

**SUMMARY****□ INTRODUCTION**

This Draft Environmental Impact Report (EIR) analyzes the potential environmental impacts associated with the construction and operation of the proposed Redwood City Costco Wholesale project. The project proposes replacement of the existing 121,400-square-foot retail building with a 148,663-square-foot retail building, construction of a 16-pump fueling center, 776 surface parking spaces, and roadway and utility improvements on the 13.65-acre site. This EIR serves as an informational document intended for use by the Lead Agency, the City of Redwood City (herein referred to as the City), decision-makers, Responsible and Trustee Agencies, interested parties, and members of the general public in evaluating the potential environmental effects associated with the proposed project. This EIR has been prepared in accordance with all criteria, standards, and procedures of the California Environmental Quality Act (CEQA) of 1970, as amended, (PRC 21000 et seq.), the State CEQA Guidelines (CAC 15000 et seq.), and the City's local CEQA Guidelines.

***Environmental Review Process***

In accordance with CEQA, the Lead Agency circulated a Notice of Preparation (NOP) of a Draft EIR on September 9, 2005 to inform other agencies, special districts, surrounding cities, and individuals that the City intends to prepare an EIR for the proposed project. The purpose of the NOP was to solicit guidance from various agencies regarding the scope and content of the environmental information to be included in the EIR. Agencies and individuals receiving copies of the NOP had 30 days to respond. Issues raised in the responses to the NOP are presented in letters provided as Appendix B to this EIR; concerns pertaining to the environmental effects of the project have been addressed in this EIR.

The Draft EIR is subject to a public review period of 45 days from November 8, 2006, to December 23, 2006, during which time, comments on the adequacy of the environmental analysis presented in the Draft EIR are accepted from interested agencies, groups, and individuals. Responses to these comments will be prepared and incorporated into the Final EIR prior to the certification of the EIR and the Redwood City Council's decision on the proposed project.

**□ PROJECT LOCATION AND SETTING**

Redwood City is situated in the mid-western portion of San Mateo County, and covers an approximately 19-square-mile area of land. Redwood City is located approximately 25 miles south of San Francisco and is accessible from the US-101 and I-280 freeways (see Figure 2-1, Regional Vicinity Map). The city limits extend from the San Francisco Bay shoreline west-southwest to the foothills of the Santa Cruz Mountains.

The project site is located within the southeast portion of the City, at 2300 Middlefield Road. Currently, the 13.65-acre site contains an existing Costco Wholesale building with a floor area of approximately 121,400 square feet, a parking area for an existing Orchard Supply Hardware store, and a 1.06-acre parcel, currently owned by SamTrans, that is used for outdoor storage of railroad ties, rail anchors, fabric rolls, pipes, and other miscellaneous items.

Land uses surrounding the project site consist of a combination of residential and commercial land uses. Commercial and single- and multi-family residential uses are located north and northeast of the project site across Middlefield Road; an Orchard Supply Hardware store is located immediately west of the site; a Caltrain railroad spur line runs along the southern boundary of the site; and a Safe Keep Storage warehouse is located immediately east of the site.

**□ PROJECT DESCRIPTION**

Costco Wholesale is proposing the replacement of an existing Costco Wholesale store in the City of Redwood City. The proposed project includes demolition of the existing 121,400-square-foot retail warehouse building and construction of a new 148,663-square-foot retail warehouse structure. The proposed single-story warehouse building would be rectangular in shape and located in the southeastern portion of the project site. The warehouse structure is proposed to be approximately 328 feet wide and 458 feet long and would include a 143,463-square-foot warehouse and sales area, and a loading dock/receiving area with four docks at the southwestern corner of the building. Additionally, a 5,200-square-foot tire sales/installation center would be located along the western side of the building, facing the Orchard Supply Hardware to the west. The main customer entrance, which includes an overhead canopy, would be located at the northwestern corner of the warehouse.

In addition to the proposed retail warehouse, the Redwood City Costco Wholesale project proposes construction of a fueling center, as a second phase. The fueling center would be located at the northwestern corner of the site, on an approximately 0.94-acre "lease parcel" (currently utilized as Orchard Supply Hardware surface parking area). The fueling center would be approximately 200 feet by 237.5 feet and would include 16 fueling positions. Vehicles would enter and exit the proposed fueling center from an internal access point located within the Costco parking lot area. Fuel delivery trucks would utilize the same fueling center circulation.

The proposed Redwood City Costco Wholesale project would provide a total of 776 surface parking stalls (an increase of 131 spaces over existing spaces), of which 16 parking stalls would be designated for handicap use. Vehicular access to the site is currently available via three driveways along Middlefield Road (at the intersections of Laurel Street, Charter Street and at the northeastern corner of the site). A fourth driveway is located off of Manzanita Street, south of Middlefield Road and northwest of the site. With the project, the primary site access would shift west from Charter Street to Willow Street, where a new signalized intersection would be constructed. The new Willow Street access driveway is proposed to be 56 feet wide and would include one inbound lane and three outbound lanes; the three outbound lanes include two left-turn lanes and one shared through/right-turn 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.

Planned infrastructure improvements include the on-site relocation of existing water, sewer and storm drain utility lines that traverse the site and run along Charter Street within utility easements. Further improvements to Middlefield Road between Woodside Road and the eastern edge of the project site are proposed to accommodate additional traffic volumes and to improve access and traffic flow in the area. All infrastructure improvements associated with the proposed project would occur in accordance with the design standards and development requirements of Redwood City.

The proposed Redwood City Costco Wholesale project would require approval of a Use Permit to allow for the continued operation of the commercial retail center in a new, larger building and the proposed fueling center.

***Project Objectives***

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

Summary (continued)

- ◆ 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.

□ SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION

The analysis in Section 4.0, *Environmental Impact Analysis*, of this EIR demonstrates that the proposed Redwood City Costco Wholesale project is not anticipated to create any significant adverse impacts to Land Use and Planning, Aesthetics, Noise, Hydrology and Water Quality, Public Services, Utilities, Biological Resources, Population and Housing, Mineral Resources, Agricultural Resources, Recreation, and Cultural Resources. Potentially significant impacts have been identified for Transportation and Circulation, Air Quality, Geology and Soils, and Hazards and Hazardous Materials. As outlined in this EIR, a number of standard conditions and mitigation measures have been recommended to reduce or avoid the significant adverse impacts of the project. Implementation of the recommended mitigation measures would reduce potentially significant adverse environmental impacts to below levels of significance.

Table S-1, *Summary of Environmental Impacts and Mitigation Measures*, summarizes the potential impacts of the proposed project by issue area, as analyzed in Section 4.0, *Environmental Impact Analysis*, of this EIR. The table also provides a summary of the standard conditions and mitigation measures recommended to avoid or reduce significant adverse environmental impacts. The third column of Table S-1 identifies whether implementation of the recommended mitigation measures would reduce the potentially significant impact to below a level of significance.

TABLE S-1 SUMMARY OF ENVIRONMENTAL IMPACTS, STANDARD CONDITIONS AND MITIGATION MEASURES		
Environmental Impacts	Standard Conditions and Mitigation Measures	Level of Significance After Mitigation
<b>Land Use and Planning</b> – The proposed project would allow expansion of the existing Redwood City Costco Wholesale warehouse, and installation of a 16-pump fueling center on-site. The project would require that Costco lease two parcels located adjacent to the site to increase the size of the site from 11.65 acres to 13.65 acres. In addition, construction of the proposed fueling center would require review and approval of a Use Permit.	The following standard condition would reduce or avoid potential adverse impacts:  <i>Standard Condition 4.2-1:</i> The proposed project shall be reviewed for compliance with the City’s development standards and design guidelines to prevent land use impacts.	No significant impact.
<b>Aesthetics</b> – The proposed project would change the visual quality of the project site through the demolition of the existing structure and construction of new structures and improvements on the site. New sources of light and glare	The following standard condition would reduce or avoid potential adverse impacts:	No significant impact.

<p align="center"><b>TABLE S-1</b>  <b>SUMMARY OF ENVIRONMENTAL IMPACTS, STANDARD CONDITIONS AND MITIGATION MEASURES</b></p>		
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<p>would also be created.</p>	<p><i>Standard Condition 4.3-1:</i>                      Implementation of the proposed project shall be subject to site plan and design review for compliance with the City’s design guidelines and other applicable development standards to ensure that no aesthetically offensive structure or development is created on the site. These include City standards for exterior lighting that avoid light spillover and glare impacts.</p>	
<p><b>Transportation and Circulation</b> – The proposed project would generate 80 new peak hour vehicle trips that would utilize area roadways. The project includes roadway improvements to Middlefield Road between Woodside Road and the eastern edge of the project site to accommodate the additional vehicle traffic and to improve access and traffic flow in the area. Mitigation associated with impacts to the Willow Street local roadway segment is discussed herein. Based on projected level of service standards for analyzed intersections within the project area and impact thresholds for local roadway segments, the Traffic Impact Analysis and accompanying documentation concluded that with the proposed improvements and mitigation, the proposed project would result in less than significant impacts.</p>	<p><i>Mitigation Measure 4.4-1</i>                      The project applicant shall contribute its fair share of the cost to upgrade Willow Street based on its proportionate contribution to the increase in traffic volumes on this local street. Upgrading of street may include: street reconstruction and new pavement, catch basins, sidewalk/curb/gutter, streetlights, street trees, and possible traffic calming (e.g., speed humps). The City will be responsible for implementation of the street upgrade.</p>	<p>No significant impact after mitigation.</p>
<p><b>Air Quality</b> – Air pollutants would primarily be generated from demolition- and construction-related short-term emissions, and long-term vehicle and power-generated emissions. Construction of the proposed project could result in potential fugitive dust (PM<sub>10</sub>) impacts to nearby sensitive receptors.</p>	<p>The following standard condition and mitigation measure would reduce potential adverse impacts:</p> <p><i>Standard Condition 4.5-1:</i>                      During construction activities, the following required “Basic Control Measures” shall be implemented to control PM<sub>10</sub> emissions:</p> <ul style="list-style-type: none"> <li>◆ Water all active construction areas at least twice daily.</li> <li>◆ Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least 2 feet of freeboard.</li> <li>◆ Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at</li> </ul>	<p>No significant impact after mitigation.</p>

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	<p>construction sites.</p> <ul style="list-style-type: none"> <li>◆ Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets.</li> </ul> <p><i>Mitigation Measure 4.5-1:</i>                      During construction activities, the following “Enhanced Control Measures” shall be implemented to control PM<sub>10</sub> emissions:</p> <ul style="list-style-type: none"> <li>◆ Enclose, cover, water twice daily or apply (non-toxic) soil binders to exposed stockpiles (dirt, sand, etc.);</li> <li>◆ Limit traffic speeds on unpaved surfaces to 15 mph;</li> <li>◆ Install sandbags or other erosion control measures to prevent silt runoff to public roadways; and Replant vegetation in disturbed areas as quickly as possible.</li> </ul>	
<p><b>Noise</b> - The noise impacts associated with the proposed Redwood City Costco Wholesale project would include construction noise and incremental increases in stationary and vehicle noise associated with the increase in the number of employees, patrons and users of the expanded Costco Wholesale store and fueling center.</p>	<p>The following standard condition would reduce or avoid potential adverse impacts:</p> <p><i>Standard Condition 4.6-1:</i>                      Project-related construction activities shall be limited to weekdays between the hours of 7:00 a.m. and 8:00 p.m. No construction activities shall take place on weekends or holidays.</p>	<p>No significant impact.</p>
<p><b>Hydrology and Water Quality</b> –The proposed project would use construction equipment on-site which would contribute to the potential for the release of petroleum-based fuels, fluids and other substances that could adversely affect downstream water quality. Additionally, excavation associated with utility line trenching for the relocation of water, sewer and storm drain pipes and the installation of fuel storage tanks could expose groundwater to sources of pollution associated with project construction.</p>	<p>The following standard conditions would reduce or avoid potential adverse impacts:</p> <p><i>Standard Condition 4.7-1:</i>                      The project shall prepare and implement a SWPPP to comply with the NPDES General Permit for Construction Activity and the San Mateo County STOPPP program.</p> <p><i>Standard Condition 4.7-2:</i>                      The project shall comply with the NPDES “Permit Requirements Checklist” and the STOPPP program regarding the implementation of on-site runoff mitigation and treatment and other best management practices for urban</p>	<p>No significant impact.</p>

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	<p>stormwater pollutant mitigation.</p> <p><i>Standard Condition 4.7-3:</i>                      The project shall provide the necessary improvements to the existing storm drain infrastructure to prevent the creation of flood hazards. These include grading of building pads to direct runoff into the drainage system or curbs and gutters, installation of needed underground lines to connect to area-wide infrastructure, and any necessary upgrade of downstream facilities to adequately handle increase in stormwater volumes due to on-site runoff.</p> <p><i>Standard Condition 4.7-4:</i> The project shall design and construct on-site drainage facilities in accordance with City Engineering Standards, Volume 3, Part V, "Storm Drainage Design Criteria."</p>	
<p><b>Geology and Soils</b> – The project site is located in the highly seismic Northern California region and on-site soil conditions are considered conducive to liquefaction and soil expansion.</p>	<p>The following standard condition and mitigation measures would reduce potential adverse impacts:</p> <p><i>Standard Condition 4.8-1:</i>                      The proposed project shall comply with seismic design criteria in the Uniform Building Code, the City's building standards, and other pertinent building regulations.</p> <p><i>Mitigation Measure 4.8-1:</i>                      Construction of a continuous perimeter around the building, slightly deepened footings, placement of non-expansive fill material beneath the building slab and special subgrade preparation shall be implemented to prevent hazards associated with expansive soil.</p> <p><i>Mitigation Measure 4.8-2:</i>                      The project shall comply with the recommendations provided in the Geotechnical Investigation and Soil Investigation letter to prevent undue geologic hazards on-site.</p>	<p>No significant impact after mitigation.</p>

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	<p><i>Mitigation Measure 4.8-3:</i> The project shall comply with the recommendations provided in the Geotechnical Investigation and Soil Investigation letter to prevent undue geologic hazards on-site.</p>	
<p><b>Public Services</b> – The proposed project would result in the generation of additional vehicle trips in the area, an increase in the on-site population (both employees and patrons), and additional/larger structures on-site. Thus, a slight increase in the demands for police and fire protection services are expected. The proposed project is not expected to create a demand for school services.</p>	<p>The following standard conditions would reduce or avoid potential adverse impacts on public services:</p> <p><i>Standard Condition 4.9-1:</i> The proposed project shall be subject to building and site plan review by the Redwood City Police Department and Redwood City Fire Department, for compliance with fire safety and emergency access standards and to identify additional development features which could reduce demand for police and fire protection services, prevent the creation of fire hazards, and facilitate emergency response to the project site.</p> <p><i>Standard Condition 4.9-2:</i> The proposed project would be required to pay development fees for school services. Further, payment of developer impact fees would assist in funding the needed public facility expansion and service improvements within the City.</p>	<p>No significant impact.</p>
<p><b>Utilities</b> – The proposed project would require the on-site relocation of existing water, sewer and storm drain utility lines that traverse the site and within a utility easement along Charter Street. No additional utility demand, above what currently exists, is expected.</p>	<p>The following standard condition would reduce or avoid potential adverse impacts relating to utilities:</p> <p><i>Standard Condition 4.10-1:</i> The developer shall coordinate with utility providers and the City of Redwood City for relocations of utility lines/easements and to obtain the necessary easements and upgrades to serve the proposed project.</p>	<p>No significant impact.</p>
<p><b>Hazards and Hazardous Materials</b> – Demolition and construction activities, future operation of the proposed fueling center and film processing activities on the project site have the potential to utilize hazardous materials and generate hazardous wastes. Additionally, the site</p>	<p>The following standard conditions and mitigation measure would reduce or avoid potential adverse impacts:</p> <p><i>Standard Condition 4.11-1:</i> As a condition of the building demolition</p>	<p>No significant impact.</p>

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<p>was historically used as an S&amp;W fruit cannery facility which had the potential to contaminate on-site soils.</p>	<p>or alteration permit, the City would require the project applicant to coordinate with the Bay Area Air Quality Management District (BAAQMD) to determine if asbestos is present in existing structures. This would involve reviewing as-built drawings and performing an asbestos survey of the structure. If asbestos is present, the applicant would be required to prepare and submit an Asbestos Abatement Plan at least 10 days prior to construction.</p> <p><i>Standard Condition 4.11-2:</i>                      The below grade hydraulic lifts in the existing tire center should be removed consistent with San Mateo County guidelines, including soil sampling requirements and any necessary remediation.</p> <p><i>Standard Condition 4.11-3:</i>                      All USTs and associated piping shall be properly installed in accordance with a code of practice developed by a nationally recognized association or independent testing laboratory. Tank and piping system installation practices and procedures described in the following codes may be used to comply with the requirements of the following sections: American Petroleum Institute Publication 1615, "Installation of Underground Petroleum Storage System;" or, Petroleum Equipment Institute Publication RP100, "Recommended Practices for Installation of Underground Liquid Storage Systems;" or American National Standards Institute Standard B31.3, "Petroleum Refinery Piping," and American National Standards Institute Standard B31.4, "Liquid Petroleum Transportation Piping System." In addition, settlement monitoring is recommended prior to construction.</p> <p><i>Mitigation Measure 4.11-1:</i>                      Due to petroleum hydrocarbons leakage that may have occurred during historical use of the subject property by the S&amp;W</p>	

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	fruit cannery facility, the applicant shall perform spot testing and/or further soil sampling in the areas occupied by the S&W facility prior to project construction.	
<b>Biological Resources</b> – The proposed project would require the removal of existing on-site vegetation, including 14 heritage trees.	The following standard condition would reduce or avoid potential adverse impacts:  <i>Standard Condition 4.12-1:</i> The project would require approval of a Tree Removal Permit by the Redwood City Public Works Department for removal of heritage trees on-site. The Permit would be subject to increased replacement sizes for some of the new trees.	No significant impact.

**IRREVERSIBLE ENVIRONMENTAL CHANGES**

Implementation of the proposed project would require a commitment of energy, water, and other natural resources for the construction and operation of the proposed project. Utilization of these resources is not expected to represent significant amounts of available resources in the region. Additionally, the project site does not possess any other significant mineral, energy, oil, historic, or cultural resources that would be adversely affected by the proposed project.

Implementation of the proposed project would also result in the removal of existing vegetation, including a number of heritage trees and other trees. To compensate for the loss of existing vegetation, replacement trees would be planted on-site after construction. An increase in the number of vehicle trips on Middlefield Road and other surrounding roadways would be generated by the project; however, these additional vehicle trips are not expected to have significant adverse impacts on traffic flow with the exception of vehicular flow on Willow Road. As noted in Section 4.4, *Transportation and Circulation*, the project would result in a significant impact to Willow Road; however, this impact can be mitigated to a less than significant level. The operation of the proposed project would not lead to significant adverse noise impacts, and construction noise impacts are expected to be incremental, temporary, and short-term. Air emissions and fugitive dust from construction activities would occur; however, these would be short-term, incremental, and would be minimized by the implementation of standard conditions and mitigation provided in Section 4.5, *Air Quality*, of this EIR. The demand for public services would be served by current facilities and staffing of public service agencies and no significant adverse impacts to public services are expected by the proposed project.

Energy resources, construction materials, and labor would be required for the construction and operational phase of the proposed project. Although construction and operational activities would not consume substantial amounts of energy, energy resources would nonetheless be irreversibly committed to

the project. The primary energy sources serving the project site would include fossil fuels. Construction and ongoing operation would represent an irreversible commitment of this resource.

In general, the commitment of irreversible resources would occur commensurate with the construction and operation of the proposed project and would not be excessive. Therefore, the commitment of resources is justified and irreversible changes are not significant. Section 5.0, *Significant Irreversible Environmental Changes*, provides a more detailed analysis with respect to significant irreversible environmental changes.

#### ❑ **CUMULATIVE IMPACTS**

As discussed in Section 6.0, *Cumulative Impacts*, of this EIR, a number of projects have been approved in the project area and include Abbott Labs, Kaiser Hospital Campus, West Point Marina, Pacific Materials Batch Plant, and Downtown Cinema.

While the impacts of the project, as well as those of the current and foreseeable projects, may be individually insignificant, they could incrementally increase the magnitude of environmental changes in the project area on a number of issue areas (such as impacts on air quality, transportation and circulation, hydrology and water quality, public services, and utilities). Other impacts of individual development projects in the City and the surrounding area would be site-specific and project-specific (such as impacts on geology and soils, biological resources, cultural resources, and aesthetics) and, thus, would have to be mitigated on a case-by-case basis to prevent significant cumulative impacts.

**Air Quality:** The proposed project is consistent with the growth projections for the area and the BAAQMD regional air quality plans (2001 Ozone Attainment Plan and 2005 Ozone Strategy). Additionally, because the proposed project would essentially replace an existing operation and would not generate a significant number of new vehicle trips, it is considered consistent with the land use strategies in the regional air quality plans and the proposed air quality plan update.

The Air Quality Impact Analysis and the vehicle queuing analysis prepared for the project indicated that no potentially significant regional impacts of criteria air pollutants from motor vehicle trips or stationary source operations would occur with the proposed project. Additionally, cumulative air quality impacts were determined to be negligible. Regional cumulative impacts are included in the BAAQMD regional air quality plans. The plan accommodates a predicted level of growth while still meeting mandated timetables for attainment. Thus, no cumulatively considerable net increase in any criteria pollutants would occur with the proposed project.

**Hydrology and Water Quality:** The proposed project is not expected to change on-site hydrology or drainage patterns; however, demolition and construction of the Redwood City Costco and other projects within the City would increase the potential for sediment to be transported off-site, particularly during storm events. Additionally, demolition and construction activities and the use of construction equipment would contribute to the potential for release of petroleum-based fuels, fluids and other substances that could adversely affect downstream water quality. As development occurs in the City, sedimentation and urban runoff can adversely affect the water quality in downstream water bodies. This is regarded as a potentially significant cumulative impact.

Development projects are required to prepare and implement a Storm Water Pollution Prevention Plan (SWPPP) consistent with the NPDES General Construction Permit and the San Mateo Countywide Stormwater Pollution Prevention Program (STOPPP). The purpose of the SWPPP is to identify best

management practices (BMPs) that would be implemented to minimize or avoid the potential for the pollution of surface water from demolition and construction activities. Implementation of SWPPPs and STOPPP program requirements would reduce the erosion of soils and potential for pollutants and hazardous materials to enter water courses. Therefore, potential cumulative effects associated with surface hydrology are expected to be reduced to below a level of significance.

**Public Services:** Implementation of the proposed project and other projects within the City would increase demand for police and fire protection services. Increased demand for public services could result in the need for additional staff, equipment, and facilities. Future population projections for the City indicate that the population of Redwood City and its sphere of influence will increase by approximately 13-15 percent between 2005 and 2020. Therefore, a greater number of police and fire personnel would be needed to accommodate citywide population growth. Thus, while new development would contribute to a cumulative increase in demand for services, this issue is addressed citywide in response to overall population growth projections.

**Utilities and Service Systems:** The proposed project is not expected to lead to any significant increase in demands for water, sewage treatment, storm drainage, solid waste disposal, power, natural gas, telephone and cable services over existing demand from current on-site uses.

While the proposed warehouse building would be larger than the existing warehouse building on-site, the additional square footage reflects an increase in 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, increases in utility demand would be limited to demand associated with increases in employees and patrons at the site. Additionally, as the site is currently fully developed with impervious surfaces, the proposed project would not increase the amount of impervious surface over what currently exists. Thus, while on-site drainage patterns would change, no increase in stormwater volumes would be generated from the proposed project. Power, natural gas, telephone and cable services are provided on demand and adequate resources are available to service the City/provider's service area. No cumulative impacts on utilities would occur with the project.

**☐ GROWTH-INDUCING IMPACTS**

The proposed Redwood City Costco Wholesale project involves the expansion of an existing commercial use within the project site and the construction of a new 16-pump fueling center. Implementation of the proposed project is expected to lead to increased economic activity within the project site. The site is presently developed with a Costco Wholesale commercial retail center and surface parking areas, and is located within a developed commercial corridor containing light industrial, multi-family and commercial uses. The project would require utility lines crossing the site to be relocated outside the proposed warehouse building footprint and modifications to access driveways along Middlefield Road.

Because the project would result in the expansion of an existing commercial use within a developed commercial corridor and would not require the extension/expansion of utilities or roadway infrastructure, the proposed Redwood City Costco Wholesale project is not expected to generate growth-inducing impacts or otherwise directly affect the timing or location of growth near the project site.

**☐ IMPACTS FOUND NOT TO BE SIGNIFICANT**

Pursuant to Section 15128 of the CEQA Guidelines, an EIR shall contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant and

were, therefore, not discussed in detail in the EIR. Impacts found not to be significant are presented in Section 8.0 of the EIR. The discussion in this section is based on the findings of the environmental analysis in Section 4.0, *Environmental Impact Analysis*. Based on the scope of the proposed project and existing use of the project site, the project was determined not to have the potential to cause significant adverse effects on population and housing, mineral resources, agricultural resources, recreation, and cultural resources. These issues were not addressed in the Draft EIR.

☐ **PROJECT ALTERNATIVES**

CEQA requires that an EIR describe a range of reasonable alternatives to the project, or to the location of the project, which could feasibly attain most of the basic project objectives while reducing or avoiding potentially significant environmental effects, and to evaluate the comparative merits of the alternatives. This EIR provides a comparative analysis and evaluation of the impacts associated with the Redwood City Costco Wholesale project and the alternatives to the project. In accordance with CEQA, the alternatives analysis is presented in Section 9.0, *Project Alternatives*. The alternatives to the project have been developed in accordance with CEQA Guidelines, and are directed at addressing alternative project scenarios which have the potential to reduce or avoid potentially significant adverse environmental impacts associated with the proposed project, while still achieving the basic project objectives.

The project alternatives evaluated in this EIR are summarized as follows:

- ◆ **No Project Alternative.** The No Project Alternative anticipates that the project site would remain in its existing condition. Under this alternative, the existing Costco retail warehouse would continue operating at the project site.
- ◆ **Fueling Center Only.** Under this alternative, only the fueling center would be developed. The existing Costco facility would not be demolished and reconstructed but would remain in use in its current condition.
- ◆ **New Costco Wholesale Center Only.** Under this alternative, only the new Costco Wholesale warehouse would be developed. The existing Costco facility would be demolished and a new building reconstructed. The fueling center would not be developed under this alternative.
- ◆ **Alternative Site.** Under this alternative, the proposed project would be developed on an alternative site. 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 northwest of the existing site.
- ◆ **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 general location on-site as the proposed project. The existing Costco facility would be demolished and a new building reconstructed using a different site configuration than what is described for the proposed project. A fueling center would be constructed at the southwestern corner of the site under this alternative.

***Environmentally Superior Alternative***

CEQA requires that the 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 an environmentally superior alternative among

the other alternatives. Based on the comparative analysis of alternatives, as discussed in Section 9.0, *Project Alternatives*, the No Project, Expanded Warehouse, and Alternate Fueling Center Location On-Site alternatives are considered to be environmentally superior. Implementation of these alternatives would reduce the aesthetic and noise affects relative to those anticipated to occur with the proposed project.

□ **AREAS OF ENVIRONMENTAL CONTROVERSY/ISSUES TO BE RESOLVED**

Redwood City circulated a NOP on September 9, 2005, to inform public agencies, special districts, surrounding cities, and other individuals that the City intends to prepare an EIR for the proposed project. The purpose of the NOP was to solicit guidance from the affected agencies and individuals regarding the scope and content of the environmental information to be included in the EIR. Agencies and individuals receiving copies of the NOP had 30 days to respond. Concerns raised by responses to the NOP are presented in letters provided as Appendix A to this EIR.