

1. INTRODUCTION AND SUMMARY

1.1 OVERVIEW OF RECIRCULATED EIR

This document is a Recirculated Environmental Impact Report (REIR) prepared in accordance with the California Environmental Quality Act of 1970 (CEQA), as amended. The Town of Corte Madera is the lead agency for the project evaluated in this REIR. This REIR is a recirculation of a portion of the Draft EIR (DEIR) (State Clearinghouse Number 2014042069) that addressed the Corte Madera Inn Rebuild Project and that was circulated for public review from November 17, 2014 to January 20, 2015. This original DEIR was posted on the Town's website on November 17, 2014. Comments were received and a Final EIR (FEIR) was begun to respond to public and agency comments on the DEIR. During this FEIR process, it was determined that a portion of the DEIR should be significantly revised, and thus a REIR was prepared in order to meet the requirements of CEQA.

According to Section 15088.5(a) of the CEQA Guidelines, "A lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice is given of the availability of the draft EIR for public review under Section 15087 but before certification.... New information added to an EIR is not 'significant' unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project's proponents have declined to implement."

CONTENTS OF REIR

This REIR addresses the following two components that are intended to supplement the DEIR on the Corte Madera Inn Rebuild Project (State Clearinghouse Number 2014042069):

- A new alternative (Alternative 4) for a 187-room hotel (130,326 square feet of gross floor area) and retention of the on-site pond; and
- Revisions to Section 4.12, Transportation/Traffic, of the DEIR to address a study of Madera Boulevard.

NEW ALTERNATIVE IN REIR

This REIR provides a new alternative for Chapter 5, Alternatives, of the DEIR. The new alternative is referred to as "Alternative 4: Alternative with Retention of the Pond and 187-Room Hotel" and is described in more detail below.

Three alternatives to the proposed project were evaluated in Chapter 5, Alternatives, of the DEIR. They were:

- Alternative 1: No Project
- Alternative 2: Alternative with Retention of the Pond and 147-Room Hotel
- Alternative 3: Alternative with Filling in the Pond and 111-Room Hotel

The new Alternative 4 addressed in this REIR provides a revised site plan that includes the same number of hotel rooms as the original project (187 rooms) and a reduced parking supply (192 spaces) compared to the original project (see **Figure 1-1**). However, the parking supply would meet the Town's requirements. This new Alternative 4 would retain the pond in its current location. Because of the resulting site constraints, Alternative 4 would include a new "L"-shaped building that would range from two to four stories in height, as shown in Figure 1-1.

In this REIR, the impacts of Alternative 4 are compared to the impacts of the proposed project. In addition, the ability of Alternative 4 to meet project objectives is also evaluated. Alternatives 2 and 3 were found to meet some but not all of the project objectives. Alternative 4 was also found to meet many but not all of the project objectives. In addition to the No Project Alternative, Alternative 2 (see original DEIR) would be the environmentally superior alternative. While Alternative 4 may have impacts similar to those of the proposed project, new impacts were identified as related to aesthetics, and for this reason it was concluded that the environmentally superior alternative would be Alternative 2. For reference purposes, the full Alternatives Chapter of the DEIR can be accessed on the Town's website at: <http://www.townofcortemadera.org/531/Corte-Madera-Inn-Rebuild-Project> or by visiting Corte Madera Town Hall at 300 Tamalpais Drive, lower level.

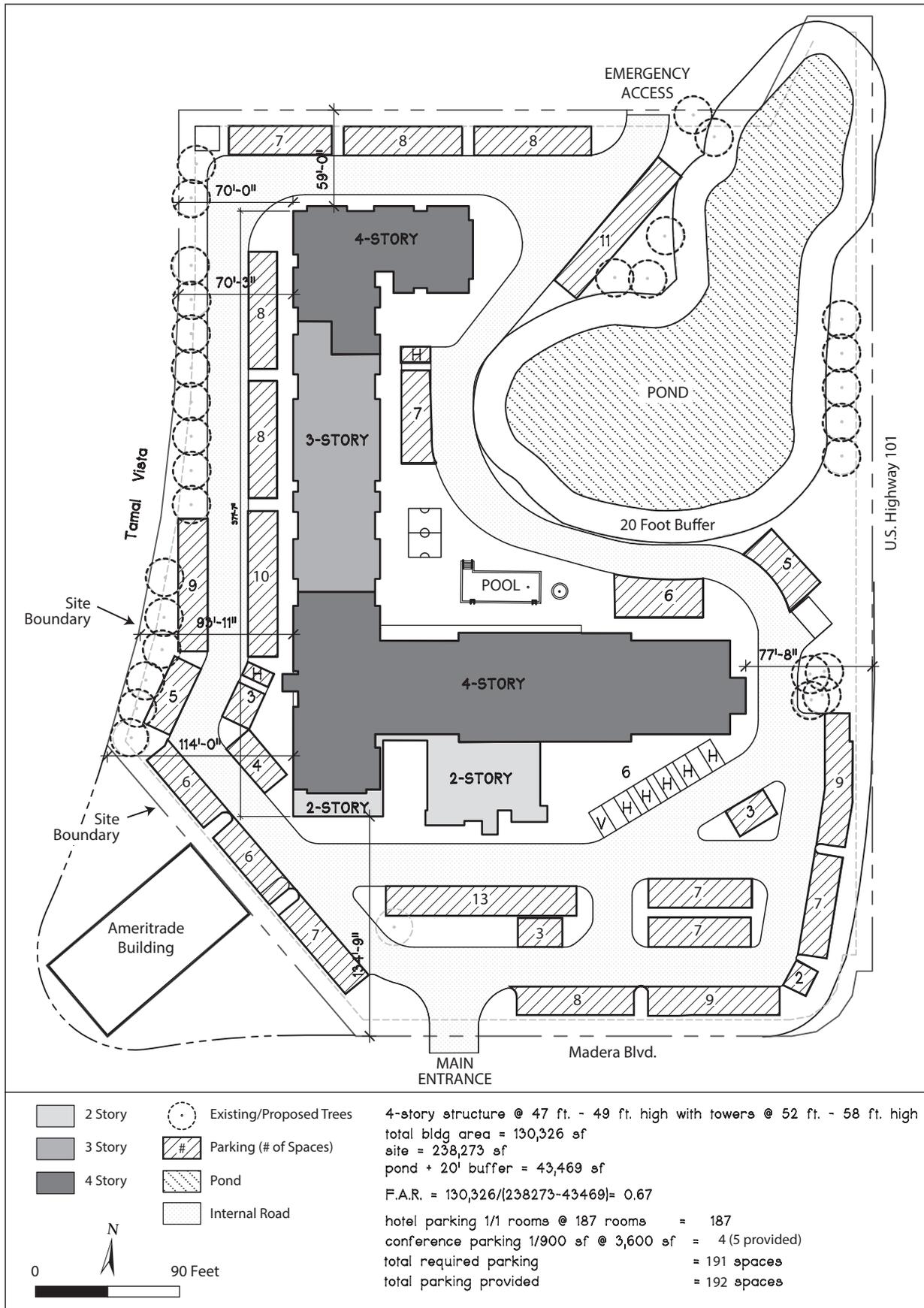
REVISED TRAFFIC ANALYSIS IN REIR

This REIR also addresses a new study that assessed potential circulation improvements on Madera Boulevard to improve overall safety with the project. The REIR incorporates the results of this study and revises applicable mitigation measures in Section 4.12, Transportation/Traffic, of the DEIR.

In May 2015, a traffic study was completed by the firm of Parisi Transportation Consulting. This study evaluated the overall safety conditions as related to traffic circulation on Madera Boulevard between Tamal Vista Boulevard, and U.S. Highway 101 (Highway 101) (see **Appendix B**). This study was originally recommended in Mitigation Measure TRAFFIC-1 of the DEIR; however, it was determined that the study should be done prior to certification of the EIR in order to identify more specifically the mitigation necessary to reduce potential significant impacts to less-than-significant levels. Thus, Chapter 2 of this REIR includes a copy of the DEIR transportation/traffic section and shows the text changes related to this new work. New text is shown with double underlining, and removed text is shown with ~~strikeout~~. The changes add to the discussion of Impacts TRAFFIC-1 and TRAFFIC-3 and revise Mitigation Measures TRAFFIC-1 and TRAFFIC-3.

The following is the new wording for Mitigation Measures TRAFFIC-1 and TRAFFIC-3:

Mitigation Measure TRAFFIC-1: The project shall contribute to fund a study of potential multimodal access and circulation enhancements along Madera Boulevard between and including the Tamal Vista Boulevard/Council Crest Drive intersection and the Highway 101 ramps. The study shall be overseen by the Town of Corte Madera and shall be completed within 12 months. The study shall identify multimodal enhancements and an applicable funding program to ensure the improvements are completed within a specified time period. The applicant shall contribute to the needed improvements based on the results of the recommended study. The project shall fund the design and construction of multimodal access and circulation improvements along Madera Boulevard between and including the Madera



SOURCE: Reson Hotels, Inc. 2015

Figure 1-1

ALTERNATIVE 4: ALTERNATIVE WITH RETENTION OF THE POND AND 187-ROOM HOTEL

Boulevard/Tamal Vista Boulevard/Council Crest Drive intersection and the Highway 101 ramps, including an extended roundabout offset between the Town Center driveway and the proposed Corte Madera Inn driveway (see Appendix B of the Recirculated Environmental Impact Report [REIR]). The roundabout would substantially reduce potential conflicts—under current and future conditions—between turning vehicles along Madera Boulevard, by reducing merging, weaving, diverging, and turning movements, and would improve traffic flow and reduce motorist delays. The design and construction shall be overseen by the Town of Corte Madera.

The applicant may request that the Town of Corte Madera and Applicant enter into the Town's standard form Reimbursement Agreement so that future development may pay its fair share of the cost of the public improvement described above. Said Standard Form Reimbursement Agreement provides that the applicant may, to the extent collected, be reimbursed for the amount exceeding the project's fair share of the cost of these improvements. Public improvements installed by applicant that are not eligible for reimbursement are property frontage improvements such as curb, gutter, sidewalk, landscaping, street lighting, hydrants, landscaping, and any street widening along the property frontage necessary to install such improvements. (LTS)

Mitigation Measure TRAFFIC-3: To encourage pedestrians to cross Madera Boulevard at the Tamal Vista Boulevard/Council Crest Drive crosswalk (instead of at a uncontrolled midblock location), the project shall install a pedestrian barrier between the sidewalk adjacent to the project site and the roadway curb, along with signs directing pedestrians to the intersection's crosswalk. In addition, the project shall ~~contribute to pedestrian-related~~ fund the design and construction of multimodal improvements at the Tamal Vista Boulevard/Madera Boulevard/Council Crest Drive intersection, including ~~refreshing the high-visibility crosswalks, installing advance limit lines/stop bars, and upgrading all of the intersection's curb ramps to be ADA-compliant~~ the removal of the intersection's "pork chop" island by extending Madera Boulevard's curb, converting the existing free-flow northbound-to-eastbound right turn to a stop sign-controlled movement, extending the Madera Boulevard northbound bicycle lane to the intersection, adding stop bars and new pavement markings, and upgrading all of the intersection's curb ramps to comply with the Americans with Disabilities Act (ADA) (see Appendix B of the REIR). The project shall also modify the curb ramp adjacent to the west side of the site's western driveway to bring it into compliance with ADA standards. The above improvements would reduce the potential for conflicts at the intersection, including for pedestrians crossing along one of its crosswalks. The design and construction shall be overseen by the Town of Corte Madera. (LTS)

PUBLIC REVIEW AND COMMENT ON REIR

The Town has already closed the comment period for the original DEIR, and The Town is now recirculating a portion of the DEIR and seeks public comment on only those portions of the DEIR that have been revised and are the subject of this REIR. Other comments received during the REIR public review period will not be addressed in the FEIR.

After the REIR public review period has ended, responses to the comments on this REIR will be prepared and a FEIR will be available to address comments on both the original DEIR and this REIR. See further discussion in Section 1.3, Public Review, below.

1.2 PROJECT BACKGROUND

PROJECT ADDRESSED IN DEIR

Reneson Hotels Inc., the project applicant, proposes the demolition of an existing hotel building and restaurant and the construction of a new 187-room hotel (the project) on the 5.47-acre Best Western Corte Madera Inn site (the project site) at 56 Madera Boulevard in Corte Madera. No restaurant would be provided on the project site, and the project would result in a net gain of 77 hotel rooms. The primary access to the site would be from a single, relocated driveway on Madera Boulevard near a Highway 101 off-ramp.

As part of the originally proposed project, the existing 0.64-acre pond located at the northeastern edge of the site would be filled. New landscaping would be added throughout the site, concentrated near the building and around the perimeter of the property. The perimeter would also include surface parking. A total of 257 parking spaces would be provided.

The project would require a General Plan amendment and a rezoning to allow the proposed floor area ratio (FAR) of 0.55.¹ The General Plan amendment would change the Town of Corte Madera General Plan land use designation of the site from "Mixed-Use Commercial," which allows a maximum FAR of 0.34, to "Motel/Hotel Highway Commercial." This would be an entirely new General Plan designation for the Town. The rezoning would change the zoning of the site from C-3 Highway Commercial with a Baylands Risk Zone and Natural Habitat Special Purpose Overlay to Motel/Hotel Highway Commercial with an FAR limit of 0.55 and the same Baylands Risk Zone and Natural Habitat Special Purpose Overlay. This would be an entirely new zoning designation for the Town. Design review, Preliminary Development Plan, and Precise Development Plan approvals would also be required prior to the issuance of any grading or building permits.

PUBLIC REVIEW OF DEIR

The DEIR on the original project was made available for public review from November 17, 2014 to January 20, 2015. The general public was advised of the availability of the DEIR through notification via email and Notices of Availability mailed to neighbors of the project site. Public agencies and interest groups were also notified by mail. The DEIR was posted on the Town's website on November 17, 2014. A public hearing on the DEIR was held on December 9, 2014, to obtain oral public comments on the DEIR.

During the public review period on the DEIR, written comments were also made on the DEIR. A copy of written comments and responses to the comments will be provided in the FEIR that will be prepared and circulated after circulation of this REIR.

¹ Floor area ratio (FAR) refers to the ratio of square footage of building area to the size of the site. Therefore, an FAR of 0.34 on a 1-acre site (43,560 square feet) would allow a building square footage of 14,810 square feet.

1.3 PUBLIC REVIEW

As stated in Section 15088.5(d) of the CEQA Guidelines, the lead agency need only recirculate the chapters or portions of the original DEIR that have been modified if the revision is limited to a few chapters or portions of the EIR. According to Section 15088.5(f)(2), when the EIR is revised only in part (which is the case herein), the lead agency may request that reviewers limit their comments to the revised chapters or portions of the REIR.

This REIR will be circulated for review and comment by the public and other interested parties, agencies, and organizations for a 45-day period as indicated on the Public Notice of Availability of this document. The comment period for this REIR will be **July 17, 2015 to August 30, 2015**. During the public review period, written comments on the adequacy of the REIR may be submitted to:

Mr. Adam Wolff, Planning Director

Mailing Address: Town of Corte Madera Planning Department
300 Tamalpais Drive
Corte Madera, CA 94925-1418

Email Address: AWolff@tcmmail.org

Responses to all substantive comments received on the adequacy of the REIR and submitted within the specified review period will be prepared and included in the Responses to Comments/FEIR. Prior to approval of the project, the Town of Corte Madera Planning Commission must certify the FEIR and adopt a Mitigation Monitoring and Reporting Program (MMRP) for mitigation measures identified in the REIR and the DEIR, in accordance with the requirements of California Public Resources Code (PRC) Section 21001.

In addition, the Planning Commission must make the necessary findings for the adoption of mitigation measures associated with the project. The findings will be part of the overall resolution to be adopted by the Commission. **Appendix A** of this REIR includes the Summary Table of impacts and mitigation measures found in the original DEIR (Table 2-2). After this REIR is circulated, responses to public comments will be prepared as a separate chapter of the FEIR (to distinguish comments from those on the original DEIR). **Only comments related to the content of this REIR will be addressed at this time.** The comment period for the original DEIR is closed and responses to comments received on the original DEIR will be included in the FEIR. No comments on the original DEIR will be accepted at this time.

1.4 ORGANIZATION OF REIR

This REIR is organized into the following chapters:

Chapter 1, Introduction and Summary: Provides an introduction and overview that describes the contents and intended use of this REIR, project background, the REIR process, and organization of the document.

Chapter 2, Revisions to DEIR Transportation/Traffic Analysis: Shows changes to DEIR Table 2-2 and Section 4.12, Transportation/Traffic, to reflect the results of the May 2015 traffic study.

Chapter 3, New Alternative: Assesses impacts of one new alternative to the project (Alternative 4). Includes the section entitled “Environmentally Superior Alternative” with slight revisions, compared to the comparable section in Chapter 5, Alternatives, of the DEIR.

Chapter 4, REIR Authors: Lists the authors of the REIR.

Chapter 5, REIR References: Lists the persons, agencies, and organizations contacted and documents used during preparation of this REIR.

