SECTION 9.0
ALTERNATIVES ANALYSIS

9.0

In considering the appropriateness of a proposed project, CEQA mandates that alternatives to its implementation be discussed. Section 15126.6(a) of the State CEQA Guidelines requires the discussion of "a range of reasonable alternatives to a project, or the location of a project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives." Section 15126.6(f) further states that "the range of alternatives in an EIR is governed by the 'rule of reason' that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice." Thus, the following discussion focuses on those alternatives that are capable of eliminating significant environmental impacts of the proposed project or reducing them to below a level of significance, even if they would impede the attainment of some project objectives or would be more costly.

In accordance with Section 15126.6(f)(1) of the State CEQA Guidelines, among the factors that may be taken into account when addressing the feasibility of alternatives are: (1) site suitability; (2) economic viability; (3) availability of infrastructure; (4) general plan consistency; (5) other plans or regulatory limitations; (6) jurisdictional boundaries; and (7) whether the project applicant can reasonably acquire, control or otherwise have access to an alternative site.

In accordance with Section 15126.6(c) of the State CEQA Guidelines, the following analysis of project alternatives is preceded by a brief description of the rationale for selecting the alternatives to be discussed. In addition, alternatives that were considered but rejected are discussed below.

9.1 SUMMARY OF PROJECT ACTIONS AND OBJECTIVES

This EIR analyzes the potential environmental effects associated with the proposed Redwood City Costco Wholesale project. The proposed development would be located on a 13.65-acre site at 2300 Middlefield Road. The proposed project consists of demolishing the existing Costco facility and parking lot located on the site and constructing a new 148,663-square-foot building, 776 surface parking stalls, and a 16-pump fueling center. The project would also modify existing site access by relocating the main driveway on Middlefield Road from Charter Street to Willow Street.

The discretionary action associated with the project is approval of a Use Permit to allow the continued operation of the Costco commercial retail center in a new, larger building and operation of the proposed fueling center.

Several goals and objectives have been identified by the applicant and the City of Redwood City to ensure that the project is consistent with the development in the surrounding community and to ensure conformity with various City objectives. The project objectives are as follows:

- Meet the growing demand for wholesale retail shopping opportunities within Redwood City;
- Design and construct an integrated commercial development on the entire site;
- Promote economically viable development on the project site;
- Provide expanded commercial uses to serve the surrounding residential neighborhoods and the community as a whole;
- Provide employment opportunities for the residents of Redwood City and neighboring communities; and
- Maintain the City's economic tax base.

9.2 SUMMARY OF SIGNIFICANT IMPACTS

The evaluation of the project's environmental impacts in Section 4.0, *Environmental Impact Analysis,* of this Draft EIR concludes that the proposed project would result in environmental impacts to Air Quality, Geology and Soils, Hazards and Hazardous Materials, and Traffic and Circulation. However, through the implementation of standard conditions and mitigation measures, the proposed project would not result in significant adverse impacts.

9.3 ALTERNATIVES PREVIOUSLY CONSIDERED

All feasible alternatives considered are addressed below. No on-site land use and design concepts were considered but subsequently rejected from further consideration because they failed to substantively change the scope of the proposed project or reduce potentially significant environmental impacts.

9.4 ALTERNATIVES ANALYSIS

This section considers several reasonable alternatives to the proposed Redwood City Costco Wholesale project. The No Project Alternative is included pursuant to CEQA requirements and guidelines. A discussion of the potential impacts for each alternative is also provided.

9.4.1 No Project Alternative

The No Project Alternative is included pursuant to the requirements of CEQA and the CEQA Guidelines. Under the No Project Alternative, it is assumed that implementation of the proposed project would not occur and existing conditions on-site would remain unchanged. The existing Costco facility and surface parking would remain in use at the site under this alternative. Related actions (i.e., development of the fueling center and improvements to site access along Middlefield Drive) would not occur under this alternative.

Environmental Analysis of Alternative

The No Project Alternative generally assumes that no environmental impacts would occur since changes to existing conditions would not occur. The environmental effects that may be expected under the No Project Alternative are discussed by issue area below.

Land Use and Planning - The project site would remain in its current condition with the existing Costco retail warehouse. No Use Permit would be needed to accommodate this alternative. This alternative would have less impact on land use than the proposed project.

Aesthetics – The project site would remain as described under existing conditions. No new structures or landscaping would be introduced on-site. The existing visual characteristics of the site would remain the same. Aesthetic impacts and a determination of whether the site is aesthetically preferable is subjective. Therefore, compared to the proposed project, this alternative would be neutral.

Transportation and Circulation – Project-related traffic conditions along Middlefield Road would remain unchanged. No new project-related trips would be added and no access and roadway improvements along Middlefield Road would occur. Due to the existing congestion at the Willow Street/Middlefield Road intersection, this alternative would have greater traffic impacts than the proposed project.

Air Quality – Implementation of this alternative would not generate demolition and construction emissions or otherwise contribute to higher emissions associated with increased traffic volumes. This alternative would have less impact to air quality than the proposed project.

Noise – Noise in the project's vicinity would continue to be dominated by vehicle traffic and operation of the adjacent Caltrain rail line. No new noise sources from vehicle traffic and delivery trucks (or alternative delivery routes) would occur. Noise impacts under this alternative would be less than the proposed project.

Hydrology and Water Quality – No changes to existing drainage patterns would occur, and no improvements to on-site drainage are expected under this alternative. Because stormwater control at the existing facility would not be upgraded, this alternative may have greater impact on stormwater quality than the proposed project.

Geology and Soils – No changes to the existing topography would occur under the No Project Alternative. No excavation or grading activities or soil disturbance would occur under this alternative. This alternative would have less impact than the project.

Public Services and Utilities – The existing Costco Wholesale facility is served by utility lines located in easements on the project site. Implementation of this alternative would not require the relocation of the existing water, storm drain and sewer easements and other infrastructure. Public services would continue to be provided by the service agencies at existing levels. Existing demand for police and fire protection services would not change with implementation of the No Project Alternative. Impacts would be less under this alternative than the project.

Hazards and Hazardous Materials – The existing use of cleaning and film processing chemicals would continue under this alternative. No fueling center would be constructed under this alternative; thus, issues related to on-site fuel storage would not be introduced to the site. This alternative would have less impact than the proposed project.

Biological Resources – Existing trees and landscaped areas would remain unaltered under the No Project Alternative. This alternative would have less impact than the proposed project.

Based on the analysis above, this alternative would have less impact than the proposed project for most issue areas.

9.4.2 Fueling Center Only

Under this alternative, only a new fueling center would be developed. The existing Costco facility would not be demolished and reconstructed but would remain in use. This alternative would require approval of a Use Permit for the fueling center to be located northwest of the existing Costco building, adjacent to Middlefield Road between the Laurel and Willow Street driveways. Under this alternative, the scope of access improvements is unknown; however, for the purpose of examining environmental effects, it is assumed that improvements at Willow Street and Middlefield Road would be constructed.

Environmental Analysis of Alternative

The environmental impacts of this alternative are briefly discussed below, along with a comparison of impacts to the proposed project.

Land Use and Planning– Construction of the fueling station would require approval of Use Permit. Land use impacts would be the same as described for the proposed project.

Aesthetics – Under this alternative, a new fueling station would be constructed on-site. The rest of the site would remain as described under existing conditions. The existing visual characteristics of the site would remain the same under this alternative, except for the addition of the fueling center canopy and fueling islands. Changes within current view corridors would be minor. Like the proposed project, new sources of light would occur under this alternative. Thus, impacts would be similar to the proposed project.

Transportation and Circulation – As described in Section 4.4, *Transportation and Circulation*, the fueling center entrance would be located internal to the site, as opposed to directly on Middlefield Road to avoid operational or peak queuing impacts (see Figure 4.4-3, *Fueling Center Circulation*). As proposed, fueling trucks would enter and exit the proposed fueling center from the Laurel Street driveway. Based on data collected at comparable Costco fueling centers, the average total queue for 16 position fueling centers is estimated to be 11 vehicles. The 95th percentile queue is estimated to be 18 vehicles. The proposed fueling center queue area would be able to accommodate 28 vehicles. The 28 vehicle queue capacity is in addition to the 16 vehicle fueling positions; therefore, a total of 44 vehicles could be fully accommodated.

Access to the fueling center would be on-site to avoid traffic or queuing impacts on Middlefield Road. With construction of proposed improvements on Middlefield Road, increased trips generated by the fueling center would not result in traffic impacts greater than what would occur with development of the proposed project.

Air Quality – Construction of the fueling center would occur over a shorter duration and no demolition and construction of the Costco warehouse building would occur. Thus, construction emissions would be less under this alternative than the proposed project. Evaporative emissions associated with the operation of the fueling center would be the same as the proposed project. Because this alternative proposes to keep the original warehouse structure, vehicular emissions would be slightly less when compared to the proposed project, as fewer employees and store patrons are expected under this alternative.

Noise – Construction and operation of the fueling center may expose neighboring residents to short-term construction noise. However, no demolition and construction of the Costco warehouse building would occur. Operation of the fueling center is not expected to contribute noticeably to the noise levels from the site. Noise impacts under this alternative would be less than those expected from proposed project.

Hydrology and Drainage – Under this alternative, drainage patterns and the amount of impervious surface is not expected to change from existing conditions. In comparison to the proposed project, a smaller area of the site would be cleared and graded for construction of the fueling center. Thus, less area would be subject to soil erosion during storm events. No stormwater utilities would have to be relocated under this alternative. It is assumed that the same equipment and installation techniques for the fuel tanks and piping as described for the proposed project would be used. While construction-related impacts would be less than described for the proposed project, overall, hydrology and drainage impacts would likely be the same as what would occur under the proposed project.

Geology and Soils – Development of the proposed fueling center would lead to ground disturbance activities during construction; however, no significant changes in topography would occur. Relative to the proposed alternative, construction of the fueling center only would minimize the amount of area disturbed as a result of grading. This would minimize the amount of area subject to soil erosion. However, exposure to seismic activity and other geologic hazards would be the same under this alternative as described for the project.

Public Services and Utilities – As noted in Sections 4.9 and 4.10 of this document, construction of the fueling center component may increase demand for public services and utilities. In particular, the number of fire department calls may increase. However, because the overall facility would be smaller relative to the proposed project, impacts are expected to be less under this alternative.

Hazards and Hazardous Materials – Development of the fueling center would generate the same type of hazards as described for the proposed project. With proper installation of the fuel tanks and piping, no significant hazards are expected to occur under this alternative. The use of cleaning and film processing chemicals would remain the same under this alternative. Thus, impacts would be similar to the proposed project.

Biological Resources – Development of fueling center would require the removal of fewer trees than under the proposed project. It is assumed that the trees would be replaced as part of this alternative; thus, impacts are expected to be similar to the proposed project.

The analysis shows that the Fueling Center Only Alternative would have similar or fewer impacts relative to the proposed project on most issue areas. This would occur primarily because demolition and construction of a new warehouse is not a component of this alternative.

9.4.3 New Costco Wholesale Center Only

Under this alternative, only the new 148,663 square-foot Costco Wholesale warehouse would be developed. The existing 121,400 square-foot Costco Wholesale facility would be demolished and a new building reconstructed. Similar to the proposed project, 776 parking spaces would be constructed on-site to serve the new warehouse. The fueling center would not be developed under this alternative.

Environmental Analysis of Alternative

The environmental impacts of this alternative are briefly discussed below, along with a comparison of impacts with the proposed project.

Land Use and Planning - Under this alternative the fueling center would not be constructed; however, a Use Permit would be needed to allow continued operation of the commercial retail center in a new, larger building. Impacts would be the same as described for the proposed project.

Aesthetics – The existing visual character of the site would change under this alternative but current view corridors would essentially remain the same. Aesthetic impacts and a determination of whether the new structure is aesthetically preferable is subjective. Therefore, compared to the proposed project, this alternative would be considered neutral.

Transportation and Circulation – Traffic volumes within the surrounding area are not anticipated to differ substantively from what is described for the proposed project. As noted in Section 4.4, *Transportation and Circulation*, the project would generate 80 new peak hour trips but is not expected to create any traffic impacts with the proposed roadway improvements. Thus, without the fueling center, it is anticipated that implementation of this alternative would generate less traffic than the project. Traffic, circulation and access impacts associated with this alternative would be less than those described for the proposed project.

Air Quality – Construction emissions would be less under this alternative as the fueling center would not be constructed. Further, evaporative emissions associated with operation of the fueling center would not occur. Traffic emissions under this alternative would be slightly less than the project; thus, air emissions associated with this alternative are anticipated to be less.

Noise – Noise generated from the development of this alternative would be the same as described for the proposed project. Operation with or without the fueling center would not noticeably change the noise levels expected with the project. However, without the fueling center, construction noise impacts would be less.

Hydrology and Drainage – Changes to on-site drainage and hydrology would be the same under this alternative as described for the project. However, the potential for pollutants from the fueling center to enter stormwater would be avoided. Potential impacts would be less than described for the proposed project.

Geology and Soils – Future development on the site would lead to ground disturbance activities similar to what is described for the project. The majority of the site would be disturbed, although the fuel center would not be built. Thus, disturbances associated with construction of the fueling center would not occur. Impacts to geology and soil resources would be similar to those described for the proposed project.

Public Services and Utilities – Demand for public services and utilities under this alternative would be similar to that described for the project. Under this alternative, requests for fire department services associated with the operation of the fueling center may increase from calls associated with the cleanup of fuel spills on the ground; demand for police services is expected to increase with the larger store. Demands for water, sewer, electricity, natural gas and stormwater utilities would be slightly less under this alternative than the proposed project. Thus, public services and utilities impacts would be less than the proposed project.

Hazards and Hazardous Materials –Without the fueling center, this alternative would not expose people or structures to hazards or hazardous materials associated with the on-site fuel storage and fueling operations. Impacts associated with this alternative would be less than described for the proposed project.

Biological Resources – Development of this alternative would require removal of on-site vegetation, including heritage trees. However, trees would be replaced as part of the landscape design for project. In comparison to the project, biological resource impacts associated with this alternative are expected to be the same.

The analysis shows that development of a new Costco store only on the site would have comparable impacts as the proposed project on most environmental issues. The new Costco building without the

fueling center would avoid potential impacts associated with pollutant emissions and hazardous materials.

9.4.4 Alternative Site

Section 15126.(f)(2) of the CEQA Guidelines outlines a framework for analyzing alternative site locations. According to Section 15126.6(f)(2)(A), "the key question and the first step in analysis is whether any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location. Only locations that would avoid or substantially lessen any of the significant effects of the project need to be considered for inclusion on the EIR." The applicant currently owns the 10.71-acre project site. The remaining 2.94 acres is comprised of two adjacent parcels that would be leased from the current owners. The project is considered by the City of Redwood City and the applicant as an expansion rather than a new development. The applicant does not own other land within the project vicinity.

However, as part of the CEQA review process, an alternative site was evaluated. The alternative site is located at the northern edge of the developed portion of Redwood City on the San Francisco Bay side of U.S. Highway 101. The site is 14.13 acres in size and is located at 557 East Bayshore Road and is approximately 1.4 miles northeast of the existing site. The site is currently occupied by the Century 12 Theatre complex constructed in 1990. The building and parking lot at this site currently occupy about 80 percent of the site. The site was evaluated for potential redevelopment in the Bayside Gardens EIR certified by the City of Redwood City in 2004. An alternative evaluated in the Bayside Gardens EIR was redevelopment of the site with a 160,000-square-foot, one-story "big box" retail store and approximately 800 associated parking spaces. The analysis provided below is derived, in part, from the analysis and findings of the previously referenced EIR.

Land Use and Planning – The alternative site is designated *Commercial/Office* in the Redwood City Strategic General Plan. Construction of a new Costco facility would be consistent with the *Commercial/Office* designation and the commercial development along East Bayshore Road. Approval of a Use Permit would also be required. Impacts would be the same as described for the proposed project.

Under this alternative, it is assumed the existing Costco store would be closed and vacated. The Fifth Appellate District decision in Bakersfield Citizens for Local Control v City of Bakersfield (2004) 124 CA4th 1184, 22 CR3d 203, affirmed that land use decisions resulting in store closures and long-term vacancies can have an adverse effect on existing neighborhoods and must be studied under CEQA. This issue is addressed in Section 4.2, *Land Use and Planning*, and addresses the concept of "urban decay." As defined, urban decay occurs when improperly maintained buildings deteriorate; thus, contributing to blight-like conditions. These conditions can include visual and aesthetic impacts. This is considered a physical event that can have a significant impact on the neighborhood. In reference to the proposed action, if the Costco operation were to relocate to the alternative site, it is likely that the existing building would be left vacant, at least temporarily. It is beyond the scope of this EIR to speculate on whether urban decay conditions may occur, but it is noted that the potential impacts would be avoided by expanding the current Costco operation on the existing site.

Thus, implementation of this alternative could contribute to the creation of urban decay conditions on and in proximity to the existing site. This could be considered a significant indirect land use impact that could be avoided by implementing the proposed project.

Aesthetics – The existing visual character of the site would change under this alternative; however, development of a Costco store at the alternative site would be consistent with the commercial character of the surrounding land uses along East Bayshore Drive. Implementation of this alternative could contribute to the creation of urban decay conditions at the existing site, which may have an indirect aesthetic impact on the surrounding neighborhood. Implementation of this alternative could have a greater indirect aesthetic impact than the proposed project.

Transportation and Circulation – The Bayside Gardens EIR assumed development of a "big box" retail store would generate 5,608 daily trips. It is assumed that some of the existing daily trips to the existing would be diverted to the alternative site, thus improving traffic conditions on Middlefield Road. Roadway improvements to Middlefield Road would still be implemented under a separate project by the Redwood City Department of Public Works; however fewer trips on Middlefield Road may improve traffic conditions in the local roadway corridors. Traffic, circulation and access impacts associated with this alternative may be less than those described for the proposed project.

Air Quality – Construction emissions would be comparable under this alternative as the existing cinema would have to be demolished before the new Costco facility and fueling center could be built. Evaporative emissions associated with operation of the fueling center would be the same as described for the proposed project. Traffic emissions under this alternative would be comparable to the project; thus, air emissions associated with this alternative are anticipated to be the same.

Noise – Noise generated from the development of this alternative would be similar as described for the proposed project due to the fact that residential uses are located in the vicinity of the alternative area. Thus, similar impacts to noise-sensitive receptors would occur under this alternative.

Hydrology and Drainage – It is expected that erosion and sedimentation associated with ground disturbing activities would generally be the same under this alternative as was described for the proposed project. On-site activities would be subject to permitting and STOPPP requirements as discussed in Section 4.7, *Hydrology and Water Quality*. Potential impacts on hydrology and stormwater quality would be similar to those described for the proposed project. Due to the fact that the alternative site is situated within the jurisdiction of the San Francisco Bay Conservation Development Commission (BCDC), a BCDC Permit may be required for the construction and operation of this proposed alternative.

Geology and Soils – Development of the alternative site is subject to differential settlement and earthquake ground-shaking induced liquefaction. As discussed in Section 4.8, *Geology and Soils,* the alternative site is also subject to impact from geologic events. Given the proximity of the alternative site to the San Francisco Bay, groundwater conditions may increase the potential for geologic and soil impacts relative to the proposed project. Geotechnical measures would need to be implemented to address site-specific geological and seismic hazards.

Public Services and Utilities – It is assumed that the existing Costco store would close and demand for utilities and services would shift to the alternative site. Therefore, demand for public services and utilities under this alternative would be similar to that described for the project.

Hazards and Hazardous Materials – The use of hazardous materials (i.e., fuel, cleaning and film processing chemicals) and the exposure of people and structures to hazards (i.e., demolition and construction) would be the same at the alternative site as described for the proposed project.

Biological Resources – The alternative site is currently developed and implementation of the Costco store at the alternative site would require removal of on-site landscape vegetation. It is assumed that all vegetation removed would be replaced per City requirements. In comparison to the project, biological resource impacts associated with this alternative are expected to be the same.

The analysis shows that development of a new Costco store on the alternative site would have comparable environmental impacts as the proposed project on most environmental issues. However, these impacts would occur at the alternative site and not at the project site. The most significant difference would be associated with the closure of the existing Costco store and the potential for urban decay issues associated with deterioration of a vacant facility.

9.4.5 Expanded Warehouse and Alternate Fueling Center Location On-site

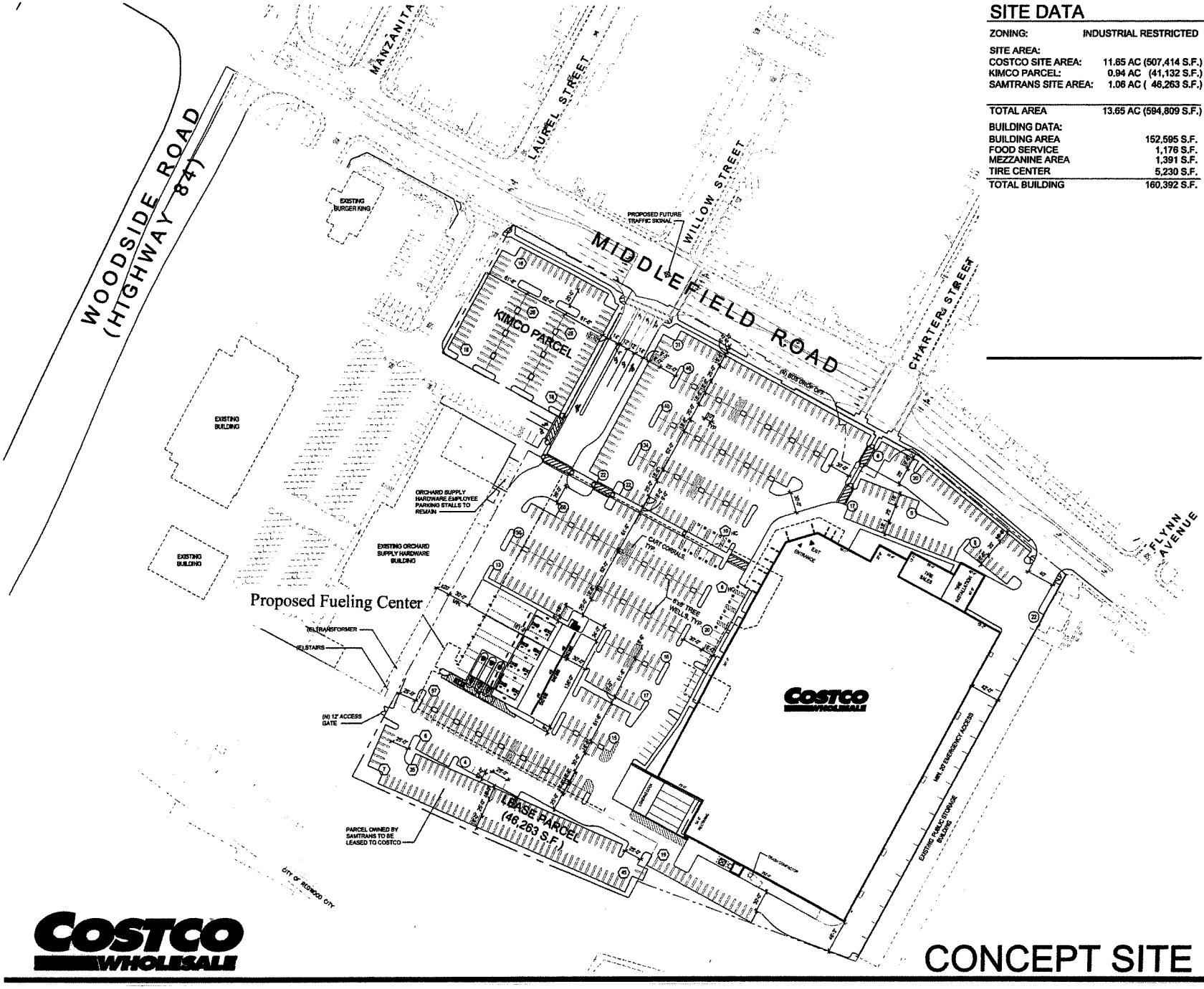
Under this alternative, a larger 160,392-square-foot new Costco Wholesale would be developed in the same location on-site as the proposed project; however, the building configuration would be modified. Additionally, a fueling center would be constructed at the southwestern corner of the site under this alternative.

Costco Wholesale Warehouse

This alternative includes demolition of the existing 121,400-square-foot retail warehouse building and construction of a new 160,392-square-foot retail warehouse structure (see Figure 9-1, *Expanded Warehouse and Alternative Fueling Center Location On-site Alternative Site Plan*). This warehouse would be approximately 11,729 square feet larger than the proposed project and approximately 38,992 square feet larger than the existing on-site structure. Square footage from this additional floor area can be attributed to larger freezer and refrigerator storage and does not represent more sales area. Similar to the proposed project, this alternative proposes construction of a single-story warehouse building, rectangular in-shape and constructed in the southeastern portion of the project site. The warehouse structure would be approximately 335 feet wide and 435 feet long and would include a 152,595-square-foot warehouse and sales area, a food preparation area, and a loading dock/receiving area (approximately 54 feet wide and 73 feet long) with four docks at the southwestern corner of the building. Additionally an "L"-shaped 5,230-square-foot tire sales/installation center would be located along the eastern side of the building facing Middlefield Road to the east. The main customer entrance, which would include a 1,391-square-foot overhead canopy, would be located at the northwestern corner of the warehouse.

Fueling Center

In addition to the retail warehouse structure, this alternative would construct a fueling center on approximately 0.94-acre located at the southwestern corner of the project site adjacent to the existing Orchard Supply Hardware. Similar to the proposed project, the fueling center would include four islands under an overhead canopy. Each island would have two double-sided fueling dispensers, for a total of 16 fueling positions. The fueling center would be approximately 200 feet by 237 feet. Vehicles would enter and exit the proposed fueling center from internal access points located within the Costco parking lot area. Fuel delivery trucks would utilize the same fueling center circulation pattern as described for the



SITE DATA

ZONING:	INDUSTRIAL RESTRICTED
SITE AREA:	
COSTCO SITE AREA:	11.65 AC (507,414 S.F.)
KIMCO PARCEL:	0.94 AC (41,132 S.F.)
SAMTRANS SITE AREA:	1.06 AC (46,263 S.F.)
TOTAL AREA	13.65 AC (594,809 S.F.)
BUILDING DATA:	
BUILDING AREA	152,595 S.F.
FOOD SERVICE	1,176 S.F.
MEZZANINE AREA	1,391 S.F.
TIRE CENTER	5,230 S.F.
TOTAL BUILDING	160,392 S.F.

REQUIRED PARKING RATIO:	
RETAIL (139,414 S.F.)	
5/1000	697 STALLS
ADMINISTRATIVE (2,855 S.F.)	
1/300	10 STALLS
RECEIVING AREA (6,953 S.F.)	
1/1000	7 STALLS
10 EMPLOYEES	
1 PER 2 EMPLOYEES	5 STALLS
COOLERS / FREEZERS (8,730 S.F.)	
1/600	15 STALLS
TIRE INSTALLATION (2,440 S.F.)	
3/1 BAY	12 STALLS
TOTAL AREA (160,392 S.F.)	
TOTAL PARKING REQUIRED	748 STALLS
PARKING DATA:	
PARKING PROVIDED:	
10'-0"x18'-6" STALLS	468 STALLS
9'-0"x18'-6" STALLS	277 STALLS
HC HANDICAP STALLS	16 STALLS
TOTAL PARKING	761 STALLS
NO. OF STALLS PER 1,000 S.F. OF BUILDING AREA:(160,392 S.F.)	4.75

COSTCO WHOLESALE

2300 MIDDLEFIELD RD.
REDWOOD CITY, CA

DAVID BABCOCK & ASSOCIATES
ARCHITECTURE · PLANNING · LANDSCAPE
3591 MT. DIABLO BLVD., SUITE 235
LAFAYETTE, CALIFORNIA 94549
TEL: (925) 283-3070 FAX: (925) 283-4821
www.dbabcock.com

0008.P.81
AUGUST 17, 2006
CONCEPT SITE PLAN

CONCEPT SITE PLAN

3

Expanded Warehouse and Alternatives Fueling Center Location on-Site Alternative Site Plan

proposed project. However, since the station in this alternative is significantly set back from Middlefield Road, fuel delivery operations will be located well away from the public right-of-way.

Parking/Access

There are currently 645 on-site parking spaces located onsite. This alternative would provide a total of 761 surface parking stalls (an increase of 116 spaces from existing conditions and a decrease of 15 spaces from the proposed project), of which 16 would be designated for handicap use. The parking spaces would be located in one large parking lot covering the western portion of the site, as well as on the 0.94-acre "Lease Parcel" located at the northwestern corner of the site adjacent to Middlefield Road and the 1.06-acre "Lease Parcel" located adjacent to and south of the site.

Customer access to the site would continue to be provided from the Manzanita Street and Laurel Street driveways located off of Middlefield Road. Similar to the proposed project, the primary access would shift west from Charter Street to Willow Street, where a new signalized intersection would be constructed. The relocation of this signalized access driveway is expected to improve access and circulation in the project area. The new Willow Street access driveway is proposed to be 56 feet wide and include one inbound lane and three outbound lanes: two left-turn lanes and a shared through-right lane. The current driveway at Charter Street would be removed; however, the existing traffic signal would remain at the intersection to allow all existing turn movements between Middlefield Road and Charter Street. An additional driveway at the northeast corner of the site (near Flynn Avenue) may be utilized for emergency access.

Deliveries to the site would generally come from Woodside Expressway (SR-84) west of the site. The warehouse trucks would enter the site through the driveway at the northeastern corner of the site, and the fuel delivery trucks would enter the site through the Laurel Street driveway. Both types of trucks would exit the site through the signalized driveway at Willow Street.

Environmental Analysis of Alternative

The environmental impacts of this alternative are discussed below, along with a comparison of impacts with the proposed project.

Land Use and Planning – This alternative would not lead to a change in land uses on the site; however, a Use Permit would be required to allow for the continued operation of the commercial retail center in a new, larger building and the proposed fueling center. Impacts would be the same as described for the proposed project.

Aesthetics – The existing visual character of the site would change under this alternative but the current viewshed would essentially remain the same. The existing warehouse building would be demolished and a new building constructed on the eastern portion of the site. The new structure would be similar in shape ("box"-shape) to the existing structure, but would use higher quality façade materials. Also, a warmer color palatte than what is used for the existing warehouse structure would be utilized.

A 16-pump fueling center would be constructed west of the new building between the new warehouse structure and the Orchard Supply Hardware. This location is set back from Middlefield Road and further away from the single- and multi-family residences and Sigona's Market to the north of the site. It is, however, closer to residences located to the south of the site across the Caltrain right of way. This is expected to have an aesthetic benefit to residents along

Middlefield Road relative to the proposed project. Further, with the proposed parking lot landscaping (including canopy trees) and screening at the fueling center, it is likely that over time, the fueling center would be fairly well screened from Middlefield Road. Lighting associated with the fueling center is intended to illuminate the fueling positions under the fueling canopy. Lighting levels rapidly attenuate outside of the intended illumination area and are expected to blend into the parking lot lighting 20 to 30 feet from the canopy only. Under this alternative, the fueling center may be visible to residents located south of the site; however, the distance (approximately 380 feet) is not expected to create light/glare or related aesthetic impacts.

The proposed Tire Center would be located along the eastern side of the proposed warehouse structure facing Middlefield Road. The Tire Center would be visible from the residential area and patrons at Sigona's Farmers Market to the northeast of the site. The doors on the Tire Center would face toward the existing Safe Keep Storage warehouse to the east. This new orientation would eliminate views into the installation bays from Middlefield Road. Planting areas would be enlarged in front of the tire center to provide additional screening and soften the transition from streetscape to building.

Surface parking would be reconfigured to accommodate this alternative site plan. New landscaped areas would be provided throughout the site, similar to the proposed project. Relative to the proposed project, the revised site plan would improve the aesthetic appearance of the site to residents and commuters along Middlefield Road.

Transportation and Circulation – Traffic volumes within the surrounding area are not anticipated to differ substantively from what is described for the proposed project. As noted in Section 4.4, *Transportation and Circulation*, the proposed project is not expected to create any traffic impacts with the proposed roadway improvements with the exception of a local roadway impact to Willow Street which can be mitigated to a less than significant level. The location of the proposed fueling center would allow for cars and fuel trucks to queue away from Middlefield Road, behind the warehouse building, next to the SamTrans property. Impacts would be similar to those described for the proposed project. A memorandum prepared by Green Light Transportation describes potential traffic impacts associated with development of the proposed alternative. This memorandum is provided for reference in Appendix D of this document.

Air Quality – Demolition/construction emissions would be comparable under this alternative to the proposed project. The existing warehouse structure would be demolished before the new Costco facility and fueling center could be built. While the new warehouse building would be slightly larger in size (approximately 11,729 square feet) than the warehouse structure under the proposed project, construction activities are not expected to create a substantial increase in construction emissions. This alternative would implement the range of Bay Area Air Quality Management District (BAAQMD) mitigation measures including "Basic Control Measures," and "Enhanced Control Measures" identified for the proposed project. With implementation of these measures, a less-than-significant construction air quality impact is anticipated.

A floor area increase of approximately 11,729 square feet would not substantially increase vehicular trip generation due to the fact that the floor area increase comprises storage space. Because traffic volumes under this alternative would be about the same as anticipated for the proposed project, air emissions associated with this alternative are anticipated to be comparable.

While the fueling center would be constructed at the southwestern corner of the site, emissions associated with vehicle queuing/idling and fuel evaporation would be the same as described for the proposed project. The nearest single-family residence located north of the site (adjacent to the Sigona's Market) would be well outside the 300-foot prudent avoidance radius for high-volume gas stations. Additionally, the single- and multi-family residences and Hoover School located north of the site would be further from the fueling center than under the proposed project. Residences to the south of the site, across the SamTrans "lease parcel" and Caltrain railroad spur line, would be closer to the fueling center; however, they would be outside the 300 feet avoidance radius (approximately 380 feet) from the fueling center. Therefore, air quality impacts would be similar to the proposed project.

Noise – Under this alternative, the existing building would be demolished, and a new, larger warehouse structure and fueling center would be constructed on-site. Noise generated from the demolition/construction activities of this alternative would be the same as described for the proposed project.

Traffic volumes under this alternative would be the same as anticipated for the proposed project; thus, noise levels associated with this alternative are anticipated to be comparable.

Stationary impacts from the retail warehouse would generally be the same under this alternative as the proposed project. As the fueling center would be set back away from Middlefield Road, any noise generation would be further reduced from the residences to the north. The residences south of the Caltrain tracks would be located more than 380 feet southwest from the fueling center. Fueling center noise levels are expected to remain below existing background noise levels at the project site; therefore, less than significant noise impacts associated with the proposed fueling center would occur. Thus, fueling center noise impacts are considered less than those anticipated to occur for the proposed project.

The doors on the Tire Center would face toward the existing Safe Keep Storage facility located east of the site. This new orientation would minimize any "perceived" noise exposure from Tire Center operations to neighboring residents across Middlefield Road. The operational noise impacts of the Tire Center on adjacent residences to the north of the site would remain below the Redwood City residential noise standard of 55 dB CNEL. Thus, noise impacts associated with the Tire Center under this alternative would be comparable to the proposed project.

Additionally, four loading docks would be provided at the southwestern corner of the warehouse structure; noise exposure due to loading dock activities would not change from those identified for proposed project. Thus, noise impacts under this alternative would be comparable to the proposed project.

Hydrology and Drainage – Changes to on-site drainage and hydrology would be the same under this alternative as described for the project. It is expected that erosion and sedimentation associated with ground disturbing activities would be the same under this alternative as was described for the proposed project. Stormwater pollutants from construction and operational activities would be the same and implementation of a SWPPP and permanent treatment control measures would reduce pollutants in the stormwater. On-site activities would be subject to permitting and STOPPP requirements as discussed in Section 4.7, *Hydrology and Water Quality*. Potential impacts would be similar to those described for the proposed project.

The same stormwater drainage utilities would have to be relocated under this alternative as identified under the proposed project. It is assumed that the same equipment and installation techniques for the fuel tanks and piping as described for the proposed project would be used. Overall, potential hydrology and drainage impacts would likely be the same as those that would occur under the proposed project.

Geology and Soils – Development on the site under this alternative would lead to the same ground disturbance activities as that described for the project. Development would comply with seismic design criteria in the Uniform Building Code, the City's building standards, and other pertinent building regulations. Additionally, all mitigation measures and geotechnical recommendations for the site and as identified for the project would be implemented. Impacts to geology and soil resources would be neutral to those described for the proposed project.

Public Services and Utilities – Demand for public services and utilities under this alternative would be similar to that described for the project. As noted in Sections 4.9 and 4.10, calls for fire department and police protection services associated with operation of this alternative may occur. Development under this alternative would be subject the same Redwood City Police Department and Redwood City Fire Department plan check review as the proposed project.

Demands for water, sewage treatment, storm drainage, solid waste disposal, power, natural gas, telephone and cable services may increase slightly over demands generated by the proposed project. The additional square footage reflects an increase the merchandise area of the warehouse building. No increase in the number of restrooms, plumbing fixture units, or the size of the food preparation areas is proposed. Thus, public services and utilities impacts would result from the increase in employees and patrons at the site and may be slightly greater than those described for the proposed project.

Hazards and Hazardous Materials – Development of this alternative would generate the same type of hazards as described for the proposed project. With proper installation of the fuel tanks and piping for the fueling center, no hazardous conditions are expected to occur. The use of cleaning and film processing chemicals would remain the same under this alternative. Thus, impacts associated with this alternative would be the same as identified under the proposed project.

Biological Resources – Development of this alternative would require removal of on-site vegetation, including heritage trees. However, trees would be replaced as part of the landscape design for project. In comparison to the project, biological resource impacts associated with this alternative are expected to be the same as the proposed project.

The analysis shows that development of an expanded Costco Wholesale warehouse on the site would reduce the aesthetic and noise effects relative to what is anticipated to occur for the proposed project. Demand for public services and/or utilities may be greater under this alternative than for the proposed project. For other environmental elements addressed herein, impacts would be the same as described for the proposed project.

9.5 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA requires that an EIR identify the environmentally superior alternative among all of the alternatives considered, including the proposed project. If the No Project Alternative is selected as environmentally

superior, then the EIR shall also identify another environmentally superior alternative among the other alternatives.

The analysis of alternatives above indicates through a comparison of potential impacts from each of the proposed alternatives and the proposed project, the Expanded Warehouse, Fueling Center Only, and Alternate Fueling Center Location On-site would be considered superior because it would reduce potential aesthetic impacts and have less of a noise impact relative to the proposed project.