



RESOURCE MANAGEMENT AGENCY

5961 SOUTH MOONEY BLVD

VISALIA, CA 93277

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Michael Washam

Michael Bond

Roger Hunt

Economic Development and Planning

Public Works

Administration

MICHAEL C. SPATA, DIRECTOR

August 19, 2015

State Clearinghouse
1400 Tenth Street
Room 100
Sacramento, CA 95814

Re: Submission of a Notice of Preparation (NOP) for Sequoia Gateway Commerce Park

Attn: State Clearinghouse:

Enclosed are the following items as part of our NOP submittal for the Sequoia Gateway Commerce Park:

- 1 copy of the Notice of Completion
- 15 copies of the Notice of Preparation

If you have questions or need additional materials, please feel free to contact me by phone or email.

Sincerely,

Michael C Spata
Director/Environmental Assessment Officer
Tulare County Resource Management Agency
(559)624-7000
MSpata@co.tulare.ca.us

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613

For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH #

Project Title: Sequoia Gateway Commerce Park Project

Lead Agency: Tulare County Resource Management Agency Contact Person: Michael C Spata, Director/Environmental Assessment Officer

Mailing Address: 5961 S. Mooney Blvd. Phone: 559-624-0000

City: Visalia Zip: 93277-9394 County: Tulare County

Project Location: County: Tulare City/Nearest Community: Visalia

Cross Streets: Southeast corner State Route (SR) 99 and Avenue 280 (Caldwell Avenue) Zip Code: _____

Lat./Long: _____ Total Acres: 366.74

Assessor's Parcel No: 119-110-015, 016, & 017 Section: 1/2 Section 9, T 19S, R 24E M.D.B.&M.

Within 2 Miles: State Hwy: 99 Waterways: Evans Ditch/Kaweah Delta Water Conservation District (Ponding Basin)

Airports: Visalia Municipal Railways: Union Pacific School: Visalia Unified School District

CEQA:

- CEQA: [x] NOP [] Draft EIR NEPA: [] NOI Other: [] Joint Document
[] Early Cons [] Supplement/Subsequent EIR [] EA [] Final Document
[] Neg Dec [] Draft EIS [] Other _____
[] Mit Neg Dec Other: _____ [] FONSI

Local Action Type:

- Local Action Type: [] General Plan Update [x] Specific Plan [x] Rezone [] Annexation
[x] General Plan Amendment [] Master Plan [] Pre-zone [] Redevelopment
[] General Plan Element [] Planned Unit Dev. [x] Use Permit [] Coastal Permit
[] Community Plan [] Site Plan [x] Land Division (Sub.) [] Other _____

Development Type:

- Development Type: [] Residential: Units _____ Acres _____ [] Water Facilities: Type _____ MGD _____
[x] Office: Sq. ft. 72,500 Acres _____ Employees _____ [] Transportation: Type _____
[x] Commercial: Sq. ft. 925,000 Acres _____ Employees _____ [] Mining: Mineral _____
[] Industrial: Sq. ft. _____ Acres _____ Employees _____ [] Power: Type _____ MW _____
[] Educational: _____ [x] Waste Treatment: Type TBD MGD TBD
[] Recreational: _____ [] Hazardous Waste: Type _____
[] Other: _____

Project Issues Discussed in Document:

- Project Issues Discussed in Document: [x] Aesthetic/Visual [] Fiscal [x] Recreation/Parks [] Vegetation
[x] Agricultural Land [x] Flood Plain/Flooding [] Schools/Universities [x] Water Quality
[x] Air Quality [] Forest Land/Fire Hazard [] Septic Systems [x] Water Supply/Groundwater
[x] Archaeological/Historical [x] Geologic/Seismic [x] Sewer Capacity [] Wetland/Riparian
[x] Biological Resources [x] Minerals [x] Soil Erosion/Compaction/Grading [] Wildlife
[] Coastal Zone [x] Noise [] Solid/Waste [x] Growth Inducing
[x] Drainage/Absorption [x] Population/Housing Balance [x] Toxic/Hazardous [x] Land Use
[x] Economic/Jobs [x] Public Services/Facilities [x] Traffic/Circulation [] Cumulative Effects
[] Other: _____

Present Land Use/Zoning/General Plan Designation:

The 126-acre project site is located immediately southeast of the SR-99/Caldwell Avenue (Avenue 280) interchange in the unincorporated area of Tulare County. The nearest Visalia City limits are located approximately 1.2 miles east, 0.25 miles north, and 0.25 miles northwest of the project site, and the nearest Tulare City limits are located 3.5 miles to the southeast. The project site is located 0.9 miles south of the Visalia Municipal Airport and is within its Airport Influence Area. Primary project access is from Caldwell Avenue. Regional access is provided by

SR-99 which runs adjacent to the site on the west and by SR-198 which runs east-west at a distance of 2.0 miles north of the site.

The project site is currently in cultivation for row crops and includes no structures. Evans Ditch runs through the center of the site from east to west, and a 25-acre ponding basin operated by the Kaweah Delta Water Conservation District is located adjacent to the southern site boundary. Apart from the SR-99 freeway corridor, most of the surrounding lands are in agricultural cultivation.

Project Description:

The proposed project is a commercial center with a range of commercial land uses. The first phase of the project would include highway commercial uses such as restaurants, hotels, and gas stations. Phase 2 would consist primarily of retail uses with some restaurant and office uses. The planned land uses for each project phase are summarized in the following table.

Sequoia Gateway – Land Use Summary

Land Use	Phase 1	Phase 2	Totals
Fast Food Restaurants	33,060 sf	7,700 sf	40,760 sf
Sit Down Restaurants	30,500 sf	5,500 sf	36,000sf
Gas Stations/ Convenience Stores	10,500 sf 24 fueling positions	--	10,500 sf 24 fueling positions
Hotels	228,300 sf (352 rooms)	--	228,300 sf (352 rooms)
Office	52,500 sf	15,000 sf	67,500 sf
Visitor Center - Office	5,000 sf	--	5,000 sf
Retail	7,500	809,000 sf	816,500 sf
Totals	367,360 sf	837,200 sf	1,204,560 sf
	24 fueling positions	--	24 fueling positions
	352 hotel rooms	--	352 hotel rooms

Note: The Number of hotel rooms is included for information only. The rooms are already accounted for in the floor areas.

The land uses planned for Phase 1 would be subject to a final Special Use Permit in the near term; in which case, the land use mix and site design for these initial phases are defined to a level of detail that would allow for final discretionary review and permit approval. As such, the EIR is intended to provide project-specific CEQA review for Phase 1. Phase 2 of the project is intended to be developed in 8 to 10 years, and thus, the specific retail and other commercial users that might locate in the center have not been identified.

Project Infrastructure

The systems planned for project water supply, wastewater treatment, and stormwater drainage are briefly described below.

Water Supply

The project water supply would be provided by the California Water Service Company (Cal Water) from its existing municipal system serving the metropolitan Visalia area via a new 12-inch water main would be extended east from the existing main located at Caldwell and Peppertree Court, following the south side of Caldwell Avenue for a distance of 1.4 miles to the project site where it would connect to the project water distribution system.

Wastewater Treatment and Disposal

Wastewater treatment and disposal for the Sequoia Gateway project will be provided by onsite facilities developed as an integral part of the project. The wastewater facilities, including sewer collection system, tertiary-recycled water treatment plant, and disposal of treated water will be implemented in sequence with the two phases of project development. The wastewater facilities will be privately owned and operated by Sequoia Gateway, employing certified wastewater treatment plant operators as required by State regulations.

For Phase 1, the treated effluent will be disposed of through irrigation within project landscaped areas and undeveloped areas of the site planned for Phase 2 of the project. Upon completion of Phase 2, the treated effluent that is not required for on-site landscape irrigation would be conveyed off-site.

Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with an "X." If the document has already been sent to the agency, denote that with an "s."

- | | |
|--|---|
| <input type="checkbox"/> Air Resources Board | <input type="checkbox"/> Office of Historic Preservation |
| <input type="checkbox"/> Boating & Waterways, Department of | <input type="checkbox"/> Office of Public School Construction |
| <input type="checkbox"/> California Emergency Management Agency | <input type="checkbox"/> Parks & Recreation |
| <input type="checkbox"/> California Highway Patrol | <input type="checkbox"/> Pesticide Regulation, Department of |
| <input checked="" type="checkbox"/> Caltrans District # 6 | <input checked="" type="checkbox"/> Public Utilities Commission |
| <input type="checkbox"/> Caltrans Division of Aeronautics | <input checked="" type="checkbox"/> Regional WQCB # 5 (attn: Doug Patteson) |
| <input type="checkbox"/> Caltrans Planning | <input checked="" type="checkbox"/> Resources Agency |
| <input type="checkbox"/> Central Valley Flood Protection Board | <input type="checkbox"/> Resources Recycling and Recovery, Department of |
| <input type="checkbox"/> Coachella Valley Mtns. Conservancy | <input type="checkbox"/> S.F. Bay Conservation & Development Commission |
| <input type="checkbox"/> Coastal Commission | <input type="checkbox"/> San Gabriel & Lower L.A. Rivers and Mtns Conservancy |
| <input type="checkbox"/> Colorado River Board Commission | <input type="checkbox"/> San Joaquin River Conservancy |
| <input checked="" type="checkbox"/> Conservation, Department of | <input type="checkbox"/> Santa Monica Mountains Conservancy |
| <input type="checkbox"/> Corrections, Department of | <input type="checkbox"/> State Lands Commission |
| <input type="checkbox"/> Delta Protection Commission | <input type="checkbox"/> SWRCB: Clean Water Grants |
| <input type="checkbox"/> Education, Department of (Public School Construction) | <input checked="" type="checkbox"/> SWRCB: Water Quality |
| <input type="checkbox"/> Energy Commission | <input type="checkbox"/> SWRCB: Water Rights |
| <input checked="" type="checkbox"/> Fish & Game Region #4 | <input type="checkbox"/> Tahoe Regional Planning Agency |
| <input checked="" type="checkbox"/> Food & Agriculture, Department of | <input checked="" type="checkbox"/> Toxic Substances Control, Department of |
| <input type="checkbox"/> Forestry & Fire Protection, Department of | <input type="checkbox"/> Water Resources, Department of |
| <input checked="" type="checkbox"/> General Services, Department of | <input type="checkbox"/> Other: City of Visalia |
| <input type="checkbox"/> Health Services, Department of | <input type="checkbox"/> Other: San Joaquin Valley Air Pollution Control District |
| <input type="checkbox"/> Housing & Community Development | <input type="checkbox"/> Other: Visalia Unified School District |
| <input checked="" type="checkbox"/> Native American Heritage Commission | <input checked="" type="checkbox"/> Other: California Environmental Protection Agency |
| | <input checked="" type="checkbox"/> Other: California Department of Public Health |
| | <input type="checkbox"/> Other: Kaweah Delta Water Conservation District |
| | <input type="checkbox"/> Other: Tulare County Association of Governments |
| | <input type="checkbox"/> Other: Central Valley Regional Water Quality Control Board |
| | <input type="checkbox"/> Other: Tulare County Airport Land Use Commission |

Local Public Review Period (to be filled in by lead agency)

Starting Date: August 21, 2015

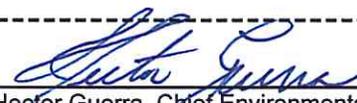
Ending Date: September 21, 2015

Lead Agency (Complete if applicable):

Consulting Firm:
Address:
City/State/Zip:
Contact:
Phone:

Applicant: Tulare County
Address: 5961 S. Mooney Blvd
City/State/Zip: Visalia, CA 93277
Phone: (559) 624-7000 (Michael C Spate, Director/
Environmental Assessment Officer)

Signature of Lead Agency Representative: _____


Hector Guerra, Chief Environmental Planner

Date: 8/19/15

Signature of Lead Agency Representative: _____


Michael C Spata, Director/Environmental Assessment Officer

Date: 8/19/15

NOTICE OF PREPARATION

To: State Clearinghouse
Box 3044 - 1400 Tenth Street
Sacramento, CA 95814

From: Tulare County RMA
5961 South Mooney Boulevard
Visalia CA 93277

Date: August 19, 2015

Subjects: 1) **Notice of Preparation of a Draft Environmental Impact Report**
2) **Notice of Scoping Meeting**

Project Title: Sequoia Gateway Commerce Park

Project Applicant: Sequoia Gateway LLC

Project Location: Southeast Corner State Route 99 and Avenue 280 (Caldwell Avenue)
APNs 119-110-015,-016,-017
Section/Township/Range: N ½ Sec.9, T.19S., R.24E., M.D.B.&M

The Tulare County Resource Management Agency (RMA) will be the Lead Agency and will prepare an Environmental Impact Report (EIR) for the project identified below. We need to know your views as to the scope and content of the environmental information. If you represent an agency, we invite comments related to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for the project.

The project description, location and discussion of the project's potential environmental effects are contained in the attached materials.

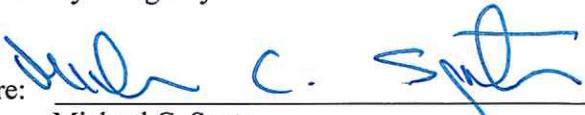
Because of the time limits mandated by State law, we ask that you respond at the earliest possible date, but *not later than thirty (30) days* after receipt of this notice, which date is anticipated to be September 21, 2015. As such, please submit your comments by 5:00 P.M. on or before September 21, 2015.

A **Scoping Meeting** is scheduled for Thursday, September 10, 2015, at 1:30 p.m. in the Main Conference Room of the Tulare County Resource Management Agency at the address shown above.

Please send your response to **Michael C. Spata, Director and Environmental Assessment Officer, Tulare County Resource Management Agency** at the address shown above. He may be contacted by email at MSpata@co.tulare.ca.us or by telephone at 559-624-7000.

Please provide us with the name of a contact person in your agency.

Date: August 19, 2015

Signature: 
Name: Michael C. Spata
Title: Director and Environmental Assessment Officer
Tulare County Resource Management Agency

Reference: 14 Cal. Admin Code Sections 15082(a), 15103, and 15375

PROJECT OVERVIEW

In accordance with the California Environmental Quality Act (CEQA) (Public Resources Code §21000 et seq.), the Tulare County Resource Management Agency (RMA) will be preparing an Environmental Impact Report (EIR) to evaluate the environmental effects associated with the development of the Sequoia Gateway Commerce Park in the southeast quadrant of State Route 99 and Avenue 280 (Caldwell Avenue). (See attached Figure 1 (Regional Map), Figure 2 (Vicinity Map), and Figure 3 (Assessor's Map).)

The proposed new center will comply with the Regional Growth Corridor Policies of the Tulare County 2030 General Plan Update to promote and facilitate the development of areas located along major transportation routes for uses such as highway, office and retail commercial.

The proposal includes a General Plan Amendment, Specific Plan (Corridor Plan), Change of Zone, Special Use Permits (Phases 1 and 2), Tentative Parcel Map, Lot Line Adjustment, and Development Agreement.

The Specific Plan includes a plan of development for two project phases; development and design regulations; and plans for circulation, utilities and infrastructure, including financing and maintenance plans.

The first phase of development would comprise up to 367,360 square feet of highway commercial uses (including hotels) to be developed in the near-term. The second and final phase, to be developed in 8 to 10 years, would consist of up to 837,200 square feet of retail development.

Both development phases would be subject to a Special Use Permit process which would ensure compliance with Specific Plan design guidelines and other applicable requirements. The 126-acre project site is located in the unincorporated area of Tulare County and is currently under agricultural production. A full description of the proposed project and a discussion of its potential environmental effects are presented in this Notice of Preparation (NOP).

PROJECT OBJECTIVES

The objectives of the proposed project are as follows:

- Develop the Sequoia Gateway Commerce Park as a comprehensively planned, high quality commercial development, in conformance with the County's Growth Corridor Policies.
- Develop a mix of uses that benefit from freeway orientation, including office uses, hotels, restaurants, and service stations.
- Maximize new job opportunities for local residents.
- Maximize the fiscal benefit from sales and property taxes generated by the project.
- Maximize economic growth and development in a way that is consistent with the policies of the County of Tulare.
- Design a project consistent with the Tulare County General Plan Update, Zoning Ordinance and Ordinance Code.
- Ensure compatibility with surrounding existing and planned land uses, including the Visalia Municipal Airport, agricultural operations to the south, and planned commercial and residential projects to the east.

- Ensure that the project implements the cooperative and coordinated working relationship between the City of Visalia and County of Tulare identified in the Memorandum of Understanding (November 2012).
- Ensure implementation of the County’s General Plan goals, objectives and policies, and respect and accommodate, where reasonably feasible, the City of Visalia’s General Plan goals, objectives and policies.

PROJECT LOCATION AND SETTING

The 126-acre project site is located immediately southeast of the SR-99/Caldwell Avenue (Avenue 280) interchange in the unincorporated area of Tulare County. The nearest Visalia City limits are located approximately 1.2 miles east, 0.25 miles north, and 0.25 miles northwest of the project site, and the nearest Tulare City limits are located 3.5 miles to the southeast. The project site is located 0.9 miles south of the Visalia Municipal Airport and is within its Airport Influence Area. Primary project access is from Caldwell Avenue. Regional access is provided by SR-99 which runs adjacent to the site on the west and by SR-198 which runs east-west at a distance of 2.0 miles north of the site.

The project site is currently in cultivation for row crops and includes no structures. Evans Ditch runs through the center of the site from east to west, and a 25-acre ponding basin operated by the Kaweah Delta Water Conservation District is located adjacent to the southern site boundary. Apart from the SR-99 freeway corridor, most of the surrounding lands are in agricultural cultivation.

Other land uses in the immediate vicinity include a small highway commercial center located on the east side of northbound off-ramp of the SR-99/Caldwell Avenue interchange, adjacent to the northwest corner of the project; a ranch market on the north side of Caldwell Avenue, opposite the project site; an aggregate materials yard in the southwest quadrant of the SR-99/Caldwell Avenue interchange; and several rural residences located near the southwest corner of the site, and along the north side Caldwell Avenue opposite the site. Other land uses in the surrounding area include the City of Visalia’s Water Conservation Plant, located approximately 1.4 miles northwest; several dairy operations; and a number of dispersed rural residences. The nearest edge of the Visalia urbanized area is approximately one mile east along Caldwell Avenue.

PROJECT DESCRIPTION

Planned Land Uses

The proposed project is a commercial center with a range of commercial land uses. The first phase of the project would include highway commercial uses such as restaurants, hotels, and gas stations. Phase 2 would consist primarily of retail uses with some restaurant and office uses. The planned land uses for each project phase are summarized in the following table.

Sequoia Gateway – Land Use Summary

Land Use	Phase 1	Phase 2	Totals
Fast Food Restaurants	33,060 sf	7,700 sf	40,760 sf
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	352 hotel rooms	--	352 hotel rooms

Note: The Number of hotel rooms is included for information only. The rooms are already accounted for in the floor areas.

The land uses planned for Phase 1 would be subject to a final Special Use Permit in the near term; in which case, the land use mix and site design for these initial phases are defined to a level of detail that would allow for final discretionary review and permit approval. As such, the EIR is intended to provide project-specific CEQA review for Phase 1. Phase 2 of the project is intended to be developed in 8 to 10 years, and thus, the specific retail and other commercial users that might locate in the center have not been identified.

As a result of the more general level of land use and site design information available for Phase 2 at this time, this final project phase is proposed to receive preliminary Special Use Permit approval, and thus, would be subject to program-level CEQA review in the EIR. At such time as the detailed site plan is prepared for Phase 2, final project-specific CEQA and Special Use Permit review would be initiated.

Off-Site Transportation Improvements

Both project phases will require specific off-site roadway improvements to support the planned development with an upgraded transportation system that meets the performance standards of the responsible transportation agencies. Preliminary analyses by transportation engineers for the applicant and the County have determined that the following off-site transportation improvements would likely be required to be in place prior to the opening of each successive project phase.

Phase 1 – Highway Commercial

- Widening of Caldwell Avenue along the project frontage to provide two through-lanes in each direction, plus left-turn lane pockets at the west and east project entrances on Caldwell Avenue.
- Installation of new signals at the intersections of Caldwell Avenue at the SR-99 southbound and northbound ramps, and at the west and east project entrances on Caldwell.

Phase 2 – Retail and Other Commercial

- Widening of the SR-99 segments north and south of Caldwell Avenue to provide three through-lanes in each direction.
- Reconstruction of the SR-99/Caldwell Avenue interchange, including widening of the overcrossing bridge to accommodate two through lanes in each direction.
- Widening of Caldwell Avenue to provide two through-lanes in each direction from SR-99 to Akers Street.

The transportation improvements indicated for Phase 1 will be constructed by the County and would be reimbursed by Sequoia Gateway upon development. The off-site roadway frontage improvements for Phase 1 will be subject to CEQA review in this EIR. The major transportation improvements indicated

for Phase 2 are currently in various states of planning and development by Caltrans and the Tulare County Association of Governments (TCAG).

These transportation projects were in the planning stages well before the application for Sequoia Gateway Commerce Park was submitted to the County, and these transportation projects would be constructed with or without the Sequoia Gateway project. The completion schedules for those highway improvement projects will determine the timing of development for Phase 2. The opening year that is assumed in the EIR for Phase 2 will be based on the best estimates for completion of these roadway improvement projects by the responsible agencies.

Since the development of Phase 2 of the Sequoia Gateway project relies on the completion of these major transportation improvements, the EIR will provide substantial evidence regarding agency commitments to construct these improvements by documenting the funding, programming, and scheduling commitments that ensure these projects will be completed as indicated in the EIR.

The environmental reviews for these major transportation improvements have either been completed or will be completed by the responsible agency for each project and will not be provided in this EIR. However, the EIR will reference and discuss these environmental documents as reasonably necessary and appropriate.

Project Infrastructure

The systems planned for project water supply, wastewater treatment, and stormwater drainage are briefly described below.

Water Supply

The project water supply would be provided by the California Water Service Company (Cal Water) from its existing municipal system serving the metropolitan Visalia area. To serve the project, a new 12-inch water main would be extended east from the existing main located at Caldwell and Peppertree Court, following the south side of Caldwell Avenue for a distance of 1.4 miles to the project site where it would connect to the project water distribution system. The EIR will address the construction of the water main extension to the project site. Water conservation measures will be discussed in the EIR as well.

Wastewater Treatment and Disposal

Wastewater treatment and disposal for the Sequoia Gateway project will be provided by onsite facilities developed as an integral part of the project. The wastewater facilities, including sewer collection system, tertiary-recycled water treatment plant, and disposal of treated water will be implemented in sequence with the two phases of project development. The wastewater facilities will be privately owned and operated by Sequoia Gateway, employing certified wastewater treatment plant operators as required by State regulations. The wastewater treatment plant for the project will be located on a 2.5-acre parcel in the southeast corner of the site. The proposed wastewater treatment system will consist of a membrane bioreactor (MBR) treatment plant, designed to provide compliance with all California Title 22 requirements for tertiary-treated recycled water, including redundancies, emergency storage, and continuous monitoring capabilities. Permitting of the wastewater facilities will be through issuance of Waste Discharge Requirements (WDRs) by the Central Valley Regional Water Quality Control Board (RWQCB).

For Phase 1, the treated effluent will be disposed of through irrigation within project landscaped areas and undeveloped areas of the site planned for Phase 2 of the project. Upon completion of Phase 2, the treated effluent that is not required for on-site landscape irrigation would be conveyed off-site. The final disposal plan has not been finalized, but several feasible options are currently under consideration including: (1) surface discharge to Evans Ditch; (2) discharge to the adjacent stormwater ponding/recharge basin south

of the project site; (3) pipeline connection to a Kaweah Delta Water Conservation District recycled water system; and (4) land application on nearby agricultural lands. The EIR will describe the project wastewater treatment and disposal system in detail, including the plans for recycled water usage upon project buildout. The potential environmental effects associated with all aspects of the wastewater treatment and disposal process will be addressed in the EIR based on technical analyses by qualified engineering consultants.

Stormwater Drainage System

The project will utilize low impact development techniques to reduce the volume of runoff and address water quality impacts. The primary features will include the use of bioswales within the project landscaped setback areas and selected use of pervious paving. In addition, a 3-acre open space area in the center of the project will be designed to provide stormwater detention and water quality filtration. During large storm events, overflows from project bioswales and street drainage will be directed to the project storm drain system and conveyed to a 2.7-acre drainage basin to be constructed on-site near the southern project boundary.

THE USES AND FORMAT OF THE EIR

Discretionary Actions to be covered by the EIR

The following discretionary actions for the Sequoia Gateway project are intended to be covered by the EIR:

- General Plan Amendment
- Specific Plan (Corridor Plan)
- Change of Zone (Rezoning)
- Special Use Permit(s) – Phase 1
- Special Use Permit(s) – Phase 2
- Lot Line Adjustment
- Tentative Parcel Map
- Development Agreement

Levels of CEQA Review to be provided by the EIR

As prescribed by CEQA, the EIR will provide a level of environmental review and analysis that is commensurate with the level specificity of the proposed action and the level of project detail available. The main proposed actions include of the adoption of the General Plan Amendment and Specific Plan for the project, as well as the approval of one or more Special Use Permits for project development.

The General Plan Amendment will require a program-level of analysis that provides an appropriate degree of environmental review at the General Plan level. This level of analysis will be further informed by the greater level of detail provided in the Specific Plan for the project.

Since a final Special Use Permit is proposed for Phase 1, this initial project phase will be subject to a more detailed project or construction level of review, in keeping with the greater level of specificity available in the plans for this initial phase. Thus, the EIR will partially consist of a Program EIR (PEIR) for the entire project and will also serve as a project-specific EIR for Phase 1.

To the extent that the project details and corresponding environmental review then under consideration fall outside the scope of this EIR, it is expected that subsequent environmental review would be required for Phase 2 when detailed plans for that phase are completed

Agencies with Potential Jurisdiction over Elements of the Project

Tulare County Board of Supervisors
Tulare County Resource Management Agency (RMA)
Tulare County Association of Governments (TCAG)
California Department of Transportation (Caltrans)
Central Valley Regional Water Quality Control Board (CVRWQCB)
San Joaquin Valley Air Pollution Control District (SJVAPCD)
Kaweah Delta Water Conservation District (KDWCD)
California Department of Fish and Wildlife (CDFW)
California Department of Conservation
Tulare County Airport Land Use Commission (ALUC)
U.S. Fish and Wildlife Service (USFWS)
City of Visalia

SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS

The EIR will address all checklist items contained in Appendix G of the State CEQA Guidelines. The analysis will address the probable direct, indirect, and cumulative environmental impacts associated with construction and operation of the Sequoia Gateway project.

The following is a discussion of the main environmental topics to be covered in the EIR. Those checklist items that are determined to have negligible or no impact associated will be briefly discussed in an EIR chapter entitled “Effects Found Not to Be Significant” as allowed under Section 15128 of the State CEQA Guidelines, and thus, are not discussed below.

Aesthetics/Visual Resources

The proposed project would represent a visual change to the setting but is not anticipated to adversely affect scenic vistas or scenic resources. No public roadways in the area are designated scenic routes, nor have any been determined eligible for such designation. The project would introduce new sources of light to the area. The EIR will include detailed analyses of the potential visual impacts and the potential lighting and glare impacts associated with the Sequoia Gateway project.

Agricultural Resources

The project site is currently in cultivation for irrigated row crops. The site is classified as “Prime Farmland” on the California Department of Conservation’s Important Farmlands Map for Tulare County (2012). The property is not under a Williamson Act Contract. The EIR will include a full analysis of the project’s impact to agricultural resources; and as part of project design, the applicant will voluntarily grant to the County an agricultural conservation easement to insure no impact to agricultural resources pursuant to county-adopted policy. The proposed Agricultural Conservation Easement will be included in an appendix to the EIR.

Air Quality

The air quality analysis will evaluate the air emissions associated with construction and operation. The short-term and long-term emissions resulting from the project will be addressed in a technical assessment prepared by air quality consultants Illingworth & Rodkin. The project’s potential impacts upon local and regional air quality will be evaluated in the EIR based on the methodologies and thresholds established by the SJVAPCD and the California Air Resources Board (CARB). The Air Quality technical report will be included as an appendix to the EIR.

Biological Resources

Preliminary biological surveys conducted on the project site by ecological consultants Live Oak Associates (LOA) indicate that that the site is absent of special-status species and sensitive habitats,

although there is potential that burrowing owls and/or Swainson's hawks could nest on or adjacent to the project site prior to development. In order to evaluate the potential for impacts to protected species, a full biological survey will be conducted by LOA in conjunction with the EIR, including protocol surveys for burrowing owl and Swainson's hawk, as required by the California Department of Fish and Wildlife. The Biological Report will be included as an appendix to the EIR.

Cultural Resources

There are no known historical, archaeological, or paleontological resources on the project site. As a result of the high level of ground disturbance from agricultural activities, there is also a very low likelihood that intact archaeological sites or fossils are present near the ground surface. A cultural resources investigation will be undertaken by Basin Research Associates and the findings and recommendations of the cultural resources report will be included in the EIR as a technical appendix.

Geology and Soils

The Sequoia Gateway site is not located within an Alquist-Priolo Earthquake Fault Zone, and thus, the possibility of ground surface rupture at the site is remote. The project would be subject to ground shaking from a major earthquake, and could also be subject to other seismic hazards, such as liquefaction or seismically-induced settlement. The EIR will address the potential geologic and soils conditions and hazards that could adversely affect the project, and identify mitigation measures to minimize risks associated with any such hazards on the site.

Greenhouse Gas Emissions

The greenhouse gas emissions (GHGs) associated with the project will be quantified by the air quality consultants Illingworth & Rodkin. The project's potential climate change impacts will be evaluated in terms of the significance criteria contained in Appendix G of the CEQA Guidelines, and the criteria and reduction targets established in the Tulare County Climate Action Plan, as well as the GHG study guidelines recommended by the San Joaquin Valley Air Pollution Control District.

Hazards and Hazardous Materials

The past and current agricultural operations within the project site included the use of pesticides, herbicides, and fertilizers which may persist in the site soils. A Phase 1 Environmental Site Assessment will be conducted in conjunction with the EIR in order to determine the potential presence of residual agricultural chemicals or other hazardous materials on the site. The Phase 1 ESA will determine if the site or adjacent lands are listed on any regulatory databases of recorded hazardous materials sites. The EIR will discuss potential impacts and identify mitigations to reduce any potential hazards.

The construction and operation of the project would involve the use of various fuels and materials which are classified as hazardous materials. The EIR will address the potential use of hazardous materials and discuss the hazardous materials management plans and response plans to be implemented in case of accidental spill or unauthorized release of hazardous materials.

Hydrology and Water Quality

The primary hydrology and water quality issues to be addressed in the EIR include flooding, drainage and surface water quality are discussed below. Potential impacts related to water supply and groundwater are addressed subsequently under "Utilities and Service Systems."

There are no FEMA-designated 100-year floodplains or floodways on or immediately adjacent to the project site, although the entire site is mapped as being subject to flooding during the 500-year event. The entire site is also mapped as being subject to inundation in the event of catastrophic failure of the Terminus Dam located in the foothills to the east of Visalia.

The project would result the coverage of most of the site with impervious surfaces such as buildings and paved areas, which would potentially increase the volume and rate of stormwater runoff from the site. The project description indicates that bioswales, pervious paving, and detention basins would be designed to control and capture the increased stormwater. The EIR will address the potential flooding and drainage impacts associated with the project based on technical analysis from a qualified civil engineer.

During grading and construction for the project, stormwater runoff would have the potential to erode exposed soils. During project operations, stormwater runoff would have the potential to carry pollutants from impervious surfaces to downstream water bodies.

The EIR will evaluate the potential impacts to surface water quality and to groundwater quality to the extent relevant that could occur during the construction and operational phases of the project, and identify corresponding mitigation measures, including appropriate best management practices to be implemented in the Storm Water Pollution Prevention Plan (SWPPP) that will be required for the project under State law.

Land Use and Planning

The EIR will address the project's potential effects on existing land uses in the vicinity. The project site lies entirely in the unincorporated area of Tulare County, and is outside the City of Visalia's Sphere of Influence, but inside Visalia's "Urban Area Boundary," or "County Accepted City Urban Area Boundaries" for Visalia, as designated in the Tulare County General Plan.

As discussed in the Project Description above, the project site is within a County-designated Highway 99 Regional Growth Corridor; and as such, the proposed project includes a General Plan Amendment and Specific Plan to establish a Growth Corridor Plan on the site in accordance with the relevant policies of the County's recently adopted General Plan 2030 Update.

The EIR will include a full analysis of the proposed project's consistency with applicable County land use policies and regulations. Since the project site is located in the City of Visalia's Planning Area, the EIR will also evaluate the project's compatibility with and the applicability of Visalia's General Plan policy direction for this site.

The project site lies within the Airport Influence Area of the Visalia Municipal Airport. The EIR will evaluate the consistency of the proposed project with the provisions of the Tulare County Comprehensive Airport Land Use Plan.

Based on the size and nature of the Sequoia Gateway project, there is a potential that the retail competition introduced could affect other businesses in the area, particularly those in Visalia and Tulare. If there is evidence linking the retail competition from the project to any business closures and prolonged vacancies in the trade area, and if it is determined that there is likelihood that such long-term vacancies would result in physical decay of the affected buildings, this would be a physical effect that would be recognized as a potential impact under CEQA.

In order to evaluate the potential for the project to trigger a chain of causation that would ultimately result in substantial physical deterioration of existing buildings (or "urban decay" as it is termed in CEQA case law), the EIR will include a comprehensive analysis of the competitive economic effects of the project, to be undertaken by the Natelson Dale Group (TNDG), a qualified urban economic consulting firm with extensive experience in addressing this precise issue.

If the economic study (including market analysis) finds that there is a potential for the project to result in business closures and prolonged building vacancies, the study will include an evaluation of the potential for the project to result concomitant physical deterioration, or urban decay. The TNDG urban economic study will be included as an appendix to the EIR.

Noise

The project would result in increased noise levels associated with construction and project operation. During the construction phase, noise would be generated by equipment and vehicles during grading, excavation, paving, building construction, and utilities installation. Operational noise sources associated with the project would include traffic generated by employees, customers, and delivery trucks, and mechanical noise. In order to evaluate the potential noise impacts associated with the project, a technical noise study will be prepared by acoustical consultants Illingworth & Rodkin in conjunction with the EIR. The noise study will be included as an appendix to the EIR.

Public Services

The primary public services that would be affected by the project would be fire protection and sheriff's services. The EIR will evaluate the project impact on police and fire services, particularly whether the project would result in the need for new or altered facilities, and, if so, whether the construction of these new or facilities would result in significant environmental impacts.

Transportation/Traffic

The traffic generated by the Sequoia Gateway project would affect the local transportation network, particularly Caldwell Avenue, SR-99, and the SR-99/Caldwell Avenue interchange. Preliminary traffic studies have shown that improvements to these transportation facilities currently planned by TCAG and Caltrans will be needed to support the second phase of the project, as described in the Project Description above.

To evaluate the traffic and transportation impacts associated with the project, a traffic impact study will be prepared by transportation engineers Kimley-Horn and Associates (KHA) in conjunction with the EIR. The traffic study will evaluate the impacts of each phase of planned development and identify any significant impacts and corresponding mitigation measures for each phase. The traffic study will be prepared in consultation with TCAG, Caltrans, and the City of Visalia.

The Traffic Impact Study by KHA will be included as an appendix to the EIR. For additional information and public comment, attached, as Exhibit "A", is KHA's Memorandum (dated July 28, 2015) addressing *Assumptions Used in the Sequoia Gateway Traffic Impact Study*.

Utilities and Service Systems

The primary utility and service systems that would be required for the Sequoia Gateway project include water supply, and wastewater treatment and disposal. As described in the Project Description above, the project water supply would be provided by Cal Water which would extend a 12-inch main eastward along Caldwell to serve the project.

The wastewater generated by the project would be conveyed to an on-site wastewater treatment plant where it would receive tertiary treatment to Title 22 standards for reclaimed water for use in on-site landscape irrigation, agricultural application, and potentially groundwater recharge or conveyance to KDWCD's recycled water distribution system.

The EIR will include a Water Supply Assessment (WSA) to evaluate project water demand and supply, and will also include an evaluation of the planned wastewater system by qualified engineering consultants. The WSA will be included as an appendix to the EIR. The EIR will evaluate other service systems such as solid waste collection and disposal.

Cumulative Impacts

The EIR will include an evaluation of potential cumulative impacts related to each environmental category addressed in the EIR. The cumulative analysis will employ a hybrid approach which utilizes

both the “list” approach and the “summary of projections” or “plan” approach as provided for in CEQA Guidelines Section 15130.

The list approach, which will be applied to the near-term cumulative analysis for Phases 1 and 2, will consider the combined effects of the Sequoia Gateway project and other approved, pending, and foreseeable future projects. The plan approach will be applied to the cumulative impacts associated with General Plan buildout as related to the Sequoia Gateway project. For each impact category, the EIR will analyze whether the cumulative impact would be significant, and if so, whether the contribution from project would be cumulatively considerable as required under CEQA.

Other Checklist Items

Those checklist items contained in Appendix G of the CEQA Guidelines that are determined to have no impact or a negligible level of impact associated with them will be briefly discussed in an EIR chapter entitled “Effects Found Not to Be Significant” as provided under Section 15128 of the CEQA Guidelines. Examples of non-significant impact categories are expected to include Population and Housing, and Recreation.

It is noted that Social and Economic Impacts are not considered to be physical impacts covered by CEQA, unless there is a social or economic impact associated with the project that would indirectly result in an adverse physical environmental impact. This approach is prescribed in Section 15131 of the CEQA Guidelines. As discussed under “Land Use and Planning” above, the potential for economic effects from retail competition introduced by the project to result in significant physical deterioration of buildings within the project trade area will be analyzed thoroughly in an urban economic study to be prepared for the EIR and included as a technical appendix.

Analysis of Project Alternatives

As required by CEQA, the EIR will describe a reasonable range of alternatives to the proposed project that are capable of meeting most of the proposed project objectives, and would avoid or substantially lessen any of the significant effects of the project. The EIR also will identify any alternatives that were considered, but rejected, by the Lead Agency along with a brief explanation regarding why these alternatives were not included in the detailed analysis of project alternatives.

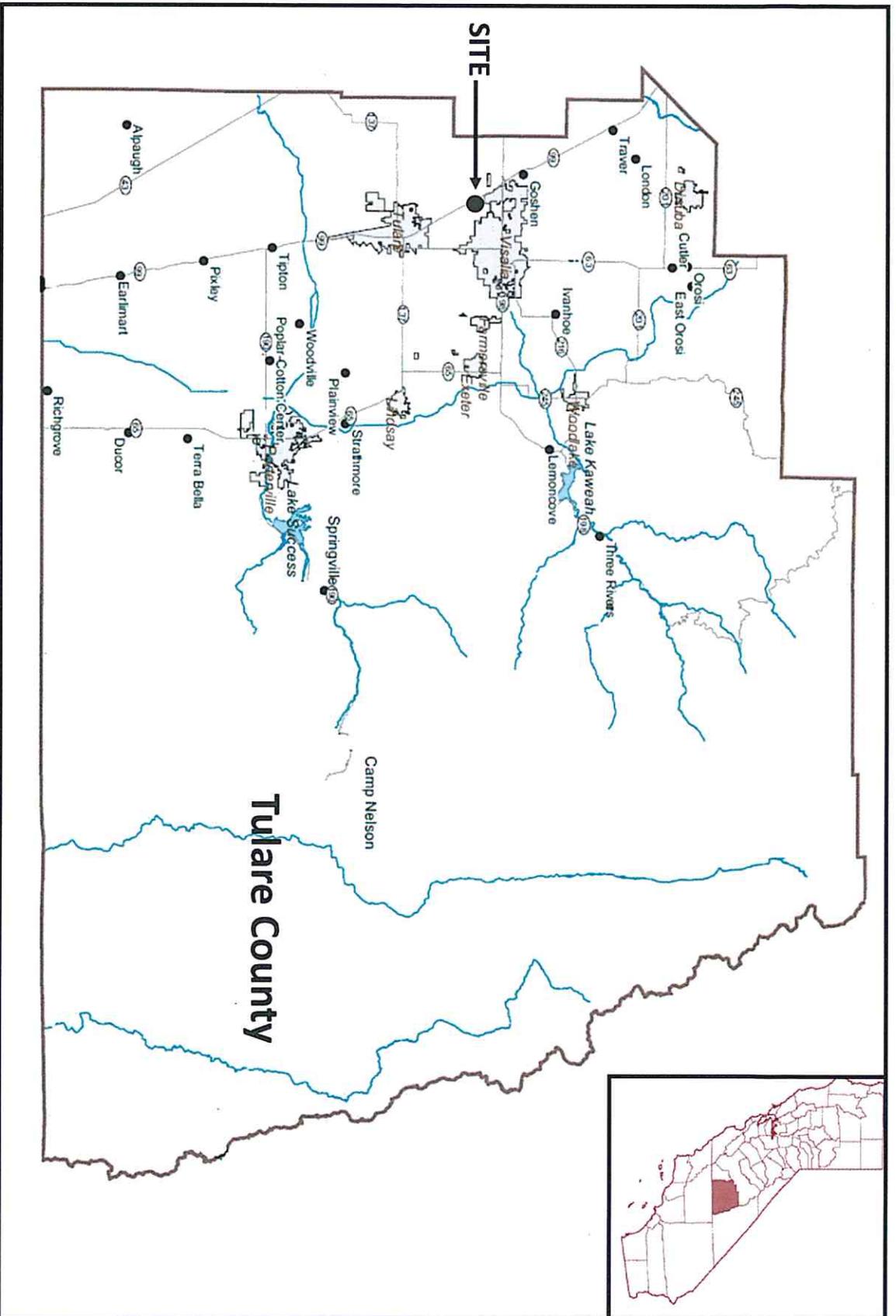
Other CEQA-Mandated Analyses

In addition to the topical impact discussions described above, the EIR will address the summary analyses required under CEQA, including Growth-Inducing Effects; Significant and Unavoidable Impacts; and Significant Irreversible Environmental Changes.

OPPORTUNITY FOR PUBLIC COMMENT

Interested individuals, groups, and agencies may provide to the County of Tulare Resource Management Agency, Planning Branch, written comments on topics to be addressed in the EIR for the proposed project. Because of time limits mandated by state law, comments should be provided no later than **5:00 p.m. September 21, 2015**. Agencies that will need to use the EIR when considering permits or other approvals should provide the name of the staff contact person. Please send all comments to

Michael C. Spata
Director and Environmental Assessment Officer
Tulare County Resource Management Agency
5961 South Mooney Boulevard
Visalia, CA 93277-9394
or via email at: MSpata@co.tulare.ca.us
or via phone: 559-749-7000

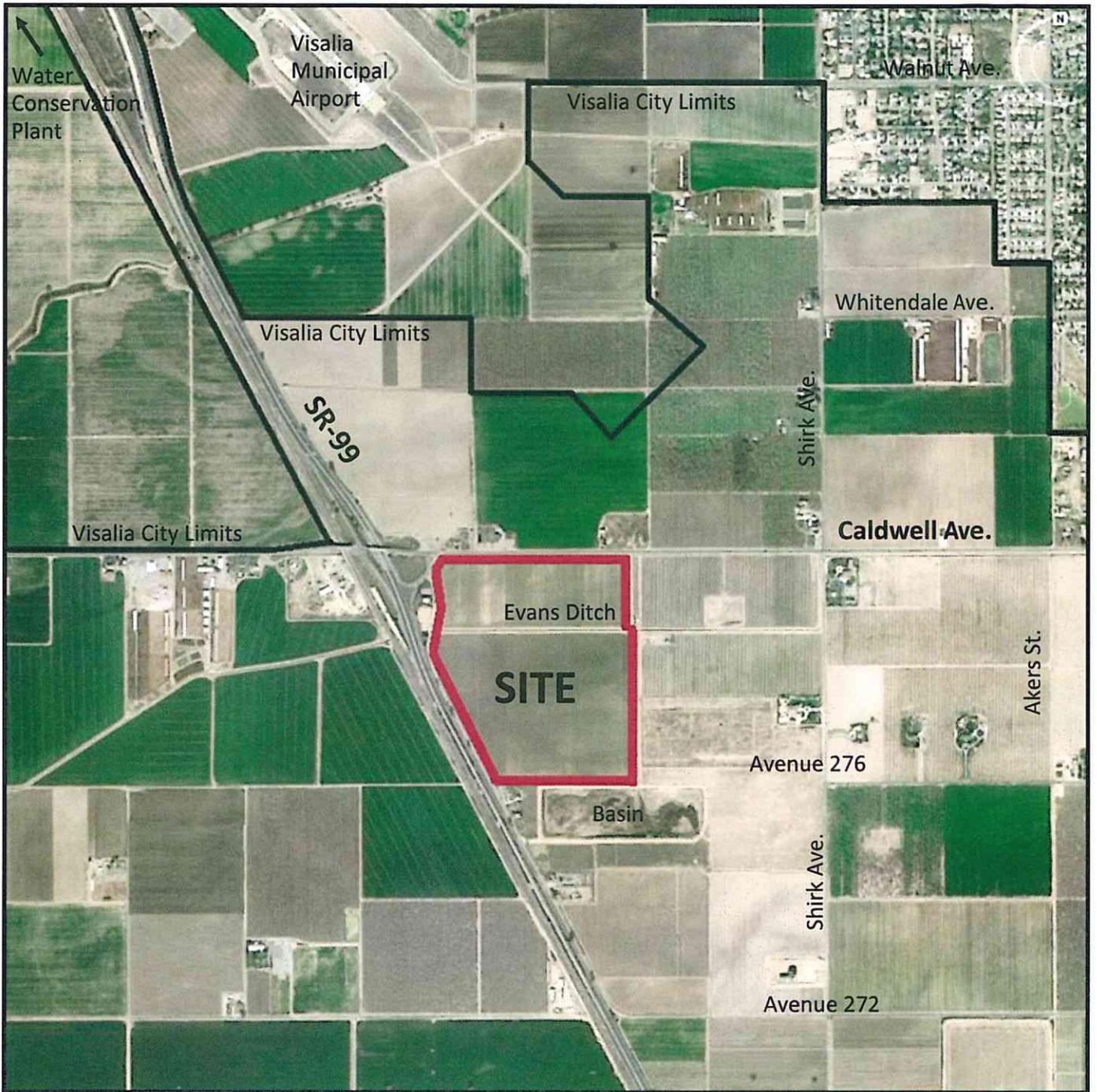


Source: County of Tulare

Sequoia Gateway Commerce Park

Regional Location

Figure 1



Sequoia Gateway Commerce Park

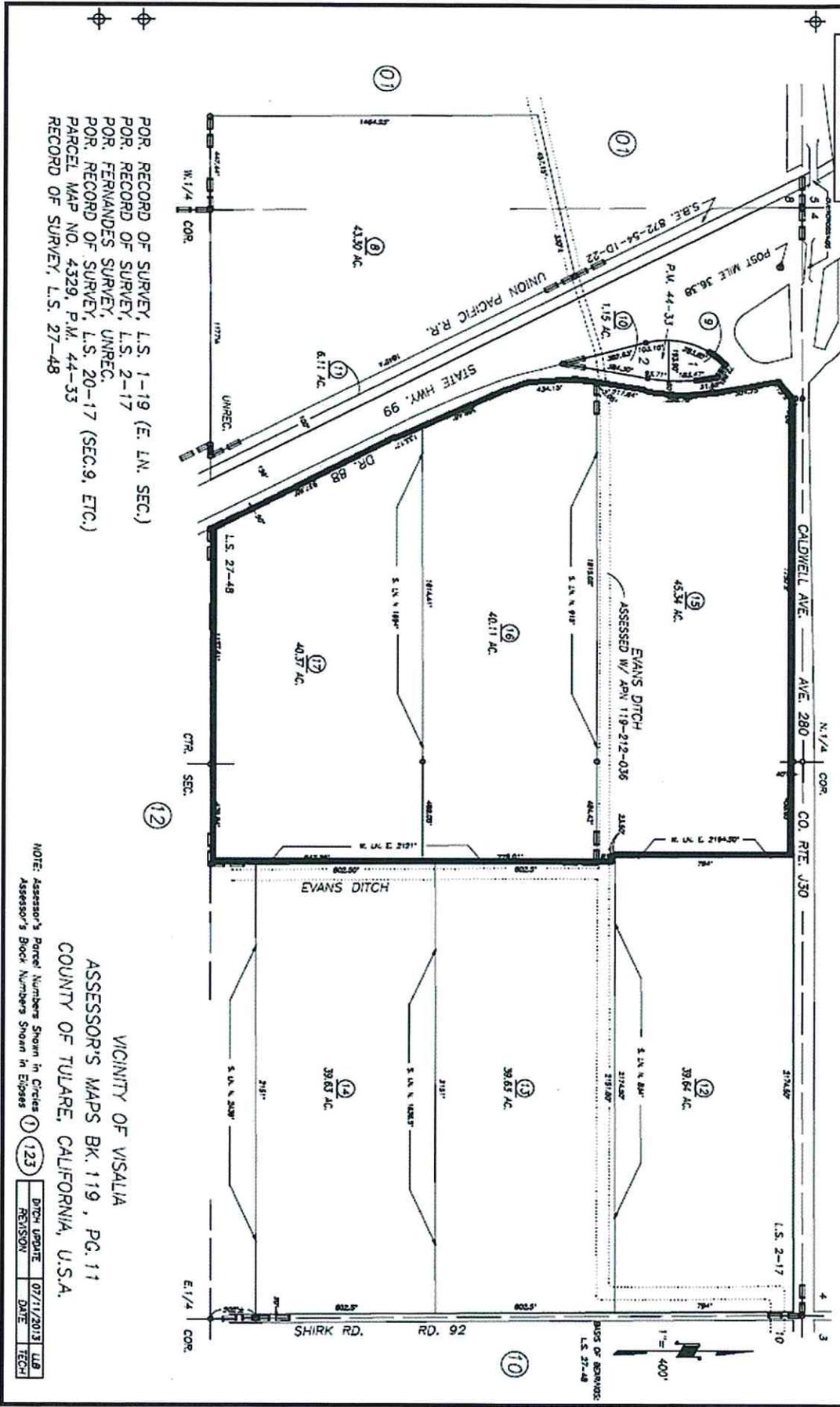
Vicinity Map

Figure 2

DISCLAIMER
 THIS MAP WAS PREPARED FOR LOCAL PURPOSES AND IS NOT TO BE USED FOR ANY OTHER PURPOSES. THE ASSessor'S OFFICE AND THE PARCELS SHOWN HEREON MAY NOT CORRELATE WITH STATE AND LOCAL RECORDS. THE ASSessor'S OFFICE DOES NOT GUARANTEE THE ACCURACY OF THE INFORMATION SHOWN HEREON.

N1/2 SEC.9, T.19S., R.24E., M.D.B.&M.

Tax Area Codes 119-11
 153-003
 153-081
 153-082



FOR RECORD OF SURVEY, L.S. 1-19 (E. LN. SEC.)
 FOR RECORD OF SURVEY, L.S. 2-17
 FOR FERNANDES SURVEY, UNREC.
 FOR RECORD OF SURVEY, L.S. 20-17 (SEC.9, ETC.)
 PARCEL MAP NO. 4329, P.M. 44-33
 RECORD OF SURVEY, L.S. 27-48

NOTE: Assessor's Parcel Numbers Shown in Circles (1) (123) DITCH UPDATE 07/11/2013 LUB
 Assessor's Book Numbers Shown in Ellipses (123) REVISION DATE TECH

VICINITY OF VISALIA
 ASSESSOR'S MAPS BK. 119, PG. 11
 COUNTY OF TULARE, CALIFORNIA, U.S.A.

Sequoia Gateway Commerce Park

Assessor's Map

Figure 3

Exhibit “A”

Kimley-Horn and Associates

Memorandum

Assumptions Used in the Sequoia Gateway Traffic Impact Study

(July 28, 2015)



MEMORANDUM

To: Mr. Bert Verrips, AICP
Environmental Consulting Services

From: Erica Roecks, P.E.
Kimley-Horn and Associates, Inc.

Date: July 28, 2015

Subject: Assumptions Used in the Sequoia Gateway Traffic Impact Study

The purpose of this memorandum is to state the assumptions for trip generation, trip distribution, roadway improvements, and project list of pending and approved projects used in the analysis to identify traffic impacts for the proposed Sequoia Gateway Commerce and Business Park.

The proposed Sequoia Gateway Commerce and Business Park project is planned to be located just east of SR-99 and just south of Avenue 280 (Caldwell Avenue). The project is planned to be implemented in two phases. Phase 1 includes highway commercial uses consisting of the following:

- 33,060 square feet of fast food restaurants
- 30,500 square feet of sit-down restaurants
- 16 pump & 8 pump gas stations with convenience markets
- 7,500 square feet of retail
- Three hotels totaling 352 rooms
- 57,500 square feet of office uses

Phase 2 includes additional commercial uses consisting of the following:

- 809,000 square feet of regional retail uses
- an additional 7,700 square feet of fast food restaurants
- an additional sit down restaurant totaling 5,500 square feet
- an additional office building totaling 15,000 square feet

Trip Generation

Trip generation for developments is typically calculated based on data from the Institute of Transportation Engineer's (ITE) *Trip Generation, 9th Edition*¹. This is the standard reference for determining trip generation for potential projects. Trip generation estimates for each land use listed for the proposed project was calculated. It should be noted that the trip generation rates and equations for each land use were determined from surveys collected at standalone projects and not within a shopping center or any other multi-use development. For some land uses an average rate and a fitted curve equation are provided for the sample data. ITE methodology dictates that the fitted curve equation should be used if there are 20 or more data points, or if the R² value is greater than 0.75 (the R² value shows how close the data is to the fitted curve, with 1.0 being the best fit, and 0.0 showing no fit) and the weighted standard deviation for the weighted average rate is greater than or equal to 55 percent of the weighted average rate.

Table 1 shows the trip generation rates to be used for the proposed project for each land use in the weekday daily, weekday AM peak, weekday PM peak, and Saturday peak hour. It should be noted that there was no Saturday peak hour data for a gasoline station with convenience market and therefore the rate was calculated by applying the ratio of the weekday PM rates for a gasoline station with convenience market only to a gasoline station with convenience market and car wash to the Saturday rate for a gasoline station with convenience market and car wash.

Calculation:

Gas Station w/ Convenience Market Weekday PM Rate = 13.51

Gas Station w/ Convenience Market & Car Wash Weekday PM Rate = 13.86

Gas Station w/ Convenience Market & Car Wash Saturday Peak Hour Rate = 19.46

$$(13.51/13.86) \times 19.46 = 18.96$$

¹ *Trip Generation Manual, 9th Edition*, Institute of Transportation Engineers, Washington D.C., 2012.

Table 1 – Trip Generation Rates

<i>Land Use</i>	<i>ITE Land Use Code</i>	<i>Variable</i>	<i>Weekday Daily</i>	<i>Weekday AM Peak</i>	<i>Weekday PM Peak</i>	<i>Saturday Peak</i>
Hotel	310	Rooms	8.17	0.53	0.60	$T = 0.69(X) + 4.32$
General Office	710	1,000 SF	$\ln(T) = 0.76\ln(X) + 3.68$	$\ln(T) = 0.80\ln(X) + 1.57$	$T = 1.12\ln(X) + 78.45$	0.43
Shopping Center	820	1,000 SF GLA	$\ln(T) = 0.65\ln(X) + 5.83$	$\ln(T) = 0.61\ln(X) + 2.24$	$\ln(T) = 0.67\ln(X) + 3.31$	$\ln(T) = 0.65\ln(X) + 3.78$
High-Turnover (Sit-Down) Restaurant	932	1,000 SF	127.15	10.81	9.85	14.07
Fast-Food Restaurant w/ Drive Thru	934	1,000 SF	496.12	45.42	32.65	59.00
Gasoline Station w/ Convenience Market	945	Fueling Positions	162.78	10.16	13.51	18.96*

T = # of trips
 X = Size per 1,000 square feet (SF)
 *Calculated

Internal Capture

With multi-use development there is potential for interaction among uses within the site. These types of trips are considered internal to the site and are “captured” within the site. The standard engineering reference for determining internal capture reductions for the proposed land uses is the *ITE Trip Generation Handbook, 3rd Edition*². The following site specific characteristics of the proposed project as outlined in the *ITE Trip Generation Handbook, 3rd Edition* make it a good candidate for internal capture trip reductions:

- Internal street network and pedestrian connectivity: The proposed project is a mixed-use development with a well-integrated internal street network providing pedestrian and vehicle connectivity for easy access between land uses. Motorists will be able to travel between the land uses without leaving the project site and thereby creating external trips.
- Project size: The proposed project is also a prime candidate for internal capture reductions because the project size is between the 100,000 square feet to 2 million square feet of building space that ITE recommends. The data in the *Trip Generation Handbook, 3rd Edition* corresponds to this range in building size.

² *Trip Generation Handbook, 3rd Edition*, Institute of Transportation Engineers, Washington D.C., August 2014.

- Complimentary land uses: The land uses also include a combination of retail, restaurant, office, and hotel. The complimentary land uses allow for a believable interaction between the proposed land uses.
- No competing markets: The proposed project location is secluded from any adjacent competing markets, making the likelihood higher for capturing trips internally within the mixed-use development site.

Each phase of the Sequoia Gateway project has a different mix of land uses and therefore the average internal capture reductions vary by phase and time period. ITE has internal capture data for the weekday AM and weekday PM peak hours only, and no data for the Saturday peak. Therefore, the internal capture reductions for the Saturday peak hour were assumed to be the same as for the weekday PM peak. For the proposed Sequoia Gateway project, the average overall internal capture reductions are shown in **Table 2**. It should be noted that the internal capture percentages do not account for the interaction of the gas station with convenience market and the other land uses because the gas station with convenience market does not fall into any of the designated land uses with internal capture rates in ITE's *Trip Generation Handbook*, therefore, the proposed internal capture percentages are conservative.

Table 2 – Internal Capture Percentages by Phase

<i>Phase</i>	<i>Weekday AM Peak</i>	<i>Weekday PM Peak</i>	<i>Saturday Peak</i>
Phase 1	4%	13%	13%
Phases 1 and 2	4%	4%	4%

The Caltrans *Guide for the Preparation of Traffic Impact Studies* states that internal capture reductions greater than five percent should be justified. Kimley-Horn proposes to use the internal capture reductions shown in **Table 2** based on the site specific characteristics of the proposed project the match the characteristics of the ITE methodology. Caltrans accepted the use of internal capture methodology described above in a letter dated June 19, 2015.

Pass-by and Diverted Link Trips

Due to the nature of the proposed highway commercial uses, there will be pass-by trips and diverted link trips to the project. Pass-by trips represent trips already on the road which stop as they pass by the site as a matter of convenience on their path to another destination. These trips enter and exit the site at the driveways but are not new trips on the external street and roadway network. Diverted link trips also account for trips already on the road that are attracted from nearby roadways but require a diversion from that primary roadway to another roadway to access the site. Like pass-by trips, diverted link trips are not new trips to the transportation network, but are new trips on the roadway link between the primary travel route and the diversion destination.

Location of the project site also influences the amount of pass-by and diverted link trips. If the project is located along a major roadway where drivers can conveniently turn from the roadway into a site driveway, then pass-by is generally greater and diverted link is lower. Conversely, if the project is

located in a somewhat isolated location without direct access to a major roadway, then pass-by is often lower and diverted link is greater.

The Sequoia Gateway site is located along Avenue 280 (Caldwell Avenue) which will carry some pass-by trips; however, a larger proportion of the trips will be diverted link trips from the adjacent SR-99 freeway due to the highway commercial nature of the proposed uses. The most complete source of data regarding average pass-by rates for various land uses is found in *Trip Generation Handbook*. Ranges of diverted link trips are also available in *Trip Generation Handbook* but averages are not reported. The rates published by ITE are based on numerous studies by professional transportation engineers throughout the country.

ITE methodology states that when determining the pass-by rate to use for each land use, one should begin by using the fitted curve equation for each land use in Appendix F. However, there is no fitted curve equation on any of the land use data plots because there are either less than 10 data points available or the R² value is less than 0.5. If there is no fitted curve equation, then the average rate is the next best starting point, if the sample consists of at least three data points and the size of the study is within the range of data points provided. Following this methodology, **Table 3** summarizes the average pass-by percentages and ranges of diverted linked percentages from *Trip Generation Handbook*. Diverted link percentages are also included in **Table 3**.

Table 3 – Pass-by and Diverted Link Percentages for Weekday AM, Weekday PM, and Saturday Peak Hours (per ITE)

<i>Land Use</i>	<i>Average Pass-By Percentage</i>	<i>Average Diverted Link Percentage</i>	<i>Diverted Link Percentage Range</i>
Hotel	Data not available	Data not available	Data not available
Office	Data not available	Data not available	Data not available
Shopping Center	0% ^A (34%) [26%]	0% ^A (26%) [35%]	AM Data not available (6% - 44%) [10% - 56%]
High Turnover Sit Down Restaurant	0% ^A (43%) [43%] ^B	0% ^A (26%) [26%] ^B	AM Data not available (11% - 54%) Sat Data not available
Fast Food Restaurant With Drive-Through	49% (50%) [50%] ^B	28% (23%) [23%] ^B	16% - 43% (9% - 48%) Sat Data not available
Gas Station with Convenience Market	62% (56%) [56%] ^B	21% (31%) [31%] ^B	12% - 39% (19% - 43%) Sat Data not available

xx = Weekday AM peak

(yy) = Weekday PM peak

[zz] = Saturday midday peak

^AAM data not available and therefore assumed 0%

^BSaturday data not available and therefore assumed same as PM percentage

There is no pass-by percentage stated for the hotel and office land uses. Therefore, no pass-by or diverted link reductions will be assumed in the analysis for these two uses.

In the following paragraphs, the pass-by and diverted link percentages derived from the ITE methodologies are presented. This is followed by a concluding paragraph with Kimley-Horn's recommendations as to which of these rates are appropriate to apply to the proposed project given its geographical context.

For the **shopping center land use**, there is no data provided for the weekday AM peak hour. To be conservative, the pass-by and diverted link percentages were assumed to be zero. For the weekday PM peak, there is no equation given, but there are at least three data points provided and the range of sizes for the data points provided are from 9 KSF to 1,200 KSF. For Phase 1, the project size is 7.5 KSF, which is close to the smallest data point of 9 KSF. Therefore, the average pass-by rate for this land use is 34 percent for the PM peak (and 0 percent for the AM peak). For Phases 1 and 2, the shopping center land use totals 893.26 KSF, when all the retail, fast food restaurants, and sit-down restaurants are combined. This also falls within range of the shopping center land use and therefore the average rate should be used. For the diverted link percentage in the weekday PM peak, the average rate is 26 percent, with a range of six percent to 44 percent. For the Saturday midday peak there is no equation given, but there are at least three data points provided and the range of sizes for the data points provided are from 144 KSF to 880 KSF. For Phase 1, the project size is 7.5 KSF, which is outside the range of values given. Although the size is outside of the range, the average pass-by rate for this land use is 26 percent for the Saturday midday peak. For Phases 1 and 2, the shopping center land use totals 893.26 KSF, when all the retail, fast food restaurants, and sit-down restaurants are combined. This falls just above range of the shopping center land use and the average rate should be used. For the diverted link percentage in the Saturday midday peak, the average rate is 35 percent, with a range of 10 percent to 56 percent.

For the **high turnover sit-down restaurant** land use, there is no data provided for the weekday AM peak hour. To be conservative, the pass-by and diverted link percentages were assumed to be zero. For the weekday PM peak, there is no equation given, but there are at least three data points provided and the range of sizes for the data points provided are from 2.9 KSF to 12 KSF. For Phase 1, the project size for each restaurant falls within the range listed above. Therefore, the average pass-by rate for this land use is 43 percent in the PM peak (and 0 percent for the AM peak). For Phases 1 and 2, the high turnover sit-down restaurant is being included in the shopping center land use, and therefore no pass-by rate is applicable to this land use in Phase 2. For the diverted link percentage in the PM peak, the average rate is 26 percent, with a range of 11 percent to 54 percent. There is no Saturday peak hour data available and therefore the same percentages were assumed as the weekday PM peak hour.

For the **fast-food restaurant with drive-thru** land use in the weekday AM and PM peak hours, there is no equation given, but there are at least three data points provided and the range of sizes for the

data points provided are from 1.4 KSF to 4.2 KSF in the AM peak and 1.3 KSF to 4.3 KSF in the PM peak. For Phase 1, the project size for each restaurant either falls within the range listed above or is slightly larger. Therefore, the average pass-by rate is 49 percent in the AM peak and 50 percent in the PM peak. For Phases 1 and 2, the fast-food restaurant with drive-thru is being included in the shopping center land use, and therefore no pass-by rate is applicable to this land use in Phase 2. For the diverted link percentage in the weekday AM peak, the average rate is 28 percent, with a range of 16 percent to 43 percent. For the diverted link percentage in the weekday PM peak, the average rate is 23 percent, with a range of nine percent to 48 percent. There is no Saturday peak hour data available and therefore the same percentages were assumed as the weekday PM peak hour.

For the **gas station with convenience market** land use in the weekday AM and PM peak hours, there is no equation given, but there are at least three data points provided and the range of sizes for the data points provided are from 8 to 10 fueling positions in the weekday AM peak and PM peak periods. For Phases 1 and 2, the project size for each gas station falls within the range listed above or is larger. Therefore, the average pass-by rate is 62 percent in the weekday AM peak and 56 percent in the weekday PM peak. For the diverted link percentage in the weekday AM peak, the average rate is 21 percent, with a range of 12 percent to 39 percent. For the diverted link percentage in the weekday PM peak, the average rate is 31 percent, with a range of 19 percent to 43 percent. There is no Saturday peak hour data available and therefore the same percentages were assumed as the weekday PM peak hour.

The Caltrans *Guide for the Preparation of Traffic Impact Studies* states that “pass-by” trip reductions greater than 15 percent should be justified. Based on the location of the proposed project and low existing volumes on Caldwell Avenue, it is the professional opinion of Kimley-Horn and Associates that using the pass-by percentages as identified in *ITE's Trip Generation Handbook* would result in an over-estimation of pass-by trips. Therefore, Kimley-Horn proposes to use a conservative pass-by percentage of five percent. Based on the close proximity of the project site to SR-99 and the highway commercial uses proposed, it is expected that the number of diverted link trips will be relatively high. It is expected that many drivers along SR-99 will exit the freeway at Caldwell Avenue, enter the proposed project site along Caldwell Avenue, and then return to SR-99 via Caldwell Avenue. Kimley-Horn proposes to use the average diverted link percentages listed in **Table 3** for each phase and time period. Caltrans accepted the use of pass-by and diverted link percentages described above in a letter dated June 19, 2015.

Proposed Trip Reductions

In summary, Kimley-Horn recommends the use of the trip generation rates listed in **Table 1**, internal capture reduction percentages listed in **Table 2**, a five percent pass-by reduction (where applicable as shown in **Table 3**), and average diverted link reduction percentages shown in **Table 3**, where applicable, for each phase and time period.

Trip Distribution

The trip distribution for the proposed project is separated into a Phase 1 project distribution that will be used in the Near-term (2017) plus project scenario and a Phases 1 & 2 project distribution that will be used for the Near-term (2023) plus project scenario and the Cumulative (2036) plus project scenario. The Phase 1 trip distribution used for Near-term (2017) is based on a select zone run from the Tulare County Association of Governments (TCAG) model. The Phases 1 & 2 trip distribution used for Near-term (2023) and Cumulative (2036) is based on the TCAG model select zone run with adjustments to increase the local trips to and from the City of Visalia. **Figure 1** shows the project trip distribution for the Near-term (2017) scenario and the project distribution for the Near-term (2023) and Cumulative (2036) scenarios.

Roadway Improvements

Under future development conditions it is anticipated that there will be changes in lane geometry within the study area. **Table 4** lists the roadway improvements that will be included in the analysis, as well as the year the roadway improvement will be implemented.

Table 4 – Roadway Improvement and Year Implemented

<i>Roadway Location</i>	<i>Improvement</i>	<i>Year Implemented</i>
Caldwell Avenue / SB SR-99 Ramps	Signalize intersection	Near-term (2017)
Caldwell Avenue / Drive 85B / NB SR-99 Ramps	Signalize intersection	Near-term (2017)
Caldwell Avenue along project frontage	Widen to four (4) through lanes including left turn pockets and a signal at the west project entrance	Near-term (2017) + Phase 1
SR-99 from SR-198 to Cartmill Avenue	Widen to six (6) through lanes	Near-term (2023)
SR-99/Caldwell interchange	Reconstruction of the SR-99/Caldwell interchange	Near-term (2023)
Caldwell Avenue (SR-99 to Akers Street)	Widen to four (4) through lanes	Near-term (2023)
Caldwell Avenue along project frontage	Additional left turn pockets as needed and a signal at the east project entrance	Near-term (2023) + Phase 2
Various	Improvements assumed in the TCAG model per Circulation Element	Cumulative (2036)

Pending and Approved Projects

To achieve future traffic conditions, traffic volumes from approved, but not yet constructed projects were incorporated according to the information provided by the City of Visalia and the County of Tulare. Most of the projects were assumed in the Near-term (2017) conditions and a few were assumed in the Near-term (2023) conditions. The list of the pending and project projects that will be included in the analysis is attached.

Specifically for the Near-term (2023) scenario, the volumes will be determined from the list of pending and approved projects or the growth in the model. To be conservative, the higher volumes of the two will be used.

Cumulative (2036) volumes will be determined from the growth in the TCAG model from the 2040 year.

Synchro Model Assumptions

There are many Synchro model inputs that have been assumed for this study, as outlined below:

Base Saturation flow rate: At Caltrans intersections, the ideal base saturation was set to 1800 vehicles per hour per lane (vphpl) for left and right turns. At all other intersections, the ideal base saturation was set to 1900 vphpl for left and right turns according to the Highway Capacity Manual.

Percent grade: At intersections where there is not a flat grade, the percent grade setting will be adjusted accordingly.

Conflicting Pedestrians: At locations where there are conflicting pedestrians, this setting will be adjusted accordingly.

Signal Timing settings: Signal timing sheets will be acquired and inputted into the Synchro model for all signalized intersections in the model. Inputs regarding all red time, minimum yellow time, walk time, flash don't walk time, cycle length, and minimum initial green time will be set from signal timing sheets.

Peak hour factors (PHF): PHF settings will be coded from actual peak hour factors from the volume information collected. At Caltrans intersections, a maximum PHF of 0.92 will be inputted at approaches where the PHF exceeded 0.92, to be conservative. In the Long-term scenarios, all intersections will be set to a PHF of 0.92.

Heavy Vehicle Percentages: Heavy vehicle percentages will be coded from existing volume counts.

Right turn on red (RTOR): Right turn on red movements will be determined based on the field visit at all intersections. The RTOR inputs will be coded as a yes in the Synchro model unless the movement is observed to be restricted.

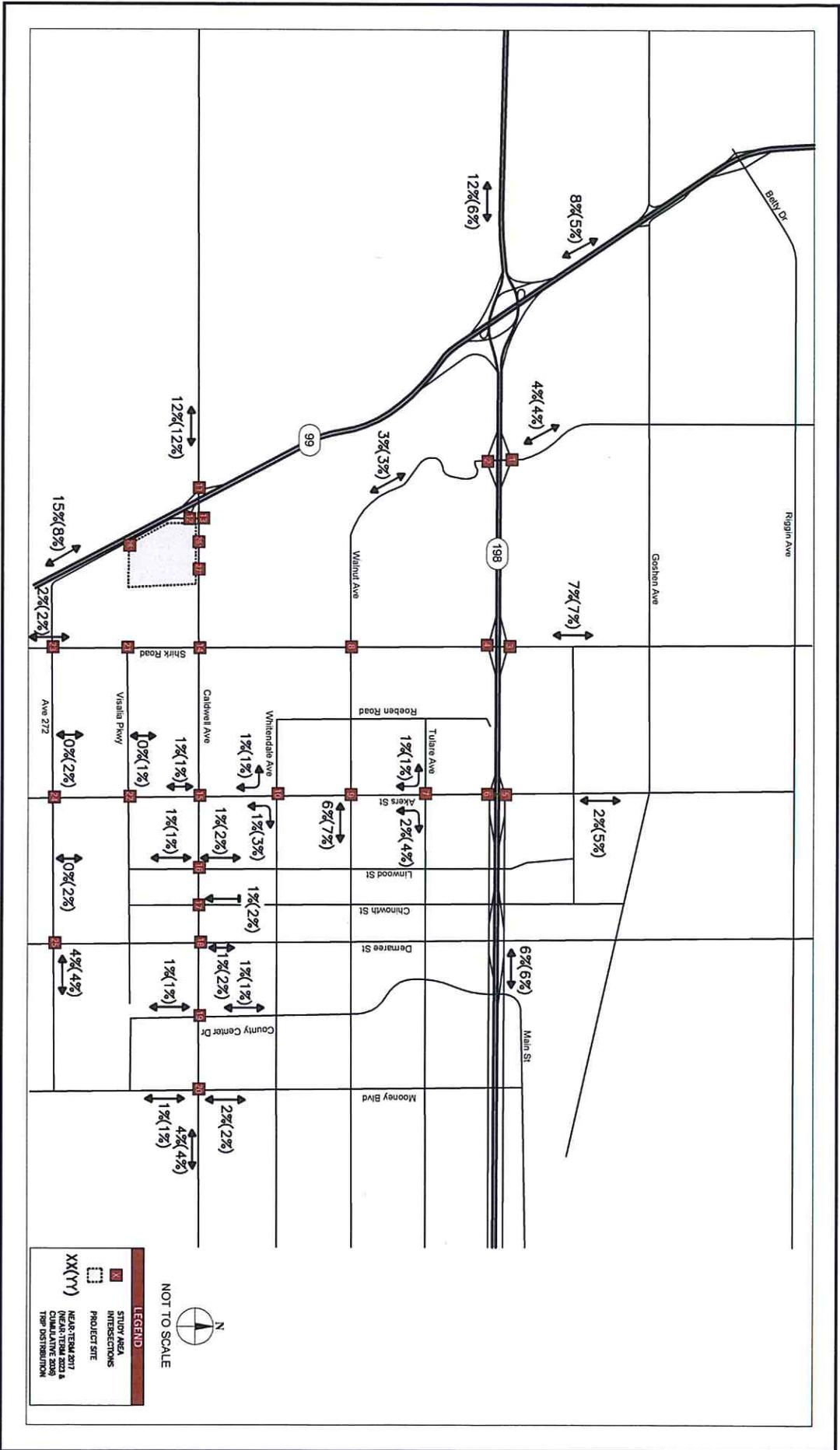


FIGURE 1
PROJECT TRIP DISTRIBUTION
SEQUOIA GATEWAY TRAFFIC IMPACT STUDY

Sequoia Gateway Traffic Study - Pending and Approved Projects

#	Project Name	Location	Type of Unit	Units	Year Assumed Completed
1	Garza Ranch Vesting Tentative Subdivision Map 5482	4204 South Demaree Street	SFR	7	2017
2	Visalia Palms Tentative Subdivision Map No. 5524	NW corner Myrtle Avenue and Chinowth St	Condo/Townhouse	36	2017
3	Di Mello Tuscana Tentative Subdivision Map No. 5516	NE corner Goshen Ave. and Shirk St.	SFR	105	2017
4	Maddox @ Caldwell VI Map No. 5504	Monte Verde Avenue, between Ben Maddox Way and Burke Street	Office	10.23 acres	2017
5	Southtown Subdivision Tentative Map 5501	4234 South Demaree Road	SFR	74	2017
6	Linwood Vesting Tentative Subdivision Map 5490	Linwood Street, between Cherry Court and Mary Avenue	SFR	16	2017
7	Los Pinos Vesting Tentative Subdivision Map 5467	NW corner of Dan's Lane and the future Visalia Parkway	SFR	38	2017
8	Cobblestone Estates II Tentative Subdivision Map	NW Corner of Linwood Street and Union Pacific Railroad	SFR	21	2017
9	Diamond Oaks	south side of East Caldwell Avenue between South Burke Street and South	SFR	68	2017
10	Oakwood Ranch 2 Tentative Subdivision Map No. 5540	SW corner of Demaree St and Houston Ave	MFR	168	2017
11	Garden Street Subdivision Tentative Subdivision Map No. 5541	SE corner of South Garden St and Paradise Ave	MFR	24	2017
12	Maddox @ Caldwell VII Tentative Subdivision Map No. 5531	SW and SE corners of Ben Maddox Way and K Avenue	MFR	56	2017
13	Rancho Santa Fe Estates, Unit No. 3 (Monte Vista Estates) Tentative Subdivision Map No. 5515	NE corner of Santa Fe St. and Monte Vista Ave	MFR	6	2017
14	Willow Springs Tentative Subdivision Map 5483	south side of Walnut Avenue, east of Santa Fe Street	SFR	95	2017
15	Renaissance Town Homes Vesting Tentative Subdivision Map 5469	SW corner of Houston Avenue and Woodland Street	Townhomes	40	2017
16	Valley Oak Tentative Subdivision Map 5497	SE corner of Shirk Road and Walnut Avenue	SFR	148	2017
17	Sequoia Crossing Tentative Subdivision Map 5493	SE corner of Akers Street and Caldwell Avenue	SFR	28	2017
18	Stonegate Estates Tentative Subdivision Map 5479	NE corner of Shirk Street and Hurley Avenue	SFR	86	2017
19	Park West No. 7, Phases 3 Vesting Tentative Subdivision Map 5472	Stevenson Street between Lavida Avenue and Dorothea Avenue	SFR	8	2017
20	Oak Meadow Estates No. 5 Tentative Subdivision Map	SW corner of Savannah Street and Mary Court	SFR	10	2017
21	Estates at Bella Sera Tentative Subdivision Map	NE corner of Akers and Goshen Avenue	SFR	10	2017
22	Turnberry Place Tentative Subdivision Map	5500 West Caldwell Avenue	SFR	32	2017
23	Country Club Estates Vesting Tentative Subdivision Map	south side of Houston Avenue between Demaree Street and Mooney	SFR	39	2017
24	Pheasant Ridge Vesting Tentative Subdivision Map	SE corner of Riggan Avenue and Shirk Street	SFR	299	2017
25	Eagle Creek Vesting Tentative Subdivision Map	SW corner of Ferguson Avenue and Roeben Street.	SFR	71	2017
26	Luisi Ranch Tentative Subdivision Map 5481	east side of Demaree Street btw Ferguson Ave and Houston Ave	SFR	102	2017
27	Shannon Ranch 2 Vesting Tentative Subdivision Map	north side of Riggan Ave, between County Center and Mooney Blvd	SFR	103	2017
28	Quail River Vesting Tentative Subdivision Map 5495	Walnut Avenue, between Lovers Lane and Road 148	SFR	175	2017
29	Silver Oaks Tentative Subdivision Map	SW corner of Demaree Street and Ferguson Avenue	SFR	323	2017
30	Baseball School	6804 W. Pershing Avenue	Sports Complex KSF	85	2017
31	Restaurant and Sports bar and pool hall	3360 S. Fairway Street	KSF	4	2017
32	Dentist office	4129 S. Mooney Blvd.	Dentist office	8.8	2017
33	Optometrist office	3300 S Fairway Street	KSF	3 KSF	2017
34	Montessori School facility	3502 S. Linwood Street	Students	2	2017
35	Personal Fitness Center	7112 W. Pershing Avenue	KSF	105	2017
				2.5	2017

Sequoia Gateway Traffic Study - Pending and Approved Projects

#	Project Name	Location	Type of Unit	Units	Year Assumed Completed
36	Personal Fitness Center	627 N. Akers Street	KSF	1.8	2017
37	Church	430 W. Caldwell Ave	KSF	2.5	2017
38	Medical office	5109 W. Goshen Avenue	KSF	3	2017
39	Office Building	Akers and Noble Ave	KSF	38.25	2017
40	Fitness Center	1241 W. Caldwell Ave	KSF	3.381	2017
41	Fitness Center	6840 West Pershing Ave	KSF	4.95	2017
42	Drug and alcohol counseling office	2378 and 2380 West Whitendale Avenue	KSF	17.25	2017
43	Massage therapy	400 W. Caldwell Avenue	KSF	2640	2017
44	VALLEY OAK SPCA SPA/NEUTER CLINIC	9405 W GOSHEN AVE	KSF	3.889	2017
45	RETAIL	3324 S MOONEY BLVD	KSF	1.7	2017
46	NEW INDUSTRIAL BUILDING	8929 W GOSHEN AVE	KSF	19.2	2017
47	ADDITION TO AN EXISTING RESTAURANT	1115 W CALDWELL AVE	KSF	6.9	2017
48	TOWNHOUSE APARTMENTS	4419 W MYRTLE AVE	Townhouse Units	4	2017
49	TENTATIVE SUBDIVISION MAP WITH 13 LOTS ON 3 ACRES	NW Corner of Caldwell and Akers	SFR	13	2017
50	TWO NEW 4,975 SF STEEL BUILDINGS AND OFFICE	7043 W PERSHING CT	KSF	9.95	2017
51	NEW 11,000 SF BUILDING FOR BIRTHDAY PARTIES AND GYM	7043 W PERSHING CT	KSF	11	2017
52	MEDICAL OFFICE IN EXISTING 2,200 SF BUILDING	4046 S DEMAREE ST	KSF	2.2	2017
53	MASSAGE FACILITY	2009 W ASHLAND AVE	KSF	0.8	2017
54	COSTCO FUELING EXPANSION	1405 W CAMERON AVE	Fueling Positions	3	2017
55	SPORT CLIPS	3735 S MOONEY BLVD	KSF	1.08	2017
56	13 UNIT RETIREMENT ADDITION	4715 W MYRTLE AVE	MFR	13	2017
57	WEIGHT LOSS CLINIC	4239 S MOONEY BLVD	KSF	1.2	2017
58	MEDICAL OFFICE BUILDING	5448 W DE LAS ROBLES	KSF	9	2017
59	PAINT & SIP HANDS ON PAINTING	3332 S MOONEY BLVD	KSF	1.843	2017
60	HOLIDAY INN	5625 W CYPRESS AVE	KSF	59.972	2017
61	MEDICAL OFFICE	2350 W WHITENDALE AVE	KSF	5.824	2017
62	TRAINING CENTER	6642 W PERSHING AVE	KSF	4	2017
63	COSMETOLOGY SCHOOL	3938 S MOONEY BLVD	KSF	8.75	2017
64	PROPOSED PAINT & BODY and WAREHOUSE AND INDIVIDUAL TENA	100 N KELSEY ST	KSF	47.12	2017
65	NEW 2,077 SF BUILDING	5020 W MINERAL KING AVE	KSF	2.077	2017
66	TWO NEW 2-STORY 4 PLEX UNITS AND ONE NEW 2-STORY 6 PLEX UN	44420 W MYRTLE AVE	MFR	14	2017
67	NEW 4-STORY 96-KEY RESIDENCE INN	205 N PLAZA DR	Units	96	2017
68	DOG TRAINING PROGRAMS	3633 W WALNUT AVE	KSF	1.7	2017
69	AMUSEMENT GAMES	2917 S MOONEY BLVD	KSF	1.509	2017
70	NEW BUSINESS IN EXISTING 5300 SF BUILDING	9636 W GROVE AVE	KSF	5.3	2017
71	11-unit addition to a senior citizen residential	2106 S. Garden Street	Units	11	2017

Sequoia Gateway Traffic Study - Pending and Approved Projects

#	Project Name	Location	Type of Unit	Units	Year Assumed Completed
72	Plaza Business Park	NW corner of Crowley and Plaza Drive	Office KSF	210	2023
			College KSF	35,484	
			Hwy Retail	82,344	
73	Roye Family Square	SW corner of Crowley and Plaza Drive	Drive-in Bank	See study	2023
			General office		2023
			Hotel		after 2023
			Gas station		2017
			Restaurant		2023
			Condos/Townhomes		2023
			Shopping Center		2023
74	Old Town Condos	SE corner of Crowley and Plaza Dr	Retail KSF	17.2	2023
			Office KSF	79	
			Hotel Rooms	100	
75	Darrel's Mini Storage	Caldwell Ave and Roeben	KSF	TBD	2023
76	Papich Asphalt Plant	North side of SR-198 and Road 64	KSF	TBD	2023