

MEMORANDUM

To: Courtney Armusewicz
City of Oceanside

Date: April 2, 2020

From: John Boarman
Amelia Giacalone
LLG, Engineers

LLG Ref: 3-19-3145

Subject: Response to City of Oceanside Comments

The following responses are provided to address the City of Oceanside's comments from the 2nd review of the Transportation Study prepared for the Ocean Kamp project:

1. An executive summary has been added to the TIA.
2. a. The appendix has been reviewed and the intersection numbering updated as needed to match the intersection numbering in the TIA.

b. All requested documentation is now included in the Appendices.

c. All Synchro worksheets have been updated to provide the "detailed" report which includes all requested data.
3. A summary of the count data is included in Section 3.4 of the TIA, with source data provided in Appendix A. While some traffic volumes were sourced from the KHA study, the analysis and analysis results shown in the LOS tables are from analysis conducted by LLG.
4. Additional discussion of the Project amenities has been added to the TIA as requested.
5. The requested information has been included in Figure 2-3 of the TIA.
6. The TIA has been updated to include the requested information.
7. The TIA has been updated to include the requested information.
8. Figure 3-1 has been revised.
9. It is recommended that the same base map be used for all analysis scenarios for consistency purposes.
10. a. It is recommended that the intersection controls be limited to Figure 3-1 for clarity and presentation purposes. Subsequent traffic volumes figures are meant to show only traffic volumes and not existing geometric conditions.



Engineers & Planners
Traffic
Transportation
Parking

**Linscott, Law &
Greenspan, Engineers**

4542 Ruffner Street
Suite 100
San Diego, CA 92111
858.300.8800 T
858.300.8810 F
www.llgengineers.com

Pasadena
Irvine
San Diego
Woodland Hills

- b. The ADTs shown on the figures were reviewed with some small changes made to the placement of the numbers for clarity.
11. The TIA has been revised to address this comment.
 12. The distribution for each cumulative project is unique. The provision of a cumulative project distribution figure is not recommended. Figures 9-2a and b of the TIA provides the total cumulative project's traffic volumes.
 13. The TIA has been revised to address this comment.
 14. The TIA has been revised to address this comment.
 15. The TIA has been updated to include the requested information.
 16. a. Post mitigation analysis has been added to the TIA with Synchro analysis sheets included in the Appendix J.
 - b. The widening of SR 76 was considered but ultimately rejected as feasible mitigation. Per the *SR 76 Transportation Concept Report* dated February 2016 published by Caltrans, there are no plans to expand SR 76 to six lanes.
 - c. Post mitigation analysis has been added to the TIA.
 17. A VMT analysis has been added to the TIA.
 18. A formal QA / QC review of the TIA was conducted.