



January 18, 2019

Mr. Trent Sanson
Vice President of Land Acquisition & Entitlements
DeNova Homes, Inc.
1500 Willow Pass Court
Concord, CA 94520

Response to Comments on the *Traffic Impact Study for the 853 Fourth Street West Project*

Dear Mr. Sanson;

We understand that the City of Sonoma Planning Commission posed some questions relative to the *Traffic Impact Study for the 853 Fourth Street West Project* during and after their deliberations on the environmental clearance documentation for the project. As requested, the following information is provided to respond to these remaining issues.

Why was the intersection of Fifth Street West/Andrieux Street not included in the study area?

The study area was selected with input from City staff. In fact, during their review of the initially proposed scope of work, staff asked that the intersection at First Street West/West MacArthur Street be added to the study area we had proposed.

Given the distance from the site to Andrieux Street and the lack of connectivity of Fourth Street West, it seemed logical to assign site-generated traffic predominantly to West MacArthur Street. Because turning movements generally have a more substantial impact on intersection operation than through movements, by assigning all the traffic to West MacArthur Street these turning movements were concentrated in one location, maximizing the potential impact. As the impact was found to be less-than-significant at this location, and, noting that West MacArthur Street carries more traffic than Andrieux Street, it is reasonable to expect that the impact at Fifth Street West/Andrieux Street would similarly be less-than-significant.

Provide more details about the derivation of future volumes, including use of the Furness methodology.

The 2040 volumes came from the City's General Plan update analysis, which was based on data obtained from the Sonoma County Transportation Authority's (SCTA) travel demand model; this model produces directional volumes on segments of major roadways throughout the City. The Furness methodology is a means of taking current segment volumes and future segment volumes together with current turning movement counts and using the ratios between the current turning movements to develop future turning movement volumes. It is an iterative process that balances the inbound and outbound volumes on each leg to achieve turning movements that match these future link volumes.

We hope this information adequately addresses these issues.

Sincerely,

A handwritten signature in blue ink that reads "Dalene J. Whitlock".

Dalene J. Whitlock, PE, PTOE
Principal



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