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## **5. GENERAL IMPACT CATEGORIES**

### **3. SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES**

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Section 15126.2(c) of the State CEQA Guidelines states that the “uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. . . . Irrecoverable commitments of resources should be evaluated to assure that such current consumption is justified.”

#### **IRREVERSIBLE ENVIRONMENTAL CHANGES**

The Project would necessarily consume limited, slowly renewable and non-renewable resources, resulting in irreversible environmental changes. This consumption would occur during construction of the Project and would continue throughout its operational lifetime. The development of the Project would require a commitment of resources that would include: (1) building materials; (2) fuel and operational materials/resources; and (3) the transportation of goods and people to and from the Project Site.

Construction of the Project would require consumption of resources that are not replenishable or which may renew so slowly as to be considered non-renewable. These resources would include certain types of lumber and other forest products, aggregate materials used in concrete and asphalt (e.g., sand, gravel and stone), metals (e.g., steel, copper and lead), petrochemical construction materials (e.g., plastics), and water. Fossil fuels, such as diesel, gasoline and oil, would also be consumed in the use of construction vehicles and equipment.

The commitment of resources required for the type and level of proposed development would limit the availability of these resources for future generations for other uses during the operation of the Project. However, the consumption of natural resources associated with the Project would be of a relatively small scale and would be consistent with regional and local growth forecasts in the City of Santa Clarita and the Southern California region as a whole. Therefore, although irreversible environmental changes would result from the Project, such changes would be considered less than significant.

#### **SECONDARY IMPACTS**

To the extent the Project has the potential to result in secondary impacts to the environment, those impacts are addressed within the environmental impact analyses contained within Sections 4.1 through 4.9 of this Draft EIR. The extension of the proposed roadway (Lyons Avenue) was designated as a Secondary Highway per the City of Santa Clarita’s General Plan. While the project is anticipated to have localized impacts with respect to air quality and construction noise, the construction of this roadway segment will reduce “cross valley” trip lengths and travel times, provide an alternate travel route and support a multi-modal “Complete Street” transportation network by reducing bus travel times in the City. Completion of this gap will also serve an increase in bike and pedestrian traffic, as well as close a vital gap in these facilities leading to the Newhall Metrolink station. The resultant decrease in congestion and encouragement of active transportation modes will have an enriching effect on the environment by

decreasing vehicle related pollutants and thereby improving community health and the quality of life. As such, secondary impacts associated with utilities and public services would be less than significant.