

XIV(b). **No Impact.** The updated Housing Element does not have provisions or requirements for the construction or expansion of recreational facilities. However, impacts associated with the construction or expansion of recreational facilities in response to population growth has been addressed in the Carson General Plan.

<b>XV TRANSPORTATION/TRAFFIC</b>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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"/>
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"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Explanation of Checklist Judgements:**

XV(a). **No Impact.** The adoption of the updated Housing Element will not in itself cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system. Increase in traffic resulting from the anticipated growth and development of the City has been addressed in the EIR for the Carson General Plan which concluded that most traffic impacts (traffic volumes/roadway capacities) resulting from General Plan build out would be less than significant in 2020, except for 41 roadway segments. The 41 identified deficient segments that would operate at LOS E or F in 2020. Additionally, the EIR concluded that General Plan build out would also result in inconsistencies with Congestion Management Plan (CMP) standards. Six freeway segments were identified in which the AM or PM peak hours would have increases of 0.02 or more in demand to capacity with a resulting level of service of F.

Site-specific environmental analysis will be conducted for any new residential projects in the City and the traffic impacts of any new residential development will be addressed in separate site-specific traffic studies. Traffic mitigation measures will be incorporated, where necessary, to reduce impacts on nearby streets, intersections and freeway segments.

XV(b). **No Impact.** See response to XV(a), above. The adoption of the updated Housing Element will not in itself cause to exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways. Impacts resulting from the anticipated growth and

