultimately monitors the decommissioning process.

The project is not located on or near any known mineral resource recovery site and therefore will not impact mineral resources. Further, the proposed lot line adjustment will move one of the northerly lot’s already graded pads to the southerly lot, thus precluding the need for any additional grading for a pad on the southerly lot. Additionally, the lot line adjustment’s grading for two single family residential pads and related driveway access have already been approved by the Department of Public Works via rough grading plan approval. Further, the lot line adjustment will not authorize nor facilitate any construction or brush clearance over and above that which would be allowed without the lot line adjustment. Therefore, the lot line adjustment will not have a negative impact on mineral resources.

13. NOISE

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project result in:

a) Exposure of persons to, or generation of, noise levels in excess of standards established in the County General Plan or noise ordinance (Los Angeles County Code, Title 12, Chapter 12.08), or applicable standards of other agencies?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project, including noise from parking areas?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project, including noise from amplified sound systems?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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EVALUATION OF ENVIRONMENTAL IMPACTS:

The proposed project will conform to Los Angeles County Code Title 12, Chapter 12.08 (Noise Control Ordinance). Section 12.08.390 of the County Code provides a maximum exterior noise level of 45 decibels (dB) between 10:00 p.m. and 7:00 a.m. (nighttime) and 50 dB from 7:00 a.m. to 10:00 p.m. (daytime) in Noise Zone II (residential areas).

The project is not located on or near any known mineral resource recovery site and therefore will not impact mineral resources. Further, the proposed lot line adjustment will move one of the northerly lot's already graded pads to the southerly lot, thus precluding the need for any additional grading for a pad on the southerly lot. Additionally, the lot line adjustment's grading for two single family residential pads and related driveway access have already been approved by the Department of Public Works via rough grading plan approval. Further, the lot line adjustment will not authorize nor facilitate any construction or brush clearance over and above that which would be allowed without the lot line adjustment. Therefore, the lot line adjustment will not have a negative impact on the area's noise levels.

14. POPULATION AND HOUSING

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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b) Displace substantial numbers of existing housing, especially affordable housing, necessitating the construction of replacement housing elsewhere?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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d) Cumulatively exceed official regional or local population projections?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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EVALUATION OF ENVIRONMENTAL IMPACTS:

Typical local thresholds of significance for housing and population growth include effects that would induce substantial growth or concentration of a population beyond a city’s or county’s projections; alter the location, distribution, density, or growth rate of the population beyond that projected in the city or county general plan housing element; result in a substantial increase in demand for additional housing, or create a development that significantly reduces the ability of the county to meet housing objectives set forth in the city or county general plan housing element.

The general plan policies and zoning laws applicable to the subject lot line adjustment already allow one dwelling unit on each of the two proposed lots. The proposed lot line adjustment will move one of the northerly lot’s already graded pads to the southerly lot to accommodate one single family residence on that lot without additional grading. Therefore, the number of allowable dwelling units and population will not increase at all as a result of the lot line adjustment, and the lot line adjustment will not have a negative impact on population and housing.

15. PUBLIC SERVICES

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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a) Would the project create capacity or service level problems, or result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire protection? _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Sheriff protection? _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools? _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks? _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Libraries? _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities? _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

EVALUATION OF ENVIRONMENTAL IMPACTS:

Fire suppression services in unincorporated Los Angeles County are provided by the Los Angeles County Fire Department (LACoFD), which has 22 battalions providing services to the whole of the unincorporated County. Development in the unincorporated areas must comply with the requirements of the Fire Code (Title 32), which provides design standards for all development in the unincorporated County. Development must also comply with standards for response times between fire stations and the project site. These times are: 5 minutes or less for projects in urban areas, 8 minutes or less for projects in suburban areas, and 12 minutes or less for projects in rural areas. The project site is serviced by Fire Station #132, which is located approximately one mile south of the subject lot line adjustment lots.

Law enforcement services within the unincorporated Los Angeles County are provided by the Los Angeles County Sheriff's Department. The Los Angeles County Sheriff's Department strives to maintain a service ratio of approximately one officer for every 1,000 residents within the communities it serves. The project site is served by the Santa Clarita Valley Station, which is located on Magic Mountain Parkway in Valencia to the west of the project site.

In Los Angeles County, parks are operated and maintained by the Department of Parks and Recreation. As of 2010, there were approximately 153 recreational facilities managed by the Department of Parks and Recreation totaling approximately 65,528 acres of recreation and open space. The Los Angeles County General Plan, Regional Recreation Areas Plan, provides the standard for the allocation of parkland in the unincorporated county. This standard is four acres of local parkland per 1,000 residents and six acres of regional parkland per 1,000 residents. New residences are subject to a parks facility impact fee only if the dwelling unit and related residential lot is created by a parcel map or tract map.

In the unincorporated portions of Los Angeles County, as well as in 50 of the 88 cities within the County library services are provided by the County of Los Angeles Public Library. There are approximately 84 libraries operated by the County with roughly 7.5 million volumes in their book collections. The County of Los Angeles Public library is a special district and is primarily funded by property taxes, but other funding mechanisms include a Mello-Roos Community Facilities District, developer impact fees, developer agreements and voter approved special tax.

The Library's planning guidelines specify that 2.75 library material items should be available per capita of population, as well as 0.5 square feet of library space per capita. The Public Library also imposes a mitigation fee on residential development based on the cost estimation of providing the appropriate library facilities and services to each library planning area. The fee is \$829.00 per new dwelling unit in the Santa Clarita Valley. The project site is served by the Stevenson Ranch Express Library, located on Faulkner Drive in Stevenson Ranch.

The subject property is located in the Sulphur Springs Elementary School District and the Hart Junior High and High School District. The property is served by Mint Canyon Elementary School, Sierra Vista Junior High School, and Canyon High School. These schools are not currently experiencing any capacity problems.

The proposed lot line adjustment will not generate any residential development or population growth over and above what is allowed without the lot line adjustment. The lot line adjustment only moves one of the two already graded pads from the northerly lot to the southerly lot to preclude the need for additional grading to create a new pad on the southerly lot. Therefore, the proposed lot line adjustment will not have any impact on the provision of public services.

16. RECREATION

<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) **Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?**

b) **Does the project include neighborhood and regional parks or other recreational facilities or require the construction or expansion of such facilities which might have an adverse physical effect on the environment?**

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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c) **Would the project interfere with regional open space connectivity?**

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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EVALUATION OF ENVIRONMENTAL IMPACTS:

The Los Angeles County General Plan standard for the provision of parkland is four acres of local parkland per 1,000 residents of the population in the County’s unincorporated areas, and six acres of regional parkland per 1,000 residents of the County’s total population.

The proposed lot line adjustment will not add any potential for additional dwelling units or population to the area over and above that already allowed without the lot line adjustment. The proposed lot line adjustment will only move one of the northerly lot’s already graded pads to the southerly lot, precluding the need for any further grading for a pad on that lot, which already had a potential for one single family residence without the lot line adjustment. Therefore, the lot line adjustment will not have a negative impact on recreation services.

17. TRANSPORTATION/TRAFFIC

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

a) Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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b) Conflict with an applicable congestion management program (CMP), including, but not limited to, level of service standards and travel demand measures, or other standards established by the CMP for designated roads or highways?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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e) Result in inadequate emergency access?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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EVALUATION OF ENVIRONMENTAL IMPACTS:

Traffic conditions are determined by using a system that measures the volume of traffic going through an intersection at a specific point in time relative to the intersection's maximum possible automobile throughput. This volume-to-capacity ratio is referred to as Level of Service (LOS) and ranges from the best-case scenario LOS A (free-flowing conditions) to the worst-case scenario LOS F (gridlock).

The proposed lot line adjustment will not add any potential for additional dwelling units, population or vehicle trips to the area over and above that already allowed without the lot line adjustment. The proposed lot line adjustment will move one of the northerly lot's already graded pads to the southerly lot, precluding the need for any further grading for a pad on that lot. Additionally, the driveway providing access to the two lots from Sierra Highway has already been graded, the traffic and access impacts already being found acceptable by the Department of Public Works. Therefore, the lot line adjustment will not have a negative impact on transportation, traffic or access.

18. UTILITIES AND SERVICE SYSTEMS

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

a) Exceed wastewater treatment requirements of either the Los Angeles or Lahontan Regional Water Quality Control Boards?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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b) Create water or wastewater system capacity problems, or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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c) Create drainage system capacity problems, or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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d) Have sufficient reliable water supplies available to serve the project demands from existing entitlements and resources, considering existing and projected water demands from other land uses?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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e) Create energy utility (electricity, natural gas, propane) system capacity problems, or result in the construction of new energy facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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g) Comply with federal, state, and local statutes and regulations related to solid waste?

EVALUATION OF ENVIRONMENTAL IMPACTS:

The proposed lot line adjustment will not generate any residential development or population growth over and above what is allowed without the lot line adjustment. The lot line adjustment only moves one of the two already graded pads from the northerly lot to the southerly lot to preclude the need for additional grading to create a new pad on the southerly lot. Therefore, the proposed lot line adjustment will not have any impact on utilities and service systems.

19. MANDATORY FINDINGS OF SIGNIFICANCE

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

b) Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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c) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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d) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The proposed lot line adjustment will move one of the northerly lot's already graded pads to the southerly lot, thus precluding the need for any additional grading for a pad on the southerly lot. Additionally, the lot line adjustment's grading for two single family residential pads and related driveway access have already been approved by the Department of Public Works via rough grading plan approval. Further, the lot line adjustment will not authorize nor facilitate any construction or brush clearance over and above that which would be allowed without the lot line adjustment. Therefore, the lot line adjustment will not have the potential to degrade the environment, will not hurt long-term environmental goals, will not contribute to cumulative impacts, and will not cause adverse effects on human beings. Correspondingly, the subject lot line adjustment will not have a negative effect on mandated findings of significance.