

4.17 Summary of Impacts in 2025 and 2030

The environmental impact analysis of the proposed Plan included in Sections 4.1 through 4.16 is provided for three timeframes: 2020, 2035 and 2050. The analysis of Plan alternatives included in Chapter 6.0 is provided for 2020, 2035 and 2050, as well as 2025 and 2030. Table 4.17-1 below summarizes the Plan’s impacts for 2025 and 2030 to facilitate comparison with the alternatives. Impacts for 2020 and 2035 also are summarized for context.

**Table 4.17-1
Summary of Proposed Plan Impacts in 2020, 2025, 2030 and 2035**

Resource Area	2020	2025	2030	2035
4.1 Aesthetics and Visual Resources				
AES-1 Have a substantial adverse effect on a scenic vista.	In 2020, impacts AES-1, AES-2, and AES-3 are significant. Following implementation of	In 2025, impacts AES-1, AES-2, and AES-3 are significant since additional regional growth and land use change and transportation network improvements would occur.	In 2030, impacts AES-1, AES-2, and AES-3 are significant since additional regional growth and land use change and transportation network improvements would occur.	In 2035, impacts AES-1, AES-2, and AES-3 are significant since additional regional growth and land use change and transportation network improvements would occur.
AES-2 Substantially damage scenic resources within a State scenic highway.	mitigation measures AES-1A, AES-2A, AES-3A and AES-2B, impacts would remain significant and unavoidable.	Following implementation of mitigation measures AES-1A, AES-2A, AES-3A and AES-2B, impacts would remain significant and unavoidable.	Following implementation of mitigation measures AES-1A, AES-2A, AES-3A and AES-2B, impacts would remain significant and unavoidable.	Following implementation of mitigation measures AES-1A, AES-2A, AES-3A and AES-2B, impacts would remain significant and unavoidable.
AES-3 Substantially degrade the character of an area.				

Resource Area	2020	2025	2030	2035
4.2 Agricultural and Forestry Resources				
AG-1 Convert agricultural lands to nonagricultural use.	In 2020, impact AG-1 is significant with conversion of 10,954 acres of agricultural lands including 1,995 acres of FMMP-designated lands. With implementation of mitigation measures AG-1A and AG-1B, impacts would remain significant and unavoidable.	In 2025, impact AG-1 is significant with conversion of about 14,546 acres of agricultural lands to nonagricultural use, including 2,775 acres of FMMP-designated lands. With implementation of mitigation measures AG-1A and AG-1B impacts would remain significant and unavoidable.	In 2030, impact AG-1 is significant with conversion of about 18,139 acres of agricultural lands to nonagricultural use, including 3,556 acres of FMMP-designated lands. With implementation of mitigation measures AG-1A and AG-1B, impacts would remain significant and unavoidable.	In 2035, impact AG-1 is significant with conversion of 21,731 acres of agricultural lands to nonagricultural use, including 4,336 acres of FMMP-designated lands. With implementation of mitigation measures AG-1A and AG-1B, impacts would remain significant and unavoidable.
AG-2 Conflict with existing zoning for agricultural use or a Williamson Act contract.	In 2020, impact AG-2 is significant with conflict with 40,647 acres of lands zoned for agricultural use, and 6,310 acres of land with Williamson Act contracts. Following implementation of mitigation measures AG-1A, and AG-1B, impacts would remain significant and unavoidable.	In 2025, impact AG-2 is significant with conflict with about 57,934 acres of lands zoned for agricultural use, and about 10,685 acres of land with Williamson Act contracts. Following implementation of mitigation measures AG-1A and AG-1B impacts would remain significant and unavoidable.	In 2030, impact AG-2 is significant with conflict with about 75,222 acres of lands zoned for agricultural use, and about 15,061 acres of land with Williamson Act contracts. Following implementation of mitigation measures AG-1A and AG-1B, impacts would remain significant and unavoidable.	In 2035, impact AG-2 is significant with conflict with 92,509 acres of lands zoned for agricultural use, and 19,436 acres of land with Williamson Act contracts. Following implementation of mitigation measures AG-1A and AG-1B, impacts would remain significant and unavoidable.
FR-1 Convert or result in the loss of "Forest Land"	In 2020, impact FR-1 is significant with loss of 10,675 acres of forest land. With implementation of mitigation measure FR-1A, impacts would remain significant and unavoidable.	In 2025, impact FR-1 is significant with loss of about 15,620 acres of forest land. Following implementation of mitigation measure FR-1A impacts would remain significant and unavoidable.	In 2030, impact FR-1 is significant with loss of about 20,564 acres of forest land. Following implementation of mitigation measure FR-1A, impacts would remain significant and unavoidable.	In 2035, impact FR-1 is significant with loss of 25,509 acres of forest land. Following implementation of mitigation measure FR-1A, impacts would remain significant and unavoidable.

Resource Area	2020	2025	2030	2035
4.3 Air Quality				
<p>AQ-1 Conflict with or obstruct implementation of applicable Air Quality Attainment Plans.</p>	<p>In 2020, impact AQ-1 is less than significant since regional growth and land use change would be consistent with the applicable rules, regulations, and programs adopted as part of the plans by the SDAPCD and ARB. Implementation of the transportation network improvements and programs would also be consistent with the applicable air quality plans because the emissions are less than the conformity budget emissions within the federal CO maintenance plan, the federal maintenance plan for Ozone. Transportation network improvements and programs are consistent with the TCMs contained within the SIP.</p>	<p>In 2025, impact AQ-1 is less than significant since regional growth and land use change would be consistent with the applicable rules, regulations, and programs adopted as part of the plans by the SDAPCD and ARB. Implementation of the transportation network improvements and programs would also be consistent with the applicable air quality plans because the emissions are less than the conformity budget emissions within the federal CO maintenance plan, the federal maintenance plan for Ozone. Transportation network improvements and programs are consistent with the TCMs contained within the SIP.</p>	<p>In 2030, impact AQ-1 is less than significant since regional growth and land use change would be consistent with the applicable rules, regulations, and programs adopted as part of the plans by the SDAPCD and ARB. Implementation of the transportation network improvements and programs would also be consistent with the applicable air quality plans because the emissions are less than the conformity budget emissions within the federal CO maintenance plan, the federal maintenance plan for Ozone. Transportation network improvements and programs are consistent with the TCMs contained within the SIP.</p>	<p>In 2035, impact AQ-1 is significant since regional growth and land use change would be consistent with the applicable rules, regulations, and programs adopted as part of the plans by the SDAPCD and ARB. Implementation of the transportation network improvements and programs would also be consistent with the applicable air quality plans because the emissions are less than the conformity budget emissions within the federal CO maintenance plan, the federal maintenance plan for Ozone. Transportation network improvements and programs are consistent with the TCMs contained within the SIP.</p>

Resource Area	2020	2025	2030	2035
<p>AQ-2 Violate any air quality standard or contribute substantially to an existing or projected air quality violation.</p>	<p>In 2020, impact AQ-2 is significant since implementation of the proposed Plan would substantially contribute to violations of the 24-hour and annual CAAQS for PM₁₀ because mass PM₁₀ emissions would increase by 0.74 tons/day from 2012 to 2020, and due to local concentrations of 24-hour PM₁₀ and annual PM₁₀ in 2020. Following implementation of mitigation measures GHG-4A through GHG-4H, AQ-2A, AQ-4A through AQ-4C, and EN-3B, impact would remain significant and unavoidable.</p>	<p>In 2020, impact AQ-2 is significant since implementation of the proposed Plan would substantially contribute to violations of the 24-hour and annual CAAQS for PM₁₀ because mass PM₁₀ emissions would increase by about 1 tons/day from 2012 to 2025, and due to local concentrations of 24-hour PM₁₀ and annual PM₁₀ in 2025. Following implementation of mitigation measures GHG-4A through GHG-4H, AQ-2A, AQ-4A through AQ-4C, and EN-3B, impact would remain significant and unavoidable.</p>	<p>In 2020, impact AQ-2 is significant since implementation of the proposed Plan would substantially contribute to violations of the 24-hour and annual CAAQS for PM₁₀ because mass PM₁₀ emissions would increase by about 1.3 tons/day from 2012 to 2030, and due to local concentrations of 24-hour PM₁₀ and annual PM₁₀ in 2030. Following implementation of mitigation measures GHG-4A through GHG-4H, AQ-2A, AQ-4A through AQ-4C, and EN-3B, impact would remain significant and unavoidable.</p>	<p>In 2020, impact AQ-2 is significant since implementation of the proposed Plan would substantially contribute to violations of the 24-hour and annual CAAQS for PM₁₀ and annual PM_{2.5} because mass PM₁₀ emissions would increase by about 2 tons/day and mass PM_{2.5} emissions would increase by 0.2 tons/day from 2012 to 2035, and due to local concentrations of 24-hour PM₁₀ and annual PM₁₀ and annual PM_{2.5} in 2035. Following implementation of mitigation measures GHG-4A through GHG-4H, AQ-2A, AQ-4A through AQ-4C, and EN-3B, impact would remain significant and unavoidable.</p>
<p>AQ-3 Result in a cumulatively considerable net increase of emissions of any criteria pollutant for which the project region is in nonattainment under applicable NAAQS or CAAQS.</p>	<p>In 2020, impact AQ-3 is significant since implementation of the proposed Plan would result in a cumulatively considerable increase in PM₁₀ emissions (0.74 tons/day or 41 percent of the cumulative increase), for which the region is in</p>	<p>In 2025, impact AQ-3 is significant since implementation of the proposed Plan would result in a cumulatively considerable increase in PM₁₀ emissions (1 tons/day, 39 percent of the cumulative increase), for which the region is in nonattainment for the 24-</p>	<p>In 2030, impact AQ-3 is significant since implementation of the proposed Plan would result in a cumulatively considerable increase in PM₁₀ emissions (1.3 tons/day, 38 percent of the cumulative increase), for which the region is in nonattainment for the 24-</p>	<p>In 2035, impact AQ-3 is significant since implementation of the proposed Plan would result in a cumulatively considerable increase in PM₁₀ (2 tons/day, 36 percent of the cumulative increase) and PM_{2.5} (0.2 tons/day, 20 percent of the cumulative</p>

Resource Area	2020	2025	2030	2035
	<p>nonattainment for the 24-hour CAAQS. Following implementation of mitigation measures GHG-4A through GHG-4H, AQ-2A, AQ-4A through AQ-4C, and EN-3B, impact would remain significant and unavoidable.</p>	<p>hour CAAQS. Following implementation of mitigation measures GHG-4A through GHG-4H, AQ-2A, AQ-4A through AQ-4C, and EN-3B, impact would remain significant and unavoidable.</p>	<p>hour CAAQS. Following implementation of mitigation measures GHG-4A through GHG-4H, AQ-2A, AQ-4A through AQ-4C, and EN-3B, impact would remain significant and unavoidable.</p>	<p>increase) emissions, for which the region is in nonattainment for the 24-hour CAAQS and annual CAAQS, respectively. With mitigation measures GHG-4A through GHG-4H, AQ-2A, AQ-4A through AQ-4C, and EN-3B, impact would remain significant and unavoidable.</p>
<p>AQ-4 Expose sensitive receptors to substantial pollutant concentrations.</p>	<p>In 2020, impact AQ-4 is significant because the proposed Plan would expose sensitive receptors to substantial concentrations of TAC emissions. About 3,500 people, 870 housing units, and 1 school would be exposed to increased cancer risk above 10 in one million. About 113,000 people, 41,000 housing units, and 59 schools would be exposed to total cancer risks above 100 in one million. With mitigation measures GHG-4A through GHG-4H, AQ-2A, AQ-4A through AQ-4C, and EN-3B, impact would remain significant and unavoidable.</p>	<p>In 2025, impact AQ-4 is significant because the proposed Plan would expose sensitive receptors to substantial concentrations of TAC emissions. About 39,000 people, 12,500 housing units, and 19 schools would be exposed to increased cancer risk above 10 in one million. About 125,000 people, 45,000 housing units, and 64 schools would be exposed to total cancer risks above 100 in one million. Following implementation of mitigation measures GHG-4A through GHG-4H, AQ-2A, AQ-4A through AQ-4C, and EN-3B, impact would remain significant and unavoidable.</p>	<p>In 2030, impact AQ-4 is significant because the proposed Plan would expose sensitive receptors to substantial concentrations of TAC emissions. About 74,000 people, 24,000 housing units, and 38 schools would be exposed to increased cancer risk above 10 in one million. About 136,000 people, 48,000 housing units, and 69 schools would be exposed to total cancer risks above 100 in one million. Following implementation of mitigation measures GHG-4A through GHG-4H, AQ-2A, AQ-4A through AQ-4C, and EN-3B, impact would remain significant and unavoidable.</p>	<p>In 2035, impact AQ-4 is significant because the proposed Plan would expose sensitive receptors to substantial concentrations of TAC emissions. About 110,000 people, 36,000 housing units, and 56 schools would be exposed to increased cancer risk above 10 in one million. About 148,000 people, 52,000 housing units, and 74 schools would be exposed to total cancer risks above 100 in one million. Following implementation of mitigation measures GHG-4A through GHG-4H, AQ-2A, AQ-4A through AQ-4C, and EN-3B, impact would remain significant and unavoidable.</p>

Resource Area	2020	2025	2030	2035
AQ-5 Expose a substantial number of people to objectionable odors.	In 2020, impact AQ-5 is less than significant because regional growth and land use change and transportation network improvements and programs would comply with existing regulations.	In 2025, impact AQ-5 is less than significant because regional growth and land use change and transportation network improvements and programs would comply with existing odor regulations.	In 2030, impact AQ-5 is less than significant because regional growth and land use change and transportation network improvements and programs would comply with existing odor regulations.	In 2035, impact AQ-5 is less than significant because regional growth and land use change and transportation network improvements and programs would comply with existing odor regulations.
4.4 Biological Resources				
BIO-1 Have a substantial adverse effect on any riparian habitat or other sensitive natural community; or have a substantial adverse effect on wetlands.	In 2020, impact BIO-1 is significant with 25,967 acres of impacts to sensitive vegetation communities. Following implementation of mitigation measures BIO-1A through BIO-1D, impact would remain significant and unavoidable.	In 2025, impact BIO-1 is significant with 38,566 acres of impacts to sensitive vegetation communities. Following implementation of mitigation measures BIO-1A through BIO-1D, impact would remain significant and unavoidable.	In 2030, impact BIO-1 is significant with 51,164 acres of impacts to sensitive vegetation communities. Following implementation of mitigation measures BIO-1A through BIO-1D, impact would remain significant and unavoidable.	In 2035, impact BIO-1 is significant with 63,763 acres of impacts to sensitive vegetation communities. Following implementation of mitigation measures BIO-1A through BIO-1D, impact would remain significant and unavoidable.
BIO-2 Have a substantial adverse effect, either directly or indirectly, on any species identified as a candidate, sensitive, or special status species or species that meet the criteria for endangered, rare, or threatened.	In 2020, impact BIO-2 is significant with direct and indirect impacts to sensitive plant and wildlife species, including 121 acres of impacts to critical habitat. Following implementation of mitigation measures BIO-2A through BIO-2C and BIO-1A through BIO-1D, impact would remain significant and unavoidable.	In 2025, impact BIO-2 is significant with direct and indirect impacts to sensitive plant and wildlife species, including 190 acres of impacts to critical habitat.. Following implementation of mitigation measures BIO-2A through BIO-2C and BIO-1A through BIO-1D, impact would remain significant and unavoidable.	In 2030, impact BIO-2 is significant with direct and indirect impacts to sensitive plant and wildlife species, including 260 acres of impacts to critical habitat. Following implementation of mitigation measures BIO-2A through BIO-2C and BIO-1A through BIO-1D, impact would remain significant and unavoidable.	In 2035, impact BIO-2 is significant with direct and indirect impacts to sensitive plant and wildlife species, including 329 acres of impacts to critical habitat. Following implementation of mitigation measures BIO-2A through BIO-2C and BIO-1A through BIO-1D, impact would remain significant and unavoidable.

Resource Area	2020	2025	2030	2035
BIO-3 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.	In 2020, impact BIO-3 is significant. Following implementation of mitigation measure BIO-BIO-3A, impact would remain significant and unavoidable	In 2025, impact BIO-3 is significant since additional regional growth and land use change and transportation network improvements and programs would occur. Following implementation of mitigation measure BIO-BIO-3A, impact would remain significant and unavoidable.	In 2030, impact BIO-3 is significant since additional regional growth and land use change and transportation network improvements and programs would occur. Following implementation of mitigation measure BIO-BIO-3A, impact would remain significant and unavoidable.	In 2035, impact BIO-3 is significant since additional regional growth and land use change and transportation network improvements and programs would occur. Following implementation of mitigation measure BIO-BIO-3A, impact would remain significant and unavoidable.
BIO-4 Conflict with the provisions of an adopted HCP; NCCP; or other conservation plan, or with any local policies or ordinances protecting biological resources.	In 2020, impact BIO-4 is less than significant. Encroachment into hardline preserve areas would require biologically equivalent or superior compensation of habitat or project redesign.	In 2025, impact BIO-4 is less than significant. Encroachment into hardline preserve areas would require biologically equivalent or superior compensation of habitat or project redesign.	In 2030, impact BIO-4 is less than significant. Encroachment into hardline preserve areas would require biologically equivalent or superior compensation of habitat or project redesign.	In 2035, impact BIO-4 is less than significant. Encroachment into hardline preserve areas would require biologically equivalent or superior compensation of habitat or project redesign.

Resource Area	2020	2025	2030	2035
4.5 Cultural and Paleontological Resources				
<p>CULT-1 Cause a substantial adverse change in the significance of a historical resource or unique archaeological resource.</p>	<p>In 2020, impact CULT-1 is significant. Following implementation of mitigation measures CULT-1A and CULT-1B, impact would remain significant and unavoidable</p>	<p>In 2025, impact CULT-1 is significant since additional regional growth and land use change and transportation network improvements and programs would occur. Following implementation of mitigation measures CULT-1A and CULT-1B, impact would remain significant and unavoidable.</p>	<p>In 2030, impact CULT-1 is significant since additional regional growth and land use change and transportation network improvements and programs would occur. Following implementation of mitigation measures CULT-1A and CULT-1B, impact would remain significant and unavoidable.</p>	<p>In 2035, impact CULT-1 is significant since additional regional growth and land use change and transportation network improvements and programs would occur. Following implementation of mitigation measures CULT-1A and CULT-1B, impact would remain significant and unavoidable</p>
<p>CULT-2 Disturb any human remains, including those interred outside of formal cemeteries, in violation of existing laws and regulations protecting human remains.</p>	<p>In 2020, impact CULT-2 is less than significant because land use and transportation projects would comply with existing laws and regulations regarding human remains.</p>	<p>In 2025, impact CULT-2 is less than significant because land use and transportation projects would comply with existing laws and regulations regarding human remains.</p>	<p>In 2030, impact CULT-2 is less than significant because land use and transportation projects would comply with existing laws and regulations regarding human remains.</p>	<p>In 2035, impact CULT-2 is less than significant because land use and transportation projects would comply with existing laws and regulations regarding human remains.</p>

Resource Area	2020	2025	2030	2035
PALEO-1 Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.	In 2020, impact PALEO-1 is significant. Following implementation of mitigation measures PALEO-1A and PALEO-1B, impact would remain significant and unavoidable.	In 2025, impact PALEO-1 is significant in since additional regional growth and land use change and transportation network improvements and programs would occur. Following implementation of mitigation measures PALEO-1A and PALEO-1B, impact would remain significant and unavoidable.	In 2030, impact PALEO-1 is significant in since additional regional growth and land use change and transportation network improvements and programs would occur. Following implementation of mitigation measures PALEO-1A and PALEO-1B, impact would remain significant and unavoidable.	In 2035, impact PALEO-1 is significant in since additional regional growth and land use change and transportation network improvements and programs would occur. Following implementation of mitigation measures PALEO-1A and PALEO-1B, impact would remain significant and unavoidable.
4.6 Energy				
EN-1 Result in an increase in overall per capita energy consumption relative to baseline conditions, or otherwise use energy in an inefficient, wasteful, or unnecessary manner.	In 2020, impact EN-1 is less than significant because per capita energy consumption would decrease by <u>14</u> 15 percent relative to 2012.	In 2025, impact EN-1 is less than significant because per capita energy consumption would decrease by <u>20</u> 21 percent relative to 2012.	In 2030, impact EN-1 is less than significant because per capita energy consumption would decrease by <u>25</u> 27 percent relative to 2012.	In 2035, impact EN-1 is less than significant because per capita energy consumption would decrease by <u>31</u> 33 percent relative to 2012.
EN-2 Result in an increased reliance on fossil fuels and decreased reliance on renewable energy sources.	In 2020, impact EN-2 is less than significant because total energy use would decrease by 7 percent, fossil fuel energy consumption would decrease, and renewable energy consumption would increase.	In 2025, impact EN-2 is less than significant because total energy use would decrease by <u>10</u> 11 percent, fossil fuel energy consumption would decrease, and renewable energy consumption would increase.	In 2030, impact EN-2 is less than significant because total energy use would decrease by <u>13</u> 14 percent, fossil fuel energy consumption would decrease, and renewable energy consumption would increase.	In 2035, impact EN-2 is less than significant because total energy use would decrease by <u>16</u> 18 percent, fossil fuel energy consumption would decrease, and renewable energy consumption would increase.

Resource Area	2020	2025	2030	2035
<p>EN-3 Require or result in the construction of new energy facilities or the expansion of such facilities to adequately meet projected demands, the construction of which could cause a significant environmental effect.</p>	<p>In 2020, impact EN-3 is significant since regional growth and land use change and transportation network improvements and programs would result in the construction of new of the expansion of facilities to adequately meet projected demands. Following implementation of mitigation measures EN-3A and EN-3B, impact would remain significant and unavoidable.</p>	<p>In 2025, impact EN-3 is significant since regional growth and land use change and transportation network improvements and programs would result in the construction of new of the expansion of facilities to adequately meet projected demands. . Following implementation of mitigation measures EN-3A and EN-3B, impact would remain significant and unavoidable.</p>	<p>In 2030, impact EN-3 is significant since regional growth and land use change and transportation network improvements and programs would result in the construction of new of the expansion of facilities to adequately meet projected demands. . Following implementation of mitigation measures EN-3A and EN-3B, impact would remain significant and unavoidable.</p>	<p>In 2035, impact EN-3 is significant since regional growth and land use change and transportation network improvements and programs would result in the construction of new of the expansion of facilities to adequately meet projected demands. Following implementation of mitigation measures EN-3A and EN-3B, impact would remain significant and unavoidable.</p>
4.7 Geology, Soils and Mineral Resources				
<p>GEO-1 Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving earthquake fault rupture, strong seismic ground shaking and related effects including ground failure, liquefaction, and landslides.</p> <p>GEO-2 Locate projects on an expansive or unstable geologic unit or soil, potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse.</p>	<p>In 2020, impacts GEO-1, GEO-2, GEO-3 and GEO-4 are less than significant because since additional regional growth and land use change and transportation network improvements and programs that would occur would comply with existing laws, regulations and programs</p>	<p>In 2025, impacts GEO-1, GEO-2, GEO-3 and GEO-4 are less than significant because since additional regional growth and land use change and transportation network improvements and programs that would occur would comply with existing laws, regulations and programs.</p>	<p>In 2030, impacts GEO-1, GEO-2, GEO-3 and GEO-4 are less than significant because since additional regional growth and land use change and transportation network improvements and programs that would occur would comply with existing laws, regulations and programs.</p>	<p>In 2035, impacts GEO-1, GEO-2, GEO-3 and GEO-4 are less than significant because since additional regional growth and land use change and transportation network improvements and programs that would occur would comply with existing laws, regulations and programs.</p>

Resource Area	2020	2025	2030	2035
<p>GEO-3 Result in substantial soil erosion or the loss of topsoil.</p> <p>GEO-4 Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems, causing adverse groundwater impacts.</p>				
<p>MR-1 Result in the loss of availability of known aggregate and mineral resources, or 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.</p>	<p>In 2020, impact MR-1 is significant with impacts to 2,000 acres of MRZ-2 lands. Following implementation of mitigation measure MR-1A, impact would remain significant and unavoidable.</p>	<p>In 2025, impact MR-1 is significant with impacts to 2,800 acres of MRZ-2 lands. Following implementation of mitigation measure MR-1A, impact would remain significant and unavoidable.</p>	<p>In 2030, impact MR-1 is significant with impacts to 3,500 acres of MRZ-2 lands. Following implementation of mitigation measure MR-1A, impact would remain significant and unavoidable.</p>	<p>In 2035, impact MR-1 is significant with impacts to 4,300 acres of MRZ-2 lands. Following implementation of mitigation measure MR-1A, impact would remain significant and unavoidable.</p>
4.8 Greenhouse Gas Emissions				
<p>GHG-1 Directly or indirectly result in an increase in GHG emissions compared to existing conditions (2012).</p>	<p>In 2020, impact GHG-1 is less than significant since proposed Plan emissions (28.1 MMTCO₂e tons annually) would be less than in 2012 (34.735.0 MMTCO₂e tons annually).</p>	<p>In 2025, impact GHG-1 is less than significant since proposed Plan emissions (about 27.27 MMTCO₂e tons annually) would be less than in 2012 (34.735.0 MMTCO₂e tons annually).</p>	<p>In 2030, impact GHG-1 is less than significant since proposed Plan emissions (about 26.426.6 MMTCO₂e tons annually) would be less than in 2012 (34.735.0 MMTCO₂e tons annually).</p>	<p>In 2035, impact GHG-1 is less than significant since proposed Plan emissions (25.5 MMTCO₂e tons annually) would be less than in 2012 (34.735.0 MMTCO₂e tons annually).</p>

Resource Area	2020	2025	2030	2035
GHG-2 Conflict with AB 32, SANDAG Climate Action Strategy, or Local Climate Action Plans.	In 2020, impact GHG-2 is less than significant since the proposed Plan would not conflict with AB 32 because 2020 emissions of 28.128.2 MMTCO _{2e} would be less than an AB 32-based reference point of 29 MMTCO _{2e} . The Plan would not conflict with the Climate Action Strategy, or Local Climate Action Plans.	In 2025, impact GHG-2 is less than significant since the proposed Plan would not conflict with the SANDAG Climate Action Strategy, or Local Climate Action Plans.	In 2030, impact GHG-2 is less than significant since the proposed Plan would not conflict with the SANDAG Climate Action Strategy, or Local Climate Action Plans.	In 2035, impact GHG-2 is less than significant since the proposed Plan would not conflict with the SANDAG Climate Action Strategy, or Local Climate Action Plans.
GHG-3 Conflict with SB 375 GHG emission reduction targets.	In 2020, impact GHG-3 is less than significant since the 18-15 percent GHG emissions reduction would exceed the ARB target of a 7 percent reduction by 2020.	In 2025, impact GHG-3 does not apply since SB 375 does not include an emissions target for 2025.	In 2030, impact GHG-3 does not apply since SB 375 does not include an emissions target for 2030.	In 2035, impact GHG-3 is less than significant since the 2124 percent GHG emissions reduction would exceed the ARB target of a 13 percent reduction by 2035.
GHG-4 Be inconsistent with the State’s ability to achieve the Executive Order B-30-15 and S-3-05 goals of reducing California’s GHG emissions to 40 percent below 1990 levels by 2030 and 80 percent below 1990 levels by 2050.	2020 analysis is not provided for GHG-4 as explained in Section 4.8.	In 2025, impact GHG-4 is significant since GHG emissions of 27.227.7 MMTCO _{2e} would exceed a reference point for 2025 of 23.2 MMTCO _{2e} based on the goals of EO-B-30-15 and EO-S-3-05. Following implementation of mitigation measures GHG-4A through GHG-4H, AQ-4A, AQ-4B, AQ-4C, EN-3B, and WS-1A, impact would remain significant and unavoidable.	In 2030, impact GHG-4 is significant since GHG emissions of 26.426.6 MMTCO _{2e} would exceed a reference point for 2030 of 17.4 MMTCO _{2e} based on the goals of EO-B-30-15 and EO-S-3-05. Following implementation of mitigation measures GHG-4A through GHG-4H, AQ-4A, AQ-4B, AQ-4C, EN-3B, and WS-1A, impact would remain significant and unavoidable.	In 2035, impact GHG-4 is significant since GHG emissions of 25.5 MMTCO _{2e} would exceed a reference point for 2025 of 14.5 MMTCO _{2e} based on the goals of EO-B-30-15 and EO-S-3-05. Following implementation of mitigation measures GHG-4A through GHG-4H, AQ-4A, AQ-4B, AQ-4C, EN-3B, and WS-1A, impact would remain significant and unavoidable.

Resource Area	2020	2025	2030	2035
4.9 Hazards and Hazardous Materials				
<p>HAZ-1 Create a significant hazard by generating hazardous emissions or handling hazardous materials during pre-construction, demolition, and/or construction activities.</p> <p>HAZ-2 Create a significant hazard to the public, schools or the environment through the routine use, handling, transport, or disposal of hazardous materials.</p> <p>HAZ-3 Result in an air traffic hazard for people residing or working within an airport land use plan or within 2 miles of a public or private airport, airstrip, or helipad, or result in a change in air traffic patterns which results in substantial safety risks.</p> <p>HAZ-4 Impede implementation of an adopted emergency response plan or emergency evacuation plan or result in inadequate emergency access.</p>	<p>In 2020, impacts HAZ-1, HAZ-2, HAZ-3, HAZ-4 and HAZ-5 are less than significant since additional regional growth and land use change and transportation network improvements and programs would comply with existing laws, regulations and programs.</p>	<p>In 2025, impacts HAZ-1, HAZ-2, HAZ-3, HAZ-4 and HAZ-5 are less than significant since additional regional growth and land use change and transportation network improvements and programs would comply with existing laws, regulations and programs.</p>	<p>In 2030, impacts HAZ-1, HAZ-2, HAZ-3, HAZ-4 and HAZ-5 are less than significant since additional regional growth and land use change and transportation network improvements and programs would comply with existing laws, regulations and programs.</p>	<p>In 2035, impacts HAZ-1, HAZ-2, HAZ-3, HAZ-4 and HAZ-5 are less than significant since additional regional growth and land use change and transportation network improvements and programs would comply with existing laws, regulations and programs.</p>

Resource Area	2020	2025	2030	2035
<p>HAZ-5 Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.</p>	<p>In 2020, impact to HAZ-5 is significant since a relatively large geographic area of population and housing units is considered high risk for wildland fires. Following implementation of mitigation measures HAZ-5A and HAZ-5B, impact would remain significant and unavoidable.</p>	<p>In 2025, impact to HAZ-5 is significant since a relatively large geographic area of population and housing units is considered high risk for wildland fires. Following implementation of mitigation measures HAZ-5A and HAZ-5B, impact would remain significant and unavoidable.</p>	<p>In 2030, impact to HAZ-5 is significant since a relatively large geographic area of population and housing units is considered high risk for wildland fires. Following implementation of mitigation measures HAZ-5A and HAZ-5B, impact would remain significant and unavoidable.</p>	<p>In 2035, impact to HAZ-5 is significant since a relatively large geographic area of population and housing units is considered high risk for wildland fires. Following implementation of mitigation measures HAZ-5A and HAZ-5B, impact would remain significant and unavoidable.</p>
<p>4.10 Hydrology and Water Quality</p>				
<p>HWQ-1 Substantially degrade water quality in violation of any water quality standards or waste discharge requirements.</p> <p>HWQ-2 Substantially reduce groundwater quantity or quality.</p> <p>HWQ-3 Substantially alter the existing drainage pattern of an area such that flood risk, erosion, or siltation would increase.</p> <p>HWQ-4 Expose people, structures or facilities to a significant risk of loss, injury, or death involving</p>	<p>In 2020, impacts HWQ-1, HWQ-2, HWQ-3, HWQ-4 and HWQ-5 are less than significant since additional regional growth and land use change and transportation network improvements and programs would comply with existing regulatory requirements and implementation of design measures.</p>	<p>In 2025, impacts HWQ-1, HWQ-2, HWQ-3, HWQ-4 and HWQ-5 are less than significant since additional regional growth and land use change and transportation network improvements and programs would comply with existing regulatory requirements and implementation of design measures.</p>	<p>In 2030, impacts HWQ-1, HWQ-2, HWQ-3, HWQ-4 and HWQ-5 are less than significant since additional regional growth and land use change and transportation network improvements and programs would comply with existing regulatory requirements and implementation of design measures.</p>	<p>In 2035, impacts HWQ-1, HWQ-2, HWQ-3, HWQ-4 and HWQ-5 are less than significant since additional regional growth and land use change and transportation network improvements and programs would comply with existing regulatory requirements and implementation of design measures.</p>

Resource Area	2020	2025	2030	2035
<p>flooding, including within 100-year flood hazard areas and flooding as a result of the failure of a levee or dam.</p> <p>HWQ-5 Expose people or structures to a significant risk of inundation by seiche, tsunami, or mudflow.</p>				
4.11 Land Use				
<p>LU-1 Physically divide an established community.</p>	<p>In 2020, impact LU-1 is less than significant since additional regional growth and land use change and transportation network improvements and programs would not physically divide an established community.</p>	<p>In 2025, impact LU-1 is significant due to the extension of light rail into previously unserved areas would occur. Following implementation of mitigation measure LU-1A, impact would remain significant and unavoidable.</p>	<p>In 2030, impact LU-1 is significant due to the extension of light rail into previously unserved areas would occur. Following implementation of mitigation measure LU-1A, impact would remain significant and unavoidable.</p>	<p>In 2035, impact LU-1 is significant due to the extension of light rail into previously unserved areas would occur. Following implementation of mitigation measure LU-1A, impact would remain significant and unavoidable.</p>
<p>LU-2 Conflict with the land use portion of adopted local general plans or other applicable land use plans, including specific plans and community plans adopted for the purpose of avoiding or mitigating an environmental effect.</p>	<p>In 2020, impact LU-2 is less than significant since additional regional growth and land use change and transportation network improvements and programs would be completed with awareness and consideration of land use plans and regulations adopted to avoid or mitigate environmental effects.</p>	<p>In 2025, impact LU-2 is significant due to the extension of new rail transit service into previously unserved areas. Following implementation of mitigation measures LU-2A and POP-2A, impact would remain significant and unavoidable.</p>	<p>In 2030, impact LU-2 is significant due to the extension of new rail transit service into previously unserved areas. Following implementation of mitigation measures LU-2A and POP-2A, impact would remain significant and unavoidable.</p>	<p>In 2035, impact LU-2 is significant due to the extension of new rail transit service into previously unserved areas. Following implementation of mitigation measures LU-2A and POP-2A, impact would remain significant and unavoidable.</p>

Resource Area	2020	2025	2030	2035
4.12 Noise and Vibration				
<p>N-1 Expose persons to or generation of noise levels in excess of standards established in local general plans or noise ordinances, or applicable standards of other agencies.</p> <p>N-2 Cause a substantial temporary or periodic increase in ambient noise levels.</p> <p>N-3 Cause a substantial permanent increase in ambient noise levels.</p> <p>N-4 Expose persons to or generation of excessive groundborne vibration or groundborne noise levels.</p>	<p>In 2020, impacts N-1, N-2, N-3 and N-4 are significant. Following implementation of mitigation measures N-1A, N-1B, N-4A and N-4B, impacts would remain significant and unavoidable.</p>	<p>In 2025, impacts N-1, N-2, N-3 and N-4 are significant since additional regional growth and land use change and transportation network improvements and programs would occur. Following implementation of mitigation measures N-1A, N-1B, N-4A and N-4B, impacts would remain significant and unavoidable.</p>	<p>In 2030, impacts N-1, N-2, N-3 and N-4 are significant since additional regional growth and land use change and transportation network improvements and programs would occur. Following implementation of mitigation measures N-1A, N-1B, N-4A and N-4B, impacts would remain significant and unavoidable.</p>	<p>In 2035, impacts N-1, N-2, N-3 and N-4 are significant since additional regional growth and land use change and transportation network improvements and programs would occur. Following implementation of mitigation measures N-1A, N-1B, N-4A and N-4B, impacts would remain significant and unavoidable.</p>
<p>N-5 Expose people residing or working near airports, private airstrips, or helipads to excessive noise levels.</p>	<p>In 2020, impact N-5 is less than significant since additional regional growth and land use change and transportation network improvements and programs would comply with existing regulations and procedures.</p>	<p>In 2025, impact N-5 is less than significant since additional regional growth and land use change and transportation network improvements and programs would comply with existing regulations and procedures.</p>	<p>In 2030, impact N-5 is less than significant since additional regional growth and land use change and transportation network improvements and programs would comply with existing regulations and procedures.</p>	<p>In 2035, impact N-5 is less than significant since additional regional growth and land use change and transportation network improvements and programs would comply with existing regulations and procedures.</p>

Resource Area	2020	2025	2030	2035
4.13 Population and Housing				
POP-1 Induce substantial increases in population, either directly (for example, by proposing new homes or businesses), or indirectly (for example, through extension of roads or other infrastructure).	In 2020, impact POP-1 is significant. No feasible mitigation measures exist and this impact would be significant and unavoidable.	In 2025, impact POP-1 is significant since additional regional growth and land use change and transportation network improvements and programs would occur. No feasible mitigation measures exist and this impact would be significant and unavoidable.	In 2030, impact POP-1 is significant since additional regional growth and land use change and transportation network improvements and programs would occur. No feasible mitigation measures exist and this impact would be significant and unavoidable.	In 2035, impact POP-1 is significant since additional regional growth and land use change and transportation network improvements and programs would occur. No feasible mitigation measures exist and this impact would be significant and unavoidable.
POP-2 Displace substantial numbers of people or housing units which would necessitate the construction of replacement homes elsewhere.	In 2020, impact POP-2 is significant. Following implementation of mitigation measure POP-2A, impact would remain significant and unavoidable.	In 2025, impact POP-2 is significant since additional regional growth and land use change and transportation network improvements and programs would occur. Following implementation of mitigation measure POP-2A, impact would remain significant and unavoidable.	In 2030, impact POP-2 is significant since additional regional growth and land use change and transportation network improvements and programs would occur. Following implementation of mitigation measure POP-2A, impact would remain significant and unavoidable.	In 2035, impact POP-2 is significant since additional regional growth and land use change and transportation network improvements and programs would occur. Following implementation of mitigation measure POP-2A, impact would remain significant and unavoidable.
4.14 Public Services and Utilities				
PS-1 Result in the substantial physical deterioration of public facilities or cause substantial adverse physical impacts from provision of new or expanded public facilities for fire and police protection, emergency services, schools, libraries, and recreation facilities.	In 2020, impact PS-1 is significant. Following implementation of mitigation measure PS-1A, impact would remain significant and unavoidable.	In 2025, impact PS-1 is significant since additional regional growth and land use change would occur. Following implementation of mitigation measure PS-1A, impact would remain significant and unavoidable.	In 2030, impact PS-1 is significant since additional regional growth and land use change would occur. Following implementation of mitigation measure PS-1A, impact would remain significant and unavoidable.	In 2035, impact PS-1 is significant since additional regional growth and land use change would occur. Following implementation of mitigation measure PS-1A, impact would remain significant and unavoidable.

Resource Area	2020	2025	2030	2035
<p>U-1 Result in expansion or construction of wastewater collection and treatment facilities to adequately meet projected capacity needs, the construction of which could cause significant environmental impacts.</p> <p>U-2 Require or result in construction of new or expanded storm water drainage facilities, the construction of which could cause significant environmental impacts.</p> <p>U-3 Require or result in the construction of new or expanded solid waste disposal facilities, the construction of which could cause significant environmental effects.</p>	<p>In 2020, impacts U-1 and U-2 are significant. Following implementation of mitigation measures U-1A, WS-1A, U-2A, impacts would remain significant and unavoidable. In 2020, impact U-3 is less than significant since there is sufficient landfill capacity in the region to accommodate forecasted regional growth at least through 2020.</p>	<p>In 2025, impacts U-1, U-2 and U-3 are significant since additional regional growth and land use change and transportation network improvements and programs would occur. Following implementation of mitigation measures U-1A, WS-1A U-2A, U-3A, U-3B and U-3C, impacts would remain significant and unavoidable.</p>	<p>In 2030, impacts U-1, U-2 and U-3 are significant since additional regional growth and land use change and transportation network improvements and programs would occur. Following implementation of mitigation measures U-1A, WS-1A U-2A, U-3A, U-3B and U-3C, impacts would remain significant and unavoidable.</p>	<p>In 2035, impacts U-1, U-2 and U-3 are significant since additional regional growth and land use change and transportation network improvements and programs would occur. Following implementation of mitigation measures U-1A, WS-1A U-2A, U-3A, U-3B and U-3C, impact would remain significant and unavoidable.</p>

Resource Area	2020	2025	2030	2035
4.15 Transportation				
T-1 Increase average daily vehicle miles traveled (VMT) per capita or total vehicle miles traveled.	In 2020, impact T-1 is significant because although per capita VMT would decrease from 25.2 in 2012 to <u>24.624.7</u> in 2020, total VMT would increase from about 79,000,000 in 2012 to almost 85,000,000 in 2020. Following implementation of mitigation measures GHG-4A, GHG-4B, GHG-4E, and GHG-4H, impacts would remain significant and unavoidable.	In 2025, impact T-1 is significant because although per capita VMT would decrease from 25.2 in 2012 to <u>24.23</u> in 2025, total VMT would increase from about 79,000,000 in 2012 to about 87,000,000 in 2025. Following implementation of mitigation measures GHG-4A, GHG-4B, GHG-4E, and GHG-4H, impacts would remain significant and unavoidable.	In 2030, impact T-1 is less than significant because although per capita VMT would decrease from 25.2 in 2012 to <u>23.924.0</u> in 2030, total VMT would increase from about 79,000,000 in 2012 to about <u>8889,000,000</u> in 2030. Following implementation of mitigation measures GHG-4A, GHG-4B, GHG-4E, and GHG-4H, impacts would remain significant and unavoidable.	In 2035, impact T-1 is less than significant because although per capita VMT would decrease from 25.2 in 2012 to <u>23.523.6</u> in 2035, total VMT would increase from about 79,000,000 in 2012 to <u>9091,000,000</u> in 2035. Following implementation of mitigation measures GHG-4A, GHG-4B, GHG-4E, and GHG-4H, impacts would remain significant and unavoidable.
T-2 Induce substantial vehicle travel.	In 2020, impact T-2 is less than significant because while total lane miles would increase to 3,094 from 3,043 in 2012, the percentage of drive alone trips would decrease from 42 percent to 40 percent, walk-bike-transit trips would increase from 57 percent to <u>5859</u> percent, and average daily VMT would decrease from 25.2 to <u>24.624.7</u> miles per day.	In 2025, impact T-2 is less than significant because while total lane miles would increase to 3,105 from 3,043 in 2012, the percentage of drive alone trips would decrease from 42 percent to 40 percent, walk-bike-transit trips would increase from 57 percent to 59 percent, and average daily VMT would decrease from 25.2 to <u>24.224.3</u> miles per day.	In 2030, impact T-2 is less than significant because while total lane miles would increase to 3,115 from 3,043 in 2012, the percentage of drive alone trips would decrease from 42 percent to 40 percent, walk-bike-transit trips would increase from 57 percent to 59 percent, and average daily VMT would decrease from 25.2 to <u>23.924.0</u> miles per day.	In 2035, impact T-2 is less than significant because while total lane miles would increase to 3,126 from 3,043 in 2012, the percentage of drive alone trips would decrease from 42 percent to 40 percent, walk-bike-transit trips would increase from 57 percent to 59 percent, and average daily VMT would decrease from 25.2 to <u>23.523.6</u> miles per day.

Resource Area	2020	2025	2030	2035
<p>T-3 Decrease the performance of public transit, bicycle, or pedestrian facilities.</p>	<p>In 2020, impact T-3 is less than significant because all measures related to the performance of transit and active transportation facilities would improve by 2020, with the exception of percentage of population within 0.5 miles of a transit stop, which would stay constant.</p>	<p>In 2025, impact T-3 is less than significant because all measures related to the performance of transit and active transportation facilities would improve by 2025 relative to 2012.</p>	<p>In 2030, impact T-3 is less than significant because all measures related to the performance of transit and active transportation facilities would improve by 2030 relative to 2012.</p>	<p>In 2035, impact T-3 is less than significant because all measures related to the performance of transit and active transportation facilities would improve by 2030 relative to 2012.</p>
<p>T-4 Result in a substantially higher rate of systemwide accidents, collisions, injuries, or fatalities (by mode).</p>	<p>In 2020, impact T-4 is less than significant because the annual rate of vehicle collisions of 0.120-13 collisions per 1,000 VMT would not increase from 2012 to 2020. The annual rate of bicycle/pedestrian collisions would decrease from 1.421-38 to 1.411-33 collisions per 1,000 bicycle/pedestrian miles traveled from 2012 to 2020.</p>	<p>In 2025, impact T-4 is less than significant because the annual rate of vehicle collisions of 0.120-13 collisions per 1,000 VMT would not increase from 2012 to 2025. The annual rate of bicycle/pedestrian collisions would decrease from 1.421-38 to 1.391-32 collisions per 1,000 bicycle/pedestrian miles traveled from 2012 to 2025.</p>	<p>In 2030, impact T-4 is less than significant because the annual rate of vehicle collisions of 0.120-13 collisions per 1,000 VMT would not increase from 2012 to 2030. The annual rate of bicycle/pedestrian collisions would decrease from 1.421-38 to 1.371-30 collisions per 1,000 bicycle/pedestrian miles traveled from 2012 to 2030.</p>	<p>In 2035, impact T-4 is less than significant because the annual rate of vehicle collisions of 0.120-13 collisions per 1,000 VMT would not increase from 2012 to 2035. The annual rate of bicycle/pedestrian collisions would decrease from 1.421-38 to 1.351-29 collisions per 1,000 bicycle/pedestrian miles traveled from 2012 to 2035.</p>

Resource Area	2020	2025	2030	2035
<p>T-5 Result in loss of parking supply that causes significant adverse environmental impacts.</p>	<p>In 2020, impact T-5 is less than significant because although transportation network improvements cause reconfiguration, removal or relocation of parking, many existing SANDAG programs as well as new proposed Plan transportation programs are specifically designed to minimize vehicular traffic demand and reduce parking demand.</p>	<p>In 2025, impact T-5 is less than significant because although transportation network improvements cause reconfiguration, removal or relocation of parking, many existing SANDAG programs as well as new proposed Plan transportation programs are specifically designed to minimize vehicular traffic demand and reduce parking demand.</p>	<p>In 2030, impact T-5 is less than significant because although transportation network improvements cause reconfiguration, removal or relocation of parking, many existing SANDAG programs as well as new proposed Plan transportation programs are specifically designed to minimize vehicular traffic demand and reduce parking demand.</p>	<p>In 2035, impact T-5 is less than significant because although transportation network improvements cause reconfiguration, removal or relocation of parking, many existing SANDAG programs as well as new proposed Plan transportation programs are specifically designed to minimize vehicular traffic demand and reduce parking demand.</p>
<p>4.16 Water Supply</p>				
<p>WS-1 Increase demands on existing water supplies such that they would be inadequate to serve future demands, and new or expanded water supplies or entitlements would be needed.</p>	<p>In 2020, impact WS-1 is significant since new water supplies or entitlements may be required to meet 2020 water demands. Following implementation of mitigation measures WS-1A through WS-1C, impacts would remain significant and unavoidable.</p>	<p>In 2025, impact WS-1 is significant since new water supplies or entitlements would be required to meet 2025 water demands. Following implementation of mitigation measures WS-1A through WS-1C, impacts would remain significant and unavoidable.</p>	<p>In 2030, impact WS-1 is significant since new water supplies or entitlements would be required to meet 2030 water demands. Following implementation of mitigation measures WS-1A through WS-1C, impacts would remain significant and unavoidable.</p>	<p>In 2035, impact WS-1 is significant since new water supplies or entitlements would be required to meet 2035 water demands. Following implementation of mitigation measures WS-1A through WS-1C, impacts would remain significant and unavoidable.</p>

Resource Area	2020	2025	2030	2035
<p>WS-2 Require or result in the construction of new water facilities or the expansion of existing facilities to adequately meet forecast demand or capacity needs, the construction of which could cause a significant environmental effect.</p>	<p>In 2020, impact WS-2 is significant. Following implementation of mitigation measures WS-2A and WS-1A through WS-1C, impacts would remain significant and unavoidable.</p>	<p>In 2025, impact WS-2 is significant since additional regional growth and land use change and transportation network improvements and programs would cause increased water demand, requiring construction of new facilities. Following implementation of mitigation measure WS-2A and WS-1A through WS-1C, impacts would remain significant and unavoidable.</p>	<p>In 2030, impact WS-2 is significant since additional regional growth and land use change and transportation network improvements and programs would cause increased water demand, requiring construction of new facilities. Following implementation of mitigation measure WS-2A and WS-1A through WS-1C, impacts would remain significant and unavoidable.</p>	<p>In 2035, impact WS-2 is significant since additional regional growth and land use change and transportation network improvements and programs would cause increased water demand, requiring construction of new facilities. Following implementation of mitigation measure WS-2A and WS-1A through WS-1C, impacts would remain significant and unavoidable.</p>