MITIGATION MONITORING PROGRAM (MMP)
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<th>Monitoring/ Reporting Action &amp; Schedule</th>
<th>Monitoring Compliance Record (Name/Date)</th>
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<tbody>
<tr>
<td>AES-1: Reduce Nighttime Lighting</td>
<td>Town of Corte Madera</td>
<td>Verify in construction documents prior to issuing building permit.</td>
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</tbody>
</table>
| **The Applicant shall ensure that:**  
  • Skyward-casting lighting shall be prohibited for any new parking lot lighting.  
  • Over-lighting shall be prevented and full-cut off fixtures shall be used to minimize light pollution and trespass in the parking lots. Lighting within the gravel lot improvements area shall be directed and/or shielded away from Shorebird Marsh and other adjacent land uses (excepting for Redwood Highway).  
  • Lighting for exterior locations shall be designed primarily for public safety and shall not result in unnecessary glare beyond the project boundary.  
  • Whenever possible, lighting for pathways shall be low path lighting.  
  • Motion sensors shall be used where possible to lessen unnecessary lighting.  
  • Use of separate circuits shall be implemented where feasible to allow peripheral lighting to be turned off. | |
| **AQ-2: Implement BAAQMD Basic Construction Measures** | Town of Corte Madera | Verify in construction documents prior to issuing building permit and monitor daily during construction. | |
# MITIGATION AND MONITORING PLAN

The Village at Corte Madera Expansion Project

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</table>
| • All vehicle speeds on unpaved areas shall be limited to 15 miles per hour;  
• All paving shall be completed as soon as possible after trenching work is finished;  
• Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations). Clear signage shall be provided for construction workers at all access points;  
• All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation;  
• A public visible sign shall be posted with the telephone number and person to contact regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations. |                            |                                        |                                         |

**BIO-1a: Protect Salt Marsh Harvest Mouse**

The Applicant shall implement the following measures prior to and during construction and staging at the gravel lot:

• All non-landscaped, vegetated habitats within the Project area (i.e., coyote brush scrub, salt grass flats, and ruderal grassland) shall be avoided to the maximum extent feasible.  
• Staging areas shall be located in a developed area of the Project site at least 33 feet away from the edge of the developed/barren habitat and transitional habitats (coyote brush scrub and ruderal grassland). If it is not practical to locate the staging area at least 33 feet from the nearest non-landscaped vegetation, the area shall be surrounded by a temporary exclusion fence. The fence type and installation| Town of Corte Madera | Verify in construction documents prior to issuing building permit.  
Conduct training prior to start of construction.  
Monitor as necessary during construction. |
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<tr>
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<td>shall follow the same specifications for the work area, as outlined in the next bullet.</td>
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<td>• The work area shall be separated from the surrounding natural vegetation by a temporary exclusion fence made of or covered with smooth, heavy plastic sheeting that is at least three feet in height and 12 inches higher than the tallest adjacent vegetation (a maximum fence height of four feet is appropriate). The fence bottom shall be buried at least four inches deep into the ground with no gaps. Stakes shall be located on the inside of the exclusion fence (to deter mice from climbing stakes).</td>
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<td>• All construction personnel and onsite staff shall participate in an endangered species training program to be given by the biological monitor (see below). The training shall provide information about salt marsh harvest mouse, measures being implemented to avoid impacts to these species, and procedures to follow should a salt marsh harvest mouse be encountered during work. Training shall cover the sensitive resources located in the area, how to avoid sensitive resources, environmental rules and regulations, and the importance of protecting environmental resources.</td>
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<td>• Vegetation within 2 feet of the exclusion fencing shall be trimmed as follows to prevent saltmarsh harvest mouse individuals from climbing on the vegetation as a pathway over the fencing. Trim upland grasses and weeds to less than 6'; trim coyote brush that is touching the exclusion fencing so that it cannot provide a pathway over the fencing for the mouse. Vegetation shall be trimmed by hand beginning at lesser quality habitat and moving toward better quality habitat. The vegetation trimming shall be maintained for the duration of construction.</td>
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<tr>
<td>• A qualified biological monitor shall be present during vegetation trimming and salt marsh harvest mouse exclusion fence installation.</td>
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<td>• Construction activities shall only occur during daylight at the gravel lot between 30 minutes after sunrise and 30 minutes</td>
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### MITIGATION AND MONITORING PLAN

**The Village at Corte Madera Expansion Project**

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| before sunset (this condition does not apply to construction within The Village site).  
- No lighting shall be used in construction areas overnight at the gravel lot, except for those on motion detectors, affixed downward (minimal up light and spill), and necessary for safety.  
- Standard Best Management Practices (BMP) shall be implemented to reduce noise, fugitive dust, and other general disturbance to the area (General Plan Implementation Program RCS-10.3.c Construction Dust Control, RCS-10.3.e Construction Equipment Control, and PSH-5.7b Muffler Requirements).  
- Dust abatement involving water shall limit spraying to prohibit the forming of pools on paved areas that might attract birds to the construction area.  
- Roosting and landing deterrent (i.e., bird control spikes) shall be permanently installed on the top of new lighting structures at the gravel lot to deter avian predators. | | |

**BIO-1b: Protect Nesting Raptors and Migratory Birds**  
The Applicant shall implement the following measures:  
- Grading or removal of any vegetation, including landscaping, shall be conducted outside the nesting season (defined as February 1st through August 31st), if feasible. No survey is required for work conducted between September 1st and January 31st. However, if an active nest is encountered, since a few species breed year-round, a qualified biologist shall be contacted and work in the immediate vicinity of the nest shall cease until corrective measures can be implemented (i.e. avoidance of the nest until the young have fledged).  
- If grading or vegetation removal between September 1st and January 31st is infeasible and work must occur within the breeding season, a pre-construction nesting bird survey (for both passerines and raptors) of the Project area shall be performed by a qualified biologist within 7 days of breaking ground. If no nesting birds are observed, no further action is | Town of Corte Madera | Verify in construction documents prior to issuing building permit.  
Conduct pre-construction surveys within one week prior to start of construction, if necessary.  
Verify installation of fencing prior to start of construction, monitor as necessary during construction. | |
EXHIBIT B

MITIGATION AND MONITORING PLAN
The Village at Corte Madera Expansion Project

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<td>required and work shall begin within one week of the survey to prevent &quot;take&quot; of individual birds that could begin nesting after the survey. If the onset of work is delayed or there is a break in construction lasting longer than 7 days during the breeding season, then the original survey is presumed invalid and an additional survey shall be conducted.</td>
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<td>• If bird nests (either passerine and/or raptor species that are protected under the MBTA or California Fish and Game Code) are observed during the pre-construction survey, a disturbance-free (or exclusion) buffer zone shall be established around the nest tree(s)/area until the young have fledged, as determined by a qualified biologist. The radius of the required buffer zone can vary depending on the species, (i.e., 75 to 100 feet for passerines and 200 to 300 feet for raptors); the dimensions of any required buffer zones shall be determined by a qualified biologist in consultation with USFWS or CDFW.</td>
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<td>• Before construction begins, orange construction fencing shall be placed at the specified radius from the base of the nest tree/area to delineate the exclusion buffer zone from construction areas. No machinery or workers shall intrude into the established buffer zone. Grading and construction activities would not be restricted (in regard to nesting birds) outside the prescribed buffer zone.</td>
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## MITIGATION AND MONITORING PLAN
The Village at Corte Madera Expansion Project

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| **BIO-5a: Comply with General Plan Policies regarding Non-native Species**  
The Applicant shall prepare planting specifications, including a species list to ensure landscaping complies with General Plan Policy RCS-7.5. The following shall be implemented:  
- Landscaping and stormwater detention basins shall be composed of appropriate native species consistent with the BASMAA guidelines.  
- Landscaping shall not use species for outdoor landscaping identified as invasive by the California Invasives Plant Council or as undesirable species in the Town of Corte Madera Municipal Code Section 15.50 Trees.  
- Landscaped areas shall be maintained to contain and prevent the spread of highly invasive and noxious weeds. However, the use of pesticides or other chemical pest control shall be prohibited unless approved for use in sensitive aquatic areas. | Town of Corte Madera | Review and verify landscape plans comply with City Policy prior to issuing building permit. | |
| **CR-1: Minimize Impacts to Unknown Archaeological Resources**  
If potential archaeological resources are uncovered, the Town shall halt work and workers shall avoid altering the materials and their context. Project personnel shall not collect cultural materials. Prehistoric materials might include obsidian and/or chert flaked-stone tools such as projectile points, knives, or scraping implements; the debris from making, sharpening, and using them ("debitage"); culturally darkened soil containing shell, dietary bone, heat-altered rock, and carbonized plant material ("middens"); or stone milling equipment such as mortars, pestles, handstones, or milling slabs. A qualified professional archaeologist shall evaluate the find and provide appropriate recommendations. If the archaeologist determines that the find potentially qualifies as a unique archaeological resource for purposes of CEQA (CEQA Guidelines Section 15064.5[c][3]), all work must remain stopped in the immediate vicinity to allow the archaeologist to evaluate any materials and recommend appropriate treatment. All significant cultural resources | Town of Corte Madera | Verify in construction documents prior to issuing building permit. | |
MITIGATION AND MONITORING PLAN
The Village at Corte Madera Expansion Project

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<td>recovered shall be, as necessary and at the discretion of the consulting archaeologist, subject to scientific analysis, professional museum curation, and documentation according to current professional standards. In considering any suggested measures proposed by the consulting archaeologist in order to mitigate impacts to historical resources or unique archaeological resources, the Town shall determine whether avoidance is necessary and feasible in light of factors such as the nature of the find, Project design, costs, and other considerations. If avoidance is infeasible, other appropriate measures (e.g., data recovery) shall be instituted. Work may proceed on other parts of the Project while mitigation for unique archaeological resources is being carried out.</td>
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<td>CR-2: Procedures for Encountering Human Remains</td>
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<td>California Health and Safety Code Section 7050.5 states that it is a misdemeanor to knowingly disturb a human grave. If human remains are encountered, the Town shall halt work in the vicinity and notify the County Coroner. At the same time, the Town shall retain a qualified archaeologist to evaluate the situation. If human remains are of Native American origin, the Marin County Coroner shall notify the Native American Heritage Commission within 24 hours of identification, pursuant to Public Resources Code 5097.98, which would appoint a Most Likely Descendant (MLD). A qualified archaeologist, the Town, and the MLD shall make all reasonable efforts to develop an agreement for the treatment, with appropriate dignity, of any human remains and associated or un-associated funerary objects (CEQA Guidelines Section 15064.5[d]). The agreement shall take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, and final disposition of the human remains and associated or un-associated funerary objects. The Public Resources Code allows 48 hours to reach agreement on these matters. If the MLD and the other parties could not agree on the reburial method, the Town shall follow Section 5097.98(b) of the Public Resources Code, which states that “the landowner or his or her authorized representative shall reinert the human remains and items associated with Native American burials with</td>
<td>Town of Corte Madera</td>
<td>Verify in construction documents prior to issuing building permit. Halt work and follow evaluation procedures, if necessary.</td>
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<td>Mitigation Measure</td>
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<td>appropriate dignity on the property in a location not subject to further subsurface disturbance.&quot;</td>
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<tr>
<td>CR-3: Minimize Impacts to Unknown Tribal Cultural Resources</td>
<td>Town of Corte Madera</td>
<td>Verify in construction documents prior to issuing building permit.</td>
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<tr>
<td>If potential tribal cultural resources are uncovered, the Town shall halt work, and workers shall avoid altering the materials and their context. Project personnel shall not collect cultural materials. The Town shall notify The Federated Indians of Graton Rancheria (FIGR). The Town, in coordination with FIGR, shall determine if the resource qualifies as a tribal cultural resource under CEQA. If it does, then all work must remain stopped in the immediate vicinity to allow evaluation of any materials. The Town shall ensure that qualified resources are avoided or protected in place, in accordance with the requests of FIGR, to the extent feasible. Work may proceed on other parts of the Project while mitigation for tribal cultural resources is being carried out.</td>
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<tr>
<td>GEO-1: Reduce Geologic Hazards through Design and Construction Measures</td>
<td>Town of Corte Madera</td>
<td>Verify in construction documents prior to issuing building permit.</td>
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<tr>
<td>The Applicant shall design and construct the Project in conformance with the specific recommendations contained in the geotechnical reports Geotechnical Investigation Report Restoration Hardware Building and Southern Parking Structure (Kleinfielder 2015), Geotechnical Study North Parking Lot (Kleinfielder 2017), and any subsequent design-level geotechnical reports. Specifically, the design and construction shall be consistent with the geotechnical recommendations for seismic design, flexible joints for underground utilities, foundation system for the building, earthwork, and excavation. Professional inspection of foundation work, excavation, earthwork and other aspects of site development shall be performed during construction to ensure compliance with the recommendations.</td>
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<tr>
<td>GHG-1: Reduce Greenhouse Gas Emissions</td>
<td>Town of Corte Madera</td>
<td>Review and approve GGRP prior to issuing grading permit.</td>
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## MITIGATION AND MONITORING PLAN
### The Village at Corte Madera Expansion Project

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<td>and actions to be implemented by the Project, and quantify the emission reductions associated with those features and actions. The GGRP shall demonstrate achievement of a project emissions inventory that is less than the Bay Area Air Quality Management District's (BAAQMD) threshold of 1,100 metric tons of carbon dioxide equivalent (CO2e) per year. The GGRP shall be submitted to the Town for approval prior to the issuance of grading permits. Specific measures may include:</td>
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<td>• Subscribe to Marin Clean Energy’s (MCE) &quot;Deep Green&quot; or &quot;Local Sol&quot; energy options, which would reduce the energy intensity of provided energy to 5 pounds of carbon dioxide per megawatt hour (CO2e / MWh) (MCE 2014).</td>
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<td>• Implement a voluntary trip reduction program for all employees</td>
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<td>• Provide shower and locker facilities to support employees bicycling to work</td>
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<td>• Provide a Commute Trip Reduction subsidy for employees consistent with the California Air Pollution Control Officer’s Association’s Greenhouse Gas Measure TRT-4 (CAPCOA 2010)</td>
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<td>• Utilize high pressure sodium cutoff lights in outdoor lighted areas</td>
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<td>• Exceed 2013 Title 24 requirements by 15 percent</td>
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<td>• Use Energy Star energy efficient fans and refrigerators</td>
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<td>• Use a recycling and composting service</td>
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<td>• Use low-flow for all interior water fixtures (toilets, kitchen and bathroom sink faucets)</td>
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<td>These actions are provided as a guide and can be substituted with other actions when shown to achieve the same result of reducing annual emissions below 1,100 MT CO2e per year.</td>
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**HWQ-1: Manage Stormwater during Construction**

The Applicant shall obtain coverage under State Water Resources Control Board Order No. 2009-0009-DWQ, Waste Discharge Requirements for Discharges of Storm Water Runoff

<table>
<thead>
<tr>
<th>Town of Corte Madera</th>
<th>Review and approve SWPPP prior to issuing grading permit. Confirm SWPPP</th>
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<td>Associated with Construction and Land Disturbance Activities, as amended by Order No. 2012-0006. The Applicant shall submit permit registration documents (notice of intent, risk assessment, site maps, SWPPP, annual fee, and certifications) to the State Water Resources Control Board. The SWPPP shall address pollutant sources, non-storm water discharges, best management practices, and other requirements specified in the above-mentioned Order. The SWPPP shall also include dust control practices to prevent wind erosion, sediment tracking, dust generation by construction equipment, management of concrete slurry, asphalt, pavement cutting, and other street and road activities to avoid discharge to storm drains from such work. A Qualified Storm Water Pollution Prevention Plan Practitioner shall oversee implementation of the Plan, including visual inspections, sampling and analysis, and ensure overall compliance. The Applicant shall also obtain an Erosion Control Permit from the Town of Corte Madera. This shall include development of an Erosion and Sediment Control Plan. The SWPPP required by the General Construction Permit may be submitted to the Town in lieu of the Erosion and Sediment Control Plan provided it meets the requirements of the ESCP, which include: - Description of the proposed Project and soil disturbing activity; - Site specific construction-phase best management practices; - Rationale for selecting the best management practices; and - List of applicable outside agency permits associated with the soil disturbing activity.</td>
<td>meets State Board requirements</td>
<td>Review and approve Erosion and Sediment Control Plan prior to issuing grading permit, if necessary.</td>
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## MITIGATION AND MONITORING PLAN

### The Village at Corte Madera Expansion Project

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<td><strong>HWQ-2: Manage Construction Dewatering Discharges</strong>&lt;br&gt;The Applicant shall implement either of the following options for dewatering management that would avoid discharging to a local surface water or storm drain if feasible:&lt;br&gt;  • Reuse the water on-site for dust control, compaction, irrigation, or other construction-related use.&lt;br&gt;  • Discharge (by permit) to a sanitary sewer.&lt;br&gt;If discharging to the sanitary sewer, the Applicant shall apply for, and comply with, a Central Marin Sanitation Agency Groundwater Discharge Permit, including, as necessary, measures for characterizing the discharge and ensuring filtering methods and monitoring to verify that the discharge is compliant with the local wastewater discharge requirements.&lt;br&gt;If reuse of the water on-site or discharging to the sanitary sewer is not feasible, the Applicant may apply for coverage of non-storm water discharges during construction under State Water Resources Control Board Order No. 2009-0009-DWQ (see Mitigation Measure HWQ-1). The Applicant shall characterize the discharge and identify specific measures to control the discharge, such as sediment controls to ensure that excessive sediment is not discharged, and flow controls to prevent erosion and flooding downstream of the discharge. A temporary water treatment facility shall be used to reduce the turbidity of the dewatering water prior to discharge. The temporary treatment facility shall include a portable sedimentation tank, or similar system, to provide initial settling of sediments followed by a series of pressurized sand filters, or similar filtering devices, designed to produce dewatering water that can be discharged back to the storm drain system without water quality violations.</td>
<td>Town of Corte Madera</td>
<td>Verify means of discharge prior to issuance of grading permit.&lt;br&gt;Confirm receipt of Central Main Sanitation Agency Groundwater Discharge Permit, if necessary, prior to issuing grading permit.</td>
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<td><strong>HWQ-3: Implement Post-construction Stormwater Requirements</strong>&lt;br&gt;The Applicant shall comply with the local E.12 Post Construction Requirements contained in the Town’s Phase II Stormwater Permit, and as outlined in the BASMAA Post Construction Manual: Design Guidance for Stormwater Treatment for Projects</td>
<td>Town of Corte Madera</td>
<td>Verify in construction documents prior to issuing building permit.</td>
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<td>in Marin, Sonoma, Napa, and Solano Counties. The Post Construction Requirements are an enforceable part of the Town’s municipal storm water permit. The Applicant shall prepare a Stormwater Control Plan and Stormwater Facilities Operation and Maintenance Plan for Town review and approval. The Plans shall include the following elements:</td>
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<td><strong>Storm Water Control Plan</strong></td>
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<td> • Project information;</td>
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<td> • Opportunities and constraints;</td>
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<td> • Conceptual site design;</td>
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<td> • Calculations and documentation;</td>
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<td> • Design details;</td>
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<td> • Source controls;</td>
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<td> • Maintenance;</td>
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<tr>
<td> • Construction checklist; and</td>
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<td> • Certification.</td>
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<tr>
<td><strong>Stormwater Facilities Operation and Maintenance Plan</strong></td>
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<td> • Designation of responsible individuals;</td>
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<td> • Description of facilities;</td>
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<td> • Documentation of the facilities “as built”; and</td>
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<td> • Scheduling of maintenance activities.</td>
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<td>All stormwater management facilities shall be maintained according to the approved Operation and Maintenance Plan. The Plan shall require that stormwater management facilities be inspected by those responsible for maintenance at least annually.</td>
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<td><strong>HWQ-4: Provisions for Flood Hazard Reduction</strong></td>
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<td>The Town shall ensure that the Project conforms to the flood damage prevention provisions of Corte Madera Municipal Code Chapter 16.10. The Applicant shall be required to obtain a Floodplain Development Permit before construction or development begins. The application for a Floodplain</td>
<td>Town of Corte Madera</td>
<td>Review and approve Floodplain Development Permit prior to issuing grading permit.</td>
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<td>Inspect during construction, as needed.</td>
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## Mitigation and Monitoring Plan

**The Village at Corte Madera Expansion Project**

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<th>Monitoring/Reporting Action &amp; Schedule</th>
<th>Monitoring Compliance Record (Name/Date)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Development Permit shall include, but not necessarily be limited to, the following elements:</td>
<td></td>
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</tr>
<tr>
<td>• Plans drawn to scale showing the nature, location, dimensions and elevation of the Project area, including existing and proposed structures, fill, material storage areas, and drainage facilities;</td>
<td></td>
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<tr>
<td>• Foundation design details;</td>
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<tr>
<td>• Proposed elevation in relation to mean sea level to which any nonresidential structure will be floodproofed;</td>
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<tr>
<td>• All appropriate certifications that the Project satisfies the flood hazard reduction provisions; and</td>
<td></td>
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<tr>
<td>• Description of the extent to which any watercourse will be altered or relocated as a result of the Project.</td>
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</tr>
<tr>
<td>In accordance with the provisions of Municipal Code Chapter 16.10, flood hazard reduction provisions shall include, but would not necessarily be limited to, the following:</td>
<td></td>
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<tr>
<td>• Anchoring new construction and improvements to prevent flotation, collapse or lateral movement of a structure resulting from hydrodynamic and hydrostatic loads;</td>
<td></td>
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<tr>
<td>• Use of flood-resistant materials, utility equipment resistant to flood damage, and other methods and practices that minimize flood damage;</td>
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</tr>
<tr>
<td>• Raising of the elevation of the lowest floor, including basement, to a height equal to or exceeding one foot above the BFE specified on the FEMA Flood Insurance Rate Map, or floodproofing the building below one foot above the BFE, such that the structure:</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>o Is watertight with walls substantially impermeable to the passage of water;</td>
<td></td>
<td></td>
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<tr>
<td>o Has structural components capable of resisting hydrostatic and hydrodynamic loads and effects of buoyancy; and</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>o Is certified by a registered professional engineer or architect that the standards of Section 16.10.080 of the Municipal Code are satisfied.</td>
<td></td>
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<td></td>
</tr>
</tbody>
</table>
## MITIGATION AND MONITORING PLAN

**The Village at Corte Madera Expansion Project**

<table>
<thead>
<tr>
<th>Mitigation Measure</th>
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<tbody>
<tr>
<td>• All new and replacement water supply and sanitary sewage systems shall be designed to minimize or eliminate infiltration of floodwaters into the system and discharge from systems into floodwaters. The Town’s Public Works Department shall ensure compliance with the permit. Inspections shall be performed at key points during the construction process, and at Project completion.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>NOI-1: Comply with Corte Madera General Plan Policies</strong></td>
<td>Town of Corte Madera</td>
<td>Verify in construction documents prior to issuing building permit.</td>
<td></td>
</tr>
<tr>
<td>Construction and demolition work shall be limited to the following times: Monday through Friday from 7:00 a.m. to 5:00 p.m.; and Saturdays and Sundays from 10:00 a.m. to 5:00 p.m. unless an exemption is first obtained from the Town in response to special circumstances. For all construction activities, the following noise reduction measures shall be implemented: 1. All powered construction equipment must be equipped with intake and exhaust mufflers recommended by the manufacturers. 2. Pavement breakers and jackhammers shall be equipped with acoustical attenuating shields or shrouds recommended by the manufacturers. 3. In lieu of or in the absence of manufacturer's recommendations, the town engineer shall have the authority to prescribe such means of accomplishing maximum noise attenuation as they deem to be in the public interest, considering the available technology and economic feasibility.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>TR-3a: Reduce Traffic Hazards during Construction</strong></td>
<td>Town of Corte Madera</td>
<td>Verify in construction documents prior to issuing building permit.</td>
<td></td>
</tr>
<tr>
<td>The Applicant shall prepare a detailed Construction Traffic Control Plan and submit it for review and approval to the Town Department of Public Works, as part of the design review process. The Applicant and the Town shall consult with Marin Transit and local emergency service providers for their input prior</td>
<td></td>
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</tbody>
</table>
### MITIGATION AND MONITORING PLAN
The Village at Corte Madera Expansion Project

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<tr>
<td>to approving the Plan. The plan shall ensure that acceptable operating conditions on local bicycle and pedestrian facilities, local roadways, and freeway facilities are maintained during construction. At a minimum, the plan shall include: • Number of daily truck trips during each construction phase • Time of day of arrival and departure of trucks, and identification of a staging area that is adequate to accommodate all waiting trucks without impacting traffic on local streets • Any limitations on the size and type of trucks • Truck circulation routes • Days and times of any planned street or lane closures • Location of advance warning signage for any street or lane closures • For any street or lane closures, show safe and efficient access routes for emergency vehicles • Driveway access plan that provides safe vehicular, pedestrian, and bicycle movements (e.g., steel plates, minimum distances of open trenches, and provide vehicle pick up and drop off areas) • Days, times, and locations for any manual traffic control • Provisions for pedestrian safety • Number of construction employees by phase • Location of employee parking by phase</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>TR-3b: Redirect Bay Trail Users during Construction</strong> The Applicant shall keep the Bay Trail path on the east side of Redwood Highway open at all times during Project construction. If a closure of the Bay Trail path is required for any construction phase, a continuous path shall be maintained around the closure until construction is completed in order to provide safe travel for users of the Bay Trail. A flagger will be stationed at either end of the construction (northern and southern driveway) to assist Bay Trail users in safely navigating the closure. Work at the gravel lot</td>
<td>Town of Corte Madera</td>
<td>Verify in construction documents prior to issuing building permit.</td>
<td></td>
</tr>
</tbody>
</table>
# MITIGATION AND MONITORING PLAN

## The Village at Corte Madera Expansion Project

<table>
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<td>shall be phased to minimize closure of the Bay Trail to the fewest number of days that is feasible. If construction causes any damage to the existing Bay Trail path, as determined by the Town Department of Public Works, it shall be reconstructed and/or repaired during the final construction phase.</td>
<td></td>
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</tbody>
</table>
| **TR-3c: Manage Parking during Construction**  
The Applicant shall prepare and implement a detailed parking management plan acceptable to the Public Works Director that specifies when (and by how many spaces) the parking supply at The Village would be reduced during construction activities (both in the existing lot and in the improved gravel lot, when completed). If the parking supply during the specified construction periods would be less than the parking demand during the same time period (assuming a 90 percent occupancy factor), the applicant shall implement travel and/or parking management strategies to address any parking shortfall for the duration of the shortfall such as (a) valet parking, (b) an off-site parking area with a sufficient number of parking spaces to meet the deficit in supply and shuttle service between the off-site parking area and The Village, (c) incentives to reduce vehicle travel by employees, and/or (d) special shopper shuttle buses. These travel and/or parking demand strategies shall be sufficient to maintain safe vehicular, pedestrian, and bicycle travel in the vicinity of The Village. | Town of Corte Madera | Review and approve parking management plan prior to issuance of building permit. | |
| **TR-3d: Improve Pedestrian Safety**  
Northern Driveway to Improved Gravel Lot  
Modify the proposed improvement plans for the gravel lot to provide for low speed vehicular entry and exit at the northern driveway. An extended driveway "throat" length that eliminates the intersection with the north-south vehicular cross aisle, and provides direct, visible pedestrian paths that are separated from vehicular traffic to link the parking lot interior with the adjacent signalized crosswalk. | Town of Corte Madera | Verify in construction documents prior to issuing building permit. | |
### MITIGATION AND MONITORING PLAN
The Village at Corte Madera Expansion Project

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<tr>
<td>Southern Driveway to Improved Gravel Lot</td>
<td></td>
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</tbody>
</table>
Restrict driveway access to right-in, right-out movements and eliminate the southbound left turn lane by extending the existing median to the northwest. Provide fencing, or another type of barrier such as a hedge, inside the curb line of the median to prevent pedestrians from crossing at this location. The barrier should extend from the northwestern extent of the new median (at the location of the beginning of the median taper for the westbound Redwood Highway left turn lane at the north Village entrance) and continue south for approximately 50 feet past the driveway entrance. Provide signage both within the improved gravel lot and at the southern driveway to direct pedestrians to cross Redwood Highway at the traffic signal at the northern driveway to the improved gravel lot. Provide striping across the driveway and signage adjacent to the driveway to enhance the crossing's visibility to both drivers and Bay Trail users. |

**C-TR-1: Fair Share Contribution to Intersection Improvements**
The Applicant shall make a fair share contribution, prior to issuance of a building permit, to implementation of the following intersection improvements.

1. Widen eastbound Tamalpais Drive to three lanes from the U.S. 101 northbound off-ramp through the San Clemente Drive intersection
2. Extend the third through lane at the San Clemente Drive intersection into one of the northbound left turn lanes at the Redwood Hwy/Village at Corte Madera South Driveway intersection
3. Construct a total of 3 northbound left-turn lanes and one right-turn lane at Tamalpais Drive/San Clemente Drive

The Village at Corte Madera is ultimately responsible for 100 percent of the cost of implementing this mitigation measure. The Corte Madera General Plan EIR identified that the full buildout of The Village under the adopted Alternative 4 would generate an

Town of Corte Madera
Fair share contribution payment shall be made prior to issuance of a building permit.
## MITIGATION AND MONITORING PLAN

**The Village at Corte Madera Expansion Project**

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<tr>
<td>additional 475 PM peak hour trips. The Project is expected to generate 108 PM peak hour trips, which represents 23 percent of the total. Therefore, the Applicant's fair share contribution is 23 percent of the cost. To determine the dollar amount of the fair share contribution, the Applicant shall fund the preparation of an engineer's estimate for construction of the mitigation measures, as directed and approved by the Public Works Director for the Town of Corte Madera.</td>
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</tbody>
</table>
MEMORANDUM

Date:       June 16, 2017
To:         Phil Boyle, Town of Corte Madera
From:       Bob Grandy and Matthew Crane, Fehr & Peers
Subject:    The Village at Corte Madera Expansion: Parking Analysis

This memorandum documents a parking assessment for the proposed construction of a Restoration Hardware Gallery ("Proposed Project" or "Project") at the Village of Corte Madera ("Village") in an area currently occupied by surface parking for the shopping center. The Proposed Project will be approximately 46,000 square feet of gross floor area and would displace 166 parking spaces in the existing parking lot for the Village and develop an improved gravel lot with up to 455 parking spaces.

Parking Code Requirements

The Village currently supplies 1,773 parking spaces within the existing paved lots. The Town of Corte Madera Zoning Code (Section 18.20.030) specifies that one parking space be provided for every 250 square feet of gross floor area for shopping centers over 20,000 square feet in size. Using this metric, the Proposed Project would be required to supply 184 parking spaces. The Proposed Project would also remove 166 existing parking spaces, and therefore should replace these spaces. Therefore, the total number of spaces the Project should provide (Code-required plus in-kind replacement) is 350 parking spaces. The Project proposes to supply 455 new spaces through an improved gravel lot to the northeast of the main Village parking lot, which would satisfy these requirements.

Parking Demand

Estimates of parking demand for the Proposed Project at the Village during both typical and holiday peak conditions (e.g. Thanksgiving and Christmas holiday seasons) were developed based on two methods: observed parking occupancy at the Village (i.e. empirical method) and parking demand rates published by the Urban Land Institute (ULI) and Institute of Transportation Engineers (ITE).
The rates from ULI and ITE are based on surveys conducted at shopping centers throughout the United States. The estimated demand for each method was compared to the proposed parking supply of 455 spaces. In addition, the parking occupancy of the entire Village was calculated for each method based on the revised total parking supply with the Project in place.

Empirical Village Parking Demand Rates

Parking occupancy counts conducted in October 2011 for the Village Shopping Center Expansion Project (Skewes-Cox, 2011) on a typical Tuesday from 11 AM to 7 PM and on a typical Saturday from 10 AM to 6 PM showed that the retail uses on the site generate a peak hour demand for approximately two and a half spaces per thousand square feet on the weekdays and three spaces per thousand square feet on the weekends, as shown in Table 1. Parking occupancy counts were also conducted more recently in October 2015 on a typical Thursday from 8 AM to 7 PM and on a typical Saturday from 10 AM to 7 PM. These 2015 counts were used to verify the demand rates derived from the 2011 counts. Since the demand rates based on the 2015 counts were similar for the for a typical weekend peak period and slightly lower for the weekday peak period, the 2011 demand rates were used since they provide a more conservative analysis and represent rates that have been previously approved by the Town of Corte Madera.

Parking occupancy counts for the holiday period were conducted in December 2015 on a Thursday from 8 AM to 7 PM and Saturday from 10 AM to 7 PM. During the holiday peak period, there is higher parking demand during both the weekday and weekend due to a larger number of customers shopping at the Village during the month of December.
TABLE 1: PEAK HOUR PARKING DEMAND

<table>
<thead>
<tr>
<th></th>
<th>2011 Parking Demand</th>
<th>2015 Parking Demand</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Weekday</td>
<td>Weekend</td>
</tr>
<tr>
<td>Size of the Village</td>
<td>433,905 square feet</td>
<td>457,000 square feet</td>
</tr>
<tr>
<td>Typical Conditions</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Parked Vehicles</td>
<td>1,108</td>
<td>1,532</td>
</tr>
<tr>
<td>Parking Demand Rate</td>
<td>2.55</td>
<td>3.33</td>
</tr>
<tr>
<td>(spaces per 1000 square feet)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Holiday Peak Conditions</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Parked Vehicles</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Parking Demand Rate</td>
<td>3.99</td>
<td>4.88</td>
</tr>
<tr>
<td>(spaces per 1000 square feet)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Notes:
1. Size is before the Nordstrom expansion, which was completed after 2011.
2. At the time of the driveway counts, the Village contained 457 KSF of occupied space. This occupied square footage was used to calculate the average parking demand rate.
3. Includes vehicles parked in the unpaved gravel lot where overflow parking was available

Source: Fehr & Peers, 2017

Based on these demand rates, the Proposed Project is expected to generate demand for 118 parked vehicles during a typical weekday peak period and 154 parked vehicles during a typical weekend peak period. During the holiday peak, the Proposed Project is expected to generate demand for 184 parked vehicles during the weekday peak period and 225 parked vehicles during the weekend peak period.

Published National Parking Demand Rates

The Urban Land Institute (ULI) recommends a base parking ratio¹ of approximately three and a half to four spaces per thousand feet on weekdays, and four to four and a half spaces per thousand square feet on weekends for a regional shopping center the size of the Village (i.e. between 400,000 and 600,000 square feet in size). For the month of October, the ULI recommends an adjustment factor of 66 percent for customer/visitor parking, which is applied to the base ratio. Applying this adjustment factor, the Proposed Project would generate demand for 115 to 129 parked vehicles

during a typical weekday peak period and 129 to 143 parked vehicles during a typical weekend peak period. During the holiday period in December, ULI recommends an adjustment factor of 100 percent for customer/visitor parking (i.e. no adjustment to the base ratio). Based on this adjustment factor, the Proposed Project would generate demand for 166 to 184 parked vehicles on a weekday and 184 to 207 vehicles on a weekend during the holiday period.

The Institute of Transportation Engineers (ITE) reports an average peak period parking demand rate\(^2\) of two and a half vehicles per thousand square feet on a non-December, non-Friday weekday and an average peak period parking demand of approximately three vehicles per thousand square feet on a non-December typical weekend at a typical shopping center. Based on the ITE parking demand rate, the Proposed Project would generate demand for 118 parked vehicles during a typical weekday peak period and 133 parked vehicles during a typical weekend peak period. For the month of December, ITE reports an average peak period parking demand rate of approximately three and a half vehicles per thousand square feet on a December non-Friday weekday and an average peak period parking demand rate of approximately four and a half vehicles on a December Saturday at a typical shopping center. Based on the ITE parking demand rate for the month of December, the Proposed Project would generate demand for 173 parked vehicles during the weekday peak period and 215 parked vehicles during the weekend peak period.

**Summary of Results**

A comparison of the demand rates from the three different sources is provided in Table 2. The empirical parking demand rate is similar with both published sources for typical weekday conditions but is higher under typical weekend and holiday peak weekday and weekend conditions, which suggests that this empirical rate is appropriate for estimating parking demand generated by the Proposed Project.

---

TABLE 2: PEAK HOUR PARKING DEMAND RATES

<table>
<thead>
<tr>
<th>Source</th>
<th>Weekday¹</th>
<th>Weekend¹</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Typical Conditions</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Observed Parking Occupancy (2011 Count)</td>
<td>2.55</td>
<td>3.33</td>
</tr>
<tr>
<td>Urban Land Institute³</td>
<td>2.47 - 2.75²</td>
<td>2.75 - 3.09³</td>
</tr>
<tr>
<td>Institute of Transportation Engineers⁴</td>
<td>2.55</td>
<td>2.87</td>
</tr>
<tr>
<td><strong>Holiday Peak Conditions</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Observed Parking Occupancy (2015 Count)</td>
<td>3.99</td>
<td>4.88</td>
</tr>
<tr>
<td>Urban Land Institute³</td>
<td>3.6 - 4.0</td>
<td>4.0 - 4.5</td>
</tr>
<tr>
<td>Institute of Transportation Engineers⁴</td>
<td>3.76</td>
<td>4.67</td>
</tr>
</tbody>
</table>

Notes:
1. Rates represent parking spaces per 1000 square feet.
2. Rate with October monthly adjustment factor of 66 percent applied
3. Land Use: Regional Shopping Center (400,000 to 600,000 square feet)
4. Land Use: ITE Code 820 for Shopping Center


Table 3 and Table 4, below summarize the comparison of the Project’s estimated parking demand with the proposed supply under each of the three methods (empirical, ULI, and ITE) for typical conditions and holiday peak conditions, respectively. There is a comparison of how the Project-specific supply (455 spaces) compares to the estimated demand (plus existing space replacement), as well as a comparison of the Village supply (2,062 spaces) to the estimated demand for the Village as a whole using the three types of demand rates.

Since parking spaces become difficult to find as a parking lot fills up and to account for the inefficiencies of retail parking as described in The High Cost of Free Parking (Dr. Donald Shoup, 2011), it is advisable to provide enough parking spaces such that the predicted demand is no more than 90 percent of the total supply (known as occupancy tolerance). Therefore, the suggested number of parking spaces associated with a peak weekday and peak weekend demand for a 90 percent occupancy tolerance is also shown in Table 3 and Table 4 under each rate method.
<table>
<thead>
<tr>
<th>Demand vs. Proposed Supply (Proposed Project Only)</th>
<th>EMPIRICAL DEMAND RATE¹</th>
<th>ULI DEMAND RATE²</th>
<th>ITE DEMAND RATE³</th>
</tr>
</thead>
<tbody>
<tr>
<td>Weekday</td>
<td>Weekend</td>
<td>Weekday</td>
<td>Weekend</td>
</tr>
<tr>
<td>Base Demand</td>
<td>118 spaces</td>
<td>154 spaces</td>
<td>115 – 129 spaces</td>
</tr>
<tr>
<td>Effective Demand (90% Occupancy Tolerance)</td>
<td>132 spaces</td>
<td>172 spaces</td>
<td>128 – 144 spaces</td>
</tr>
<tr>
<td>Effective Demand Plus Existing Space Replacement (166 spaces)</td>
<td>298 spaces</td>
<td>338 spaces</td>
<td>294 – 310 spaces</td>
</tr>
<tr>
<td>Proposed Project Parking Supply</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Surplus Supply</td>
<td>+157 spaces</td>
<td>+117 spaces</td>
<td>+145 to 161 spaces</td>
</tr>
<tr>
<td>Demand vs. Supply (Village)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Base Demand⁴</td>
<td>1,324 spaces</td>
<td>1,729 spaces</td>
<td>1,282 – 1,428 spaces</td>
</tr>
<tr>
<td>Effective Demand (90% Occupancy Tolerance)</td>
<td>1,472 spaces</td>
<td>1,922 spaces</td>
<td>1,425 – 1,587 spaces</td>
</tr>
<tr>
<td>Proposed Parking Supply</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Notes:
1. Empirical parking demand rates are based on parking occupancy counts conducted at the Village in October 2011.
2. ULI parking demand rates are taken from Parking Requirements for Shopping Centers, 2nd Ed, (Washington, D.C.: ULI – the Urban Land Institute, 1999) and have an adjustment factor of 60% for the month of October.
3. ITE demand rates are based on average peak period parking demand under land use code B20.
4. The base demand assumes full occupancy of the Village space (475 ksf) plus the Proposed Project (64 ksf). At the time of the 2015 counts, the occupied size of the Village was 457 ksf.

Sources:
### Table 4: Proposed Project Parking Supply - Holiday Peak Conditions

<table>
<thead>
<tr>
<th>Demand vs. Proposed Supply (Proposed Project)</th>
<th>Empirical Demand Rate¹</th>
<th>ULI Demand Rate²</th>
<th>ITE Demand Rate²</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Weekday</td>
<td>Weekend</td>
<td>Weekday</td>
</tr>
<tr>
<td>Effective Demand (90% Occupancy Tolerance)</td>
<td>205 spaces</td>
<td>250 spaces</td>
<td>185 – 205 spaces</td>
</tr>
<tr>
<td>Proposed Parking Supply</td>
<td>455 spaces</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Surplus/Deficit</td>
<td>+84 spaces</td>
<td>+39 spaces</td>
<td>+84 to 104 spaces</td>
</tr>
<tr>
<td>Demand vs. Supply (Village)</td>
<td>2,071 spaces</td>
<td>2,533 spaces</td>
<td>1,861 – 2,076 spaces</td>
</tr>
<tr>
<td>Effective Demand (90% Occupancy Tolerance)</td>
<td>2,302 spaces</td>
<td>2,815 spaces</td>
<td>2,077 – 2,307 spaces</td>
</tr>
<tr>
<td>Proposed Parking Supply</td>
<td>2,062 spaces</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Notes:
1. Empirical parking demand rates are based on parking occupancy counts conducted at the Village in December 2015.
2. ULI parking demand rates are taken from Parking Requirements for Shopping Centers, 2nd Ed. (Washington, D.C.; ULI – the Urban Land Institute, 1999)
3. ITE demand rates are based on average peak period parking demand under land use code B20
4. The base demand assumes full occupancy of the Village space (475 ksf) plus the Proposed Project (46 ksf). At the time of the 2015 counts, the occupied size of the Village was 457 ksf.

During non-holiday conditions and accounting for the replacement of existing parking spaces (166 spaces total), the Proposed Project would generate demand for up to 310 spaces during the weekday and up to 338 spaces during the weekend to accommodate the typical parking demand. The Proposed Project proposes to supply 455 spaces on an improved gravel lot adjacent to the Village, which would meet the non-holiday Project demand and would result in a surplus of 117 to 145 spaces.

When considering the parking demand for the entire Village, there would be a non-holiday demand of up to 1,587 spaces during the weekday and up to 1,922 spaces during the weekend. The total parking supply of the Village with the Project in place would be 2,062 spaces, which includes the existing parking supply, the 166 spaces replaced, and the added 455 paved gravel lot spaces proposed by the Project. This would result in an overall non-holiday period surplus of parking at the Village of 140 to 637 spaces. Therefore, the Proposed Project would not need to provide additional parking spaces beyond what is currently proposed to satisfy parking demand during non-holiday periods.

During holiday peak conditions, and accounting for the replacement of existing parking spaces, the Proposed Project would generate demand for up to 371 spaces during the weekday and up to 416 spaces during the weekend in order to accommodate the holiday period peak parking demand. The additional 455 paved spaces supplied by the Project would satisfy weekday and weekend parking demand induced by the Project alone during the holiday period (a surplus of 39 to 84 spaces).

However, when considering the parking demand for the Village as a whole, applying the above demand rates to the entire Village results in an estimated total demand of up to 2,307 spaces during the weekday and 2,815 spaces during the weekend. Since the total proposed parking supply of the Village is 2,062 spaces, this would result in a deficit of parking supply during the holiday peak period of 245 to 753 spaces. A parking and/or traffic management plan would be required to address these holiday parking deficits. Note that a parking management plan is identified as a mitigation measure during construction in the Transportation Impact Study, as this is a potential construction impact. The above ongoing holiday parking deficit is not addressed in the Traffic Study, as parking itself is not a CEQA issue. This issue would need to be addressed separately as a condition of approval.
ATTACHMENT 13

COMMENTS RECEIVED AFTER CLOSE OF COMMENT PERIOD ON DEIR, AUGUST 25, 2017
Dear Planning Commission Members: I have participated in many of the meetings that have been held regarding the addition of a stand-alone Restoration Hardware building in the parking lot at The Village. You have offered times for the public to speak about this proposal at more than one meeting. However, much of the time the turnout of Corte Madera residents has been disappointing. Another important factor is that both the Town Center and The Village draw shoppers from many areas outside of Corte Madera.

When there were issues involving major changes at the Town Center, Adam set up an informative exhibit outside in the Center’s mall area that was staffed so shoppers could learn more about what was being proposed and interact with knowledgeable people. I strongly suggest that Adam and his staff do the same thing at The Village. Ask the shoppers there what their opinions are of closing off the 160+ convenient parking places and adding more to the overflow parking area at the north end of the mall. Since many people cannot really visualize without cues, I also suggest that the area of the parking lot that would be taken over by the building be indicated by physical markers. I know you can’t simply tape off the affected parking area, but maybe cones with flags on them at the 4 corners would help. People could still park there but would probably have questions about the cones’ significance which could be answered by the people who are staffing the information exhibit area. There could also be signs at the entrances to The Village from the parking lot by Macy’s and by the Cheesecake Factory showing what the marked area signifies.

I think shoppers also need to be apprised of the disruption to the parking and the businesses at The Village during the construction period—would that be 18 months – 2 years?

Stan Hoffman, Senior Manager, Property Management of The Village is very interested in attracting more shoppers to The Village to ensure its viability. I think those of us who live in Corte Madera also want The Village to continue to succeed. However, I don’t think that taking prime parking places away to erect a brick and mortar store in their place will encourage more people to shop at The Village. As we know, many stores are already being negatively affected by on-line shopping because it can be less time-consuming and more convenient. While having a shuttle to reach the northernmost parking lot will be helpful it does not make up for the inconvenience this building will cause.

I also do hope that wisdom will prevail and neither the Planning Commission nor the Town Council will approve limiting the use of the current gravel lot now and in the future. I don’t think any of us know what uses may be found for that space in the future.

Sincerely,

Phyllis Galanis
Thanks Adam. You’re probably correct that your staffed informational exhibit did refer to the Corridor. At any rate, u reached more people than in meetings; more importantly, nonCM residents who also use the area. The same applies to The Village since shoppers come from many areas.

The Village attracts shoppers because of their mix of stores and restaurants and because it has 2 destination stores: Apple and Nordstrom. RH is not a destination store and their effrontery of constructing a stand-alone building in the parking lot will not endear them to patrons of The Village.

I do think some physical markers of the parking spaces that will be eliminated will give patrons a more realistic idea of the impact the proposed building location will have on them so u could get more accurate feedback.

The Town Center draws because of The Bay Club and because it provides needed services like a grocery store, gas stations, a pharmacy and banking as well as restaurants and retail.

I think The Village, which has none of those services, has enough competition from on-line and really doesn't need the additional hit of more inconvenient parking. But, I'm only one voice--although I probably represent many.

All the best, Phyllis

Phyllis Galanis, LMFT
Sent from my iPhone

****ATTENTION****

This electronic document may contain confidential information and is intended for use by The addressee and/or their intended representatives only. Review by unintended individuals is prohibited. If you are not the intended recipient, please do not read, transmit, copy, disclose or utilize this communication in any manner. If you received this message in error, please notify the sender immediately and permanently delete this message from your computer. Email is not guaranteed to be a secured medium for exchange of information; therefore, confidentiality cannot be assured.

On Aug 21, 2017, at 9:28 AM, Adam Wolff <awolff@tcmmail.org> wrote:

Hi Phyllis,

Thanks for your email. Just as a point of clarification, I believe you are referring to the time when staff set up a “pop-up” info booth at the Town Center related to the Tamal Vista Corridor Study. We’ve never done that for the Town Center projects although I believe Town Center did set up an informational booth themselves to gain feedback on their proposals. In the past, the Village also has put out information and requested feedback from customers related to proposed changes (ie. center court kiosk proposal) and we will definitely be suggesting they do the same in advance of public hearings on the Restoration Hardware project. As you know they have already had at least one
"open house" at the Village to discuss proposed plans with the public. We will also be working with their team to figure out a way to accurately represent where the proposed building would go in the parking lot and will definitely take your suggestion into consideration. Much of the noticing regarding the project proposal, rather than the environmental document, happens in advance of the Planning Commission’s public hearings expected in November. Let us know if you’d like to discuss further and thanks for your comments.

Best,
Adam

ADAM WOLFF, AICP
Director, Planning and Building
Town of Corte Madera
415.927.5059
awolff@tcmail.org

From: Phyllis Galanis [mailto:ptgalanis@comcast.net]
Sent: Friday, August 18, 2017 4:06 PM
To: Bob Bundy; Jennifer Freedman; dj123@sbcglobal.net; Peter Chase; Phyllis Metcalfe; Adam Wolff; PL Counter
Cc: stan.hoffman@macerich.com
Subject: RH Request for stand-alone building

Dear Planning Commission Members: I have participated in many of the meetings that have been held regarding the addition of a stand-alone Restoration Hardware building in the parking lot at The Village. You have offered times for the public to speak about this proposal at more than one meeting. However, much of the time the turnout of Corte Madera residents has been disappointing. Another important factor is that both the Town Center and The Village draw shoppers from many areas outside of Corte Madera.

When there were issues involving major changes at the Town Center, Adam set up an informative exhibit outside in the Center’s mall area that was staffed so shoppers could learn more about what was being proposed and interact with knowledgeable people. I strongly suggest that Adam and his staff do the same thing at The Village. Ask the shoppers there what their opinions are of closing off the 160+ convenient parking places and adding more to the overflow parking area at the north end of the mall. Since many people cannot really visualize without cues, I also suggest that the area of the parking lot that would be taken over by the building be indicated by physical markers. I know you can’t simply tape off the affected parking area, but maybe cones with flags on them at the 4 corners would help. People could still park there but would
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I also do hope that wisdom will prevail and neither the Planning Commission nor the Town Council will approve limiting the use of the current gravel lot now and in the future. I don’t think any of us know what uses may be found for that space in the future.

Sincerely,

Phyllis Galanis
Mr Wolff.

A great many Marin County residents are greatly concerned about the size of the proposed new RH store - not to mention the elimination of parking spaces - in The Village. Currently, the posts are up which is very disconcerting. It makes the proposed new building totally out of proportion to the rest of The Village.

What isn't being shown is how the parking will be affected. We feel the parking spaces should be roped off to get a true idea and total transparency on how parking will be affected. Let's not even go to the 'new parking' on the other side of the world will 'help.'

Please have this done to help prevent another Wincup or even worse.

Thank you.
Linda Sula
From: Peter Hensel
To: Adam Wolff
Subject: Hi Adam: Thoughts On Big Foot Restoration Hardware Project
Date: Friday, October 20, 2017 8:15:27 PM

Posted On Nextdoor:

Peter Hensel, Chapman Park 30m ago New
I went there today to look at the story poles and I could not believe what a monstrosity they're planning, smack in the middle of the parking lot. Huge. Let them build their Taj Mahal somewhere else. It's completely out of scale with the rest of the shopping center buildings, plus it would block the view of the lineup of other stores. How do massive, incompatible projects manage to get this far along in the Corte Madera planning process? First WinCup, then a humungous Marriott to replace Best Western Corte Madera Inn and now this. Hate to say it . but now developers look at WinCup as an invitation to do more of the same. Oh Corte Madera likes BIG. Okay.... Those deal makers (there were four key players) who facilitated WinCup should be hiding their heads in shame!!!!
Hi Adam,

I am writing to express my opposition to the proposed new Restoration Hardware store. I realize the mall is a private enterprise but there must be some government restrictions regarding parking spaces per store, etc. If you go to that mall on any random weekend it is hard to get a parking spot. During peak periods like Christmas it is impossible! I do not think it is fair or reasonable to the local population/ customers to impose on them the need to park at an alternate lot and then need to walk or shuttle over. Quite frankly, I’m surprised the other stores are not opposed to this. From a tax revenue perspective I imagine the inconvenience will hurt the town as the mall will become less attractive to other Marin shoppers as well as nearby shoppers from SF who come there for the “convenience.” Lose the parking and lose these customers. Combined with the threat from online shopping, the town is looking at significant tax revenue losses!

From an aesthetic view the oversized store in the middle of the parking lot is out of scope and inappropriate to the space. Beyond that, I really don’t see how Restoration Hardware is even justifying this expense. Their current store, which is quite large, is empty of customers most of the time. What happens if and when they go out of business and abandon the space? The mall ends up with lost parking and an abandoned store front. I urge you with the utmost passion to deny this permit.

Thank you so much for your consideration,
Sheryl Wyrostok

iPhone. iTypos. iApologize.
Dear Adam, Doug and Peter,

I wanted to let you know that I am not in favor of the expansion of Restoration Hardware. Seriously, have they done any tracking to see if the town needs another Furniture Store. Currently we have the Marin Consignment Store, the soon to be built Scandinavian Design and now Restoration Hardware? I guarantee one of the 3 will be out of business in a few years and we will be stuck with a large vacant building.

Please listen to the people of this town and NOT the deep pockets of the retailer. Once that is built there is no going back. We already have 1 eye sore in the town being what I like to call "Little City" AKA Wincup. PLEASE lets not make it# 2. This is Marin, not Los Angeles or other areas that have urban sprawl. Taking away parking spaces and relocating to a different area is also an issue of safety as well. Imagine being a woman or better still your daughter, alone and walking to your car at night! The lack of parking is already an problem, and is frustrating as parking in Town Center. When is the last time you tried to park there?

Regarding the "Story Poll" Very difficult to make out, especially using string, even when I was there yesterday looking for the story polls it was very hard to make out, and once again misleading, has our town not learned its lesson the first time?

Thank you for your time,
Lisa Perotti
Hi,

I am a long time resident. My mother still lives in her condo on Pixley that she purchased in 1976. I live off of Paradise Dr in CM. I saw the story poles the other day while parking to go to the mall. This is a huge amount of parking that will be affected. I think RH should definitely NOT be allowed to build "out" anything else on the property.

Thank you.

Best, Katie Albayrak
Opposed to this project!! Suggest RH renovate present property.

Sent from my iPhone
Me, Wolff-
I have lived in Corte Madera for 35 years and love this town.
Over the years there have been many changes, some for the good and some horrible.
I recall when Town Center went through huge changes years ago always staying within the charm that we all love.
I remember when The Village was built. A much needed shopping experience and convenience for all residents and those that travel across the bridge to enjoy the beauty of shopping at an outside mall. Parking has ALWAYS been the worst!!! Micro midget cars sized spaces.
I find it outrageous that a Planning Director who is suppose to be making decisions for the betterment of our town is making the decision to allow ONE store to expand beyond the necessary!! What are you thinking? Tah Mahal smack in middle of front??? Two floors changing the whole landscape of a beautiful area?? Loosing parking spots that are convenient for the very people that spend their money there and thinking “oh they can park further away and walk”... rain...elderly..handicapped! YOU must be getting a payoff allowing this Mr Wolff because I just can’t think of any reasonable reason you think this is okay.
Unbelievable!!!!
Sent from my
I just saw the story poles and heard about losing 160 parking spaces. I am a mom here in Corte Madera with two young children. I am a constant patron of the Village mall. While I am usually a supporter of new business in Marin, I am completely against this! It would be a HUGE mistake. The gravel parking lot is no substitute. If I want to go to Pottery Barn Kids and take my kids to the tot lot there is no way I would be willing to park in the gravel lot and drag my kids thru the entire mall. It is hard enough as it is to find parking now. The scope of this store does not fit at all. I love this mall and would hate to see this happen to it. If there is anywhere to sign against this please let me know!

Best Regards,
Christina Uriarte
Mariner Cove, concerned mom of two

Sent from my iPhone
Please don't allow parking at the Village to become more frustrating. I like shopping, but won't do it if parking is too much trouble. Losing 10 spaces would be bad; 160 is intolerable. Please don't ruin our community shopping centre.

Anne Pearl Larkspur resident
Dear Mr. Wolf,

Please count me among the many citizens against the huge and unnecessary expansion of the Restoration Hardware store in the Village in Corte Madera.

I'll keep it simple, as I know others will go into great detail about why this is a bad idea.

Many thanks,

Lisa Schlossberg
Hi Adam,
Hello again from Hilde Simon.
I am writing to express my negative opinion of the Restoration Hardware project at the Village.

My little note will probably be one of scores that you will wave in your hand at the next meeting of the council, saying "We got a lot of negative response" just like it happened at the MMS meeting, while giving full voice to those who promote the project and timing/stopping those who do not. This happened.

I have searched for parking at the Village many times and cannot think why it's a good idea to take so many spaces away.
I think the roof top level is a red herring; that it will be 'weatherized' in a few years and for all intents become a third story. Now you have truly opened up a can of worms. Please do not let this happen.

Thank you for your attention,
Hilde Simon
Please reconsider this monstrosity. Appears to be another Wincup.
The parking is already a nightmare and the dirt lot holds approx 550 cars when full. Net loss in parking would occur from what I have read. Spaces are already too narrow and SUV's take up 2. Go through the parking lot one day when it is full and count how many spots are actually taken by one car. The size of this unnecessary building would be an eyesore to the entire center. Did any financial consultant review RH financials to show they are growing and need to expand. I've heard they are financially challenged. We ant to make sure they can truly keep their financials in excellent shape with increasing revenues to afford this large facility. How many successful furniture/home stores make it in shopping centers?! Anybody research this?

Please don't approve. Someone suggested you block 160 pkg spaces (ones to be lost) to allow everyone to feel the loss while the story poles are up. That will give all current shopping center users a realistic feel to this proposed project.

Susan Mulvey
Larkspur

Sent with joy from Susan's iPad
Begin forwarded message:

From: Gloria Gallo <glocal88@gmail.com>
Subject: Fwd: R/H
Date: October 23, 2017 at 10:33:02 AM PDT
To: Adam Wolff <awolff@tcmmail.org>

Begin forwarded message:

From: Gloria Gallo <glocal88@gmail.com>
Subject: R/H
Date: October 23, 2017 at 10:32:00 AM PDT
To: awolff@tcmmail.org, pboyle@tcmmail.org, dbush@tcmmail.org

Dear Gentlemen:

I am 100% opposed to the proposed Restoration Hardware expansion for many, many reasons.
It is too large & out of scale with its surroundings. Who needs a 58,000 sq. ft. of store at the Village? It is humongous.
It is unnecessary as shopping centers are seeing a loss of tenants, e.g., C.M.Center still has not filled empty storefronts and many of the stores are suffering.
People are buying online & this trend keeps continuing year after year.
R.H. is not a good neighbor in terms of their ridiculous catalogues that come unsolicited in the mail, that weight a ton and destroy trees. Many parking spaces will be eliminated, and during the holidays it will be insufferable to find any place to park.
R.H. is in financial trouble, and what happens if they build this huge store and then they go bankrupt?
It would bring more traffic to the area — who need that?

Please, would you email me back to let me know why this expansion is even being considered? I would like to know its merits, as I cannot see any except more tax money, and that is not a good enough reason to consider this expansion.
We in Corte Madera are very weary of expansions of this sort after being badly burned by Wincup. Mr. Wolff, you need to do something to redeem yourself after Wincup, not repeat any such blunder.

Sincerely,

Gloria Gallo
My qualifications to complain are: 37 year resident of Corte Madera and frequent dog walker at the Village.

The story lines show the building taking up prime parking spaces. They are needed and used all the time whereas the outer ones are frequently unused except at holiday shopping time and weekends. There are many struggling stores in the existing shopping center that could be relocated and this building placed within. RH for some reason is my dog’s favorite cut through to the interior of the mall. So I can attest the store is uncrowded (nearly empty actually) most of the time. Your planning department should give the users of the shopping center preference. I think the Village needs more useful stores, not a monument to the ego of the owner of RH whose catalog went from the mail to the recycle can immediately. The Village would be busier if the stores were more geared to the needs of this area. And convenient parking spaces that are large enough and close to the stores and restaurants are key. Do not approve another Win Cup!

Gwen Toso
I went there today to look at the story poles and I could not believe what a monstrosity they're planning, smack in the middle of the Village Shopping Center parking lot. Huge. Let them build their Taj Mahal somewhere else. It's completely out of scale with the rest of the shopping center buildings, plus it would block the view of the lineup of other stores. How do massive, incompatible projects manage to get this far along in the Corte Madera planning process? First WinCup, then a humongous Marriott to replace Best Western Corte Madera Inn and now this. Hate to say it, but now developers look at WinCup as an invitation to do more of the same. Oh Corte Madera likes BIG. Okay.... Those deal makers (there were four key players) who facilitated WinCup should be hiding their heads in shame!!!!

Couple of months ago on a weekday I took my 94-year-old auntie to lunch at the Cheesecake Factory. And even then, on a slow Thursday afternoon in August, we had to park way in the back of the jammed lot, next to the frontage road. Jane Levinsohn has it right: We Just Lost Century Cinema To Another "Flagship" Store—But Who Benefits?

---Peter Hensel
From: lainiefisch@comcast.net
To: Adam Wolff; Doug Bush; Phil Boyle
Subject: DO NOT RUIN THE VILLAGE AT CORTE MADERA BY LETTING RH SPRAWL TAKE OVER PARKING SPACES!!
Date: Monday, October 23, 2017 8:37:16 PM

Attention: Corte Madera Planning Department:

I recently read that you are considering allowing Restoration Hardware to expand to Wincup-like proportions and swallow up approximately 160 parking spaces at the Village at Corte Madera.

I strongly object to this plan, because it's already very difficult to find parking in the existing Village parking lot. Every time I visit the Village to shop I end up circling around in frustration for several minutes, along with many other drivers who are searching for a parking space. If a hugely-expanded RH is allowed to take over the parking lot and remove 160 parking spaces, you should know that I, and many other local shoppers, will not be willing to cross the street to park in the overflow lot across from Nordstrom, for the following reasons: (1) when I'm carrying packages I want to get them into my car ASAP; (2) if it's cold, hot or rainy, I want to park as close as possible to the stores; and (3) crime – thefts are common in the existing parking lot and I wouldn't feel safe in the overflow lot.

So while you're still in the planning stages, please be aware that if you make shopping at the Village more difficult because of lack of parking, I and many others will not be shopping at the Village anymore. Please don't ruin our shopping experience!

Elaine Fischman
Concerned Mill Valley resident
Longtime Nordstrom and Macy's shopper (also Sundance, Aveda, Clarks, Pottery Barn, Apple, Sees Candy, Gap, Peets)
Dear Corte Madera Planning Dept, Planning Commission, Town Council, Town Manager

I would like to request that the story poles at The Village, aiming to represent the scale of the proposed Restoration Hardware project, be updated to more accurately depict the size and scale of the proposed envelope.

Over the past 2 years at Planning Commission and Town Council meetings, there have been at least 10 agenda items discussing the importance of story poles/proposal representation. In a number of instances, the Commission or Council instructed that orange netting or orange flags be the norm to allow viewers to visualize the proposed projects. And in one instance, story poles that had been removed by a homeowner following proceedings, were directed to be re-installed.
- The rationale in each case was to more accurately understand the impacts.

Fast forward to several weeks ago and the proposed RH project and ........what one sees in the parking lot at the Village are a scattering of tall poles with almost translucent string, sagging, tied between them. No orange netting, no flags, no sign on the poles what this represents, no sign at the Restoration Hardware of their proposed expansion.....there is nothing to suggest that these poles could be the outline of a building. Almost nobody at the shopping mall has any idea what they're for.
-- I asked one 30-something couple - the husband said he absolutely knew what they were for...."These represent the Big Top. There's a circus in Corte Madera and these are the poles showing how high it's going to be. It used to be across the street but maybe they're moving it."

- Without upgrades on the story poles and sign, the project doesn't look to even make an attempt to adhere to the instructions set out over the past 24 months to address issues around accuracy.

Regards
Jennifer Larson

Labfive
Dear CM Planning Dept, Commission, Council and Town Manager,

I agree with Jennifer Larson’s story pole concerns and the requested changes to the story poles. I would also like to understand if the story poles capture the height of the olive trees and if there will be limits to the overall tree heights.

I am not currently opposed to this project, but in addition to getting an accurate representation of the height, I would like to understand how the overall number, percent, and width of compact spaces may change. I am concerned about the potential of creating additional smaller (often unuseable) parking spaces which would help this project hit parking space numbers but also create significant parking problems not captured in the parking space count.

Sincerely,
Sherrie Vigneron

On Tue, Oct 24, 2017 at 12:53 PM, Jennifer Larson <jlarson@labfive.com> wrote:

Dear Corte Madera Planning Dept, Planning Commission, Town Council, Town Manager

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Regards
Jennifer Larson

Labfive
3030 Bridgeway, ste. 217
Sausalito, California 94965
415.725.2017 - cell
415.409.2729 - office
Dear Corte Madera Planning Dept, Planning Commission, Town Council, Town Manager

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Regards
Jennifer Larson

Labfive
3030 Bridgeway, ste. 217
Sausalito, California 94965
415.725.2017 - cell
415.409.2729 - office
Todd thanks. I was in the shopping center business my entire life. I helped redevelop Strawberry Village, Corte Madera Town Center when the entire Center court was empty and also the Cost Plus Center in Larkspur. I have been telling several of the Town Council for some time that this is the wrong location for a destination furniture store. It belongs to the east in the parking lot furthest point from the shopping center. To take up 160 prime parking spots for furniture is against the practice in our business. I honestly believe this will be another Wincup. The volume of negative comments on Nextdoor runs at least 9-1. Personally, it has no affect on me. I only go to Apple & Nordstrom and those lots will be fine. Once again, thanks for checking in.

Sent from my iPhone

On Oct 24, 2017, at 4:52 PM, Todd Cusimano <tcusimano@tcmmail.org> wrote:

Hi Nick and Jennifer,

I hope all is going well and we very much appreciate your comments. With regard to the story poles, I have asked our Planning Director Adam Wolff to clarify the process and decision making on a project this size. In the meantime, may I refer you to link below on the Town’s website that provides a historical record of the entire project from the inception to date.

http://townofcortemadera.org/563/Village-Expansion-Project-Restoration-Ha

I respectfully share that this project has been an example of transparency, community involvement and a thoughtful deliberate process that our community not only expects but deserves.

Thanks again for taking the time to share your thoughtful comments. Adam should be following up shortly regarding the story poles. Adam and I are happy to meet and discuss further if you wish to do so. We will also post Adam’s response on our website and attempt to clarify factually inconsistent postings on Nextdoor with regard to this project.

Regards,

Todd
Todd Cusimano, Town Manager
Town of Corte Madera
(415) 927-5050

From: nick javaras [mailto:dealdawg@sbcglobal.net]
Sent: Tuesday, October 24, 2017 4:00 PM
To: Jennifer Larson <jarson@labfive.com>
Cc: Peter Chase <pc@vanacker.com>; Phyllis Mefcalfe <phmefcalfe@comcast.net>
Robert Bundy <bundyworld@comcast.net>; Jennifer K. Freedman
<jenniferkfreedman@gmail.com>; Charles Lee <cll123@sbcglobal.net>; Adam Wolff
<awolff@tcmmail.org>; Phil Boyle <pboyle@tcmmail.org>; CMTC-James Andrews
<james.andrews.cortemadera@gmail.com>; Sloan Bailey <sloancbailey@yahoo.com>
Carla Condon (Carla Condon) <condon94925@yahoo.com>; Diane Furst
<delfurst@gmail.com>; bobravasio@comcast.net; Todd Cusimano
<tcusimano@tcmmail.org>; Rebecca Vaughn <rvaughn@tcmmail.org>
Subject: Re: Story Poles at The Village

I couldn’t agree more with Jennifer. We may have another Wincup on the
horizon unless we act in a more transparent way.
I have learned to have terrific trust and respect for the members of our Town
Council and trust that this will be addressed appropriately.

Sent from my iPhone

On Oct 24, 2017, at 12:53 PM, Jennifer Larson <jarson@labfive.com> wrote:

Dear Corte Madera Planning Dept, Planning
Commission, Town Council, Town Manager

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- Without upgrades on the story poles and sign, the project doesn't look to even make an attempt to adhere to the instructions set out over the past 24 months to address issues around accuracy.

Regards
Jennifer Larson

Labfive
3030 Bridgeway, ste. 217
Sausalito, California 94965
415.725.2017 - cell
415.409.2729 - office
I fully support the decision to put in a stand alone RH store!!! Good luck!!

Thanks,
Greg
Hello,
I am writing to express my concern (and disgust) over the proposed new Restoration Hardware showcase store. I don’t see why it has to be built here. The proposed location at The Village cannot handle the increase in traffic/parking. Not to mention it is an absolute obnoxious monstrosity. The fact that this plan has already gotten so far is insane. It makes me want to boycott RH altogether. Please do not allow this to be built!

Sincerely,
Casey Roberts
2 Bridge Road, Larkspur
(415) 845-9616
Dear Mr. Wolff, Town staff, and interested parties -

I am against the RH expansion.

The parking situation at the Village is already overcrowded. Moving some spaces from the paved lot to the "gravel lot" does not add spaces, in fact there will be less spaces after the upgrade than currently.

Also, years ago when the Village was built, we were told that the gravel lot (then, just dirt) would remain in it's natural state. Of course, over time, that promise has been forgotten, gravel put down for one holiday season, and now slowly the natural state is disappearing, one gravel stone at a time.

The RH building is too big and bulky. I for one would be less likely to shop at the Village if that building was in my way and parking even worse than it is presently.

- Lois Fullmer
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The RH building is too big and bulky. I for one, and my entire family agrees, would be less likely to shop at the Village if that building was in my way and parking even worse than it is presently.

- Lois Fullmer
Big mistake to allow this to go through. Those are prime parking spaces the building will replace. People will object to walking farther to go shop or walk the dog. RH does not have a lot of foot traffic now, why does it need a big building? Ease of parking is one of the assets of a shopping center. Tampering with that could lead to reduced shoppers using the Village.

I already do not shop often at the Safeway because the parking spaces are too crowded as well as the lines in the store too long and the product selection poor. Corte Madera has a black eye due to Win Cup, do not add another fiasco.

Gwen Davis Toso
I just spent 15 minutes talking to customers at the Village. Not one of them knew what those poles are about. Also, the employees at Boca had no clue. Because they are indeed transparent. Just letting you know again.

Sent from my iPhone
Dear Adam,

My family and I live in Corte Madera on Paradise Drive, and I am reaching out to share some thoughts about the proposed Restoration Hardware expansion at the Village shopping mall.

Firstly, I want to say that I like the idea of a RH Design Gallery in principle - it seems like they have done a very attractive job of designing and implementing this new store concept in other locations, and I like the idea of bringing design innovation and a (hopefully) vibrant new store to our town. The cafe would also be most welcome!

However, I do have a major concern about the parking and traffic impact of the project as proposed: the loss of 166 parking spaces onsite is dramatic and will have an ongoing negative impact on the community:

1. Impact on traffic flows is unavoidable. Holiday shopping in particular already causes backups around the Village, and removing prime parking and adding in more stops and lines at the traffic lights by Nordstrom will only make it worse. The fact that the story poles are proposed to be removed by Nov 6 to avoid this happening is clear acknowledgement of this fact and makes no sense - surely we should be leaving the story poles up and blocking those parking spaces that they cover throughout this coming holiday season, so we can see what the real traffic impact is likely to be?

2. Where would pedestrians and cyclists be 'redirected' while construction is going on? This is the only safe way for school students to get from East to West Corte Madera on foot or bike, for example, so what is the plan to ensure that they still have a safe, visible and convenient route?

3. People come to the Village from far and wide (including San Francisco) to shop precisely because it offers swift and convenient parking. It is just not convenient to park over the road at the gravel lot and walk over, or schlep back any distance with your arms full of shopping bags. That is why so few people park at the gravel lot now, even when the mall parking lot is full.

4. Women in particular are likely to feel unsafe, and are in fact vulnerable, with parking set at a remote distance from the mall.

5. There is already a large problem with theft from locked cars in the existing parking lot; this will only worsen if parking is shifted to a less visible place.

6. Items 2 and 3 could potentially be resolved by offering free valet parking to Village customers. Is Restoration Hardware willing to assume the cost of this, or will it get passed on to everyone else?

Personally, I would like to see RH and CMV explore a more practical solution to their (and the community's) mutual benefit, such as:
- Expansion on the 101 side of the building (with resultant loss of fewer prime parking spaces)
- Replacing Macy's as a tenant with RH instead. The Macy's store is dowmarket and unattractive, and is reflective of a failing company that is clearly heading for insolvency and/or major real estate reorganization anyway. This would result in loss of fewer parking spaces and a more attractive mall overall, as well as more visibility for RH. Win-win!
Finally, what is the cost-benefit analysis to the town of Corte Madera in this proposed transaction? I’d like to know what tax revenue increases this would yield, as well as see a professional traffic impact survey, in order to feel confident that the town is making an intelligent and informed decision here.

I am happy to chat anytime, and look forward to meeting you in person at the Nov 14th public meeting.

Thank you for all the work that you do - I know it isn't easy, and you can't please all of the people all of the time.

Kind regards.

--

**Sarah Blumling**
(415) 702-5061
sarah.blumling@gmail.com
Now that is quite the explanation and much appreciated. If it were me, and I really wanted to be transparent, I would have tied red flags on the wires, painted the poles red, and DEFINITELY put up information re: the name and picture of the proposed project. Adam, this is in the City’s best interest. The last thing we need is a firestorm when the construction starts and people get angry.

Been there, done that with Wincup. I happen to love this town and the people who lead and operate it. It concerns me when they get trashed due to miscommunication or lack of. I never park in that area and so it will not affect me. But plenty of people do.

Enough for now.

Sent from my iPhone

On Oct 25, 2017, at 1:45 PM, Adam Wolff <awolff@tcmmail.org> wrote:

Hi Jennifer, Nick:
You are right to point out the Town’s recent emphasis on erecting accurate story poles and some of the differences between what you see at the Village parking lot for the Restoration Hardware project and those erected for residential remodels. For this project, Staff worked closely with Restoration Hardware and Macerich to ensure that they erected story poles that represented the accurate location of the proposed building and its height at key locations. The location and height of the poles have been certified by a licensed surveyor so there should be no question about the accuracy of the poles that have been erected unlike in some recent cases you are referencing.

With respect to the differences between the story poles erected for this project and those erected for recent residential projects, I’m sure you recognize there are significant practical differences that Staff needs to consider in weighing story pole plans for large projects in active and heavily utilized commercial properties.

First, we must consider public safety and the risks involved with erecting these temporary structures that are inherently less capable of withstanding wind events or vehicular or human accidents than more permanent structures. The more poles you erect and more material you place up in the middle of the public parking lot, the more risk is incurred. This risk generally doesn’t exist for single-family residential projects. Second, there is practical consideration given to the need to allow for continued operation of an existing, active shopping center (or
any other use) while the story poles are erected. Whether it is retaining adequate parking spaces, retaining fire access, accessibility or environmental issues, etc. And finally, there is the very real challenge of erecting story poles for a structure of this size, with such architectural variation and articulation, that it simply isn’t possible to accurately portray the project through a simple mock up. As an example, the proposed structure has an entrance courtyard with a pyramidal glass roof, there are rooftop canopies/trellises, and many façade variations that don’t translate to story pole construction.

All of this is weighed against achieving the basic purpose of our story pole requirement which is to help provide the public with an accurate representation of the project’s location and general massing. In this case, it was determined that demarcating the building corners at the first level, the building corners at the second level where the building steps back, and the overall project height at the center, where the proposed structure would reach its maximum height, achieved that purpose, in combination with other graphic materials created by the applicant. We have also requested that Restoration Hardware prepare a model and understand that it is very close to being completed.

At the same time, it is unfortunate that individuals who arrive at the Village don’t have a sign posted at the entrance informing them of what the poles represent and that there is a proposal before the Town for a new RH store. While Restoration Hardware representatives have provided times for the public to walk through the story pole plans at the existing RH store, there should be signage posted for anyone visiting the Village as well. This was intended to be done along with the story poles, but apparently was delayed. I’ve requested such signage/information be put up immediately.

In short, story poles for large commercial projects on active use areas need to be considered differently than residential projects. It is one of the reasons why many, if not most, jurisdictions wouldn’t require any story poles for this type of project.

Sincerely,

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From: Todd Cusimano
Sent: Tuesday, October 24, 2017 4:52 PM
To: nick javras; Jennifer Larson
Cc: Peter Chase; Phyllis Mecalf; Robert Bundy; Jennifer K. Freedman; Charles Lee; Adam Wolff; Phil Boyle; CMTC-James Andrews; Sloan Bailey; Carla Condon (Carla Condon); Diane
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http://townofcortemadera.org/563/Village-Expansion-Project-Restoration-Ha

I respectfully share that this project has been an example of transparency, community involvement and a thoughtful deliberate process that our community not only expects but deserves.

Thanks again for taking the time to share your thoughtful comments. Adam should be following up shortly regarding the story poles. Adam and I are happy to meet and discuss further if you wish to do so. We will also post Adam’s response on our website and attempt to clarify factually inconsistent postings on Nextdoor with regard to this project.

Regards,

Todd

Todd Cusimano, Town Manager
Town of Corte Madera
(415) 927-5050

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- Without upgrades on the story poles and sign, the project doesn't look to even make an attempt to adhere to the instructions set out over the past 24 months to address issues around accuracy.

Regards
Jennifer Larson

Labfive
3030 Bridgeway, ste. 217
Sausalito, California 94965
415.725.2017 - cell
415.409.2729 - office
I need to remind you that you have a politically viable alternative, should there be an uprising. As I have mentioned before, move this store directly to the east end of this same parking field. You won’t lose any anticipated taxes as they will do the same business in that location and not take up 160 valuable entry parking.

As I have said, they are a “big ticket” destination retailer and if their restaurant is as good as it was described to me, they will do even better because of no need for valet parking. Most people don’t like waiting for their car.

Just giving you some insights from my 35 years of shopping center experience. I have numerous retail consultants who will agree with me on this issue should you request.

Sent from my iPhone

On Oct 25, 2017, at 2:26 PM, Adam Wolff <awolf@tcmmail.org> wrote:

Thanks Nick. I should clarify that we requested the applicant put up the signage/information at the entrance along with the story poles and I’m told they will do so very shortly.

Now that is quite the explanation and much appreciated. If it were me, and I really wanted to be transparent, I would have tied red flags on the wires, painted the poles red, and DEFINITELY put up information re: the name and picture of the proposed project.

Adam, this is in the City’s best interest. The last thing we need is a firestorm when the construction starts and people get angry.

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Regards
Jennifer Larson

Labfive
3030 Bridgeway, ste. 217
Sausalito, California 94965
415.725.2017 - cell
415.409.2729 - office
Dear Corte Madera Planning Commissioners:

People enjoy Corte Madera now because the town does have expansive views unimpeded by tall trees and tall buildings. That's why buildings were limited to two stories—but you can see by the Town Center office building how that has changed. Please don't approve this construction that will cause further view erosion.

I just looked at the story poles. I do wish that orange mesh had been used between the poles to make the size of the building easier to discern, but they are better than nothing. I also think that the poles should be up beyond November 4 since the next Planning Commission meeting addressing this project isn't until November 11.

I disagree with anyone who says that the proposed Restoration Hardware (RH) store will not have a detrimental effect. The building will definitely affect the expansive view of Mt. Tam that people on the path across from The Village now enjoy as do the people parking and entering the shopping center from the convenient parking places that now exist. The building will break up the visual expanse of the mountain, and, in my opinion, that view is worth retaining and is not replaceable by a building. The building’s designers tell us we can get a good view of Mt Tam if we go up to the second floor roof garden area of their proposed building as if that is an adequate substitute for the view we see now without having to first enter a building. They are also planning on planting olive trees in the roof garden area. They, too, will be adding to degradation of the view. If greenery is desired then plant attractive shrubs that do not grow into the view.

The building also will block some of the existing stores from being easily seen from the parking lot. How does that help their businesses?

Today, the proposed building site was full of cars, and this is not even the holiday season. Remember, the unpaved gravel parking lot is already used for overflow parking year round. It is full during the holiday shopping season even though we have the 160 spaces that RH is planning on removing.

During the construction process where will the staging area be? And what is the estimated time line for completion? I haven’t heard any discussion about either. These, too, will deter shoppers and affect existing businesses, including restaurants.

Many shopping centers are already experiencing losses because of the convenience of buying online. In my opinion, removing convenient parking places is not going to make it easier or more desirable for people to shop at the Village. A shuttle to the off-site lot or valet parking, while nice, also add waiting time. Impinging the expansive view of Mt Tam and the hills that Corte Madera residents and visitors have enjoyed for decades also, in my opinion, is not going to win any friends for Restoration Hardware.
I am requesting that you do not approve this project when you send it forward to the Town Council for their final decision.

Phyllis Galanis
215 Prince Royal Drive
Corte Madera, CA
Hi everyone: I have emailed most of you previously regarding the RH project. Now I’d like to again revisit the story poles. I agree with Jennifer Larson’s comments to you. I saw the poles on Sunday with a couple of friends. They looked at them and couldn’t understand what they were really showing until I told them. The current poles are absolutely inadequate to show the mass of the proposed building. I understand that you didn’t put orange mesh between the poles because poles would have to be placed in the “middle of the parking area.” Since many people who shop/eat at The Village do not live in CM or maybe not even in Marin, these poles by themselves are absolutely inadequate to inform people as to what is being proposed for the parking lot. In fact, they are almost invisible because they are so thin and flimsy. This is clearly not going to allow people to become well-informed about RH’s intent and to see how it will affect them when they choose to come to The Village again.

If the poles with orange mesh outlining the size of the building will take up some parking places (not in the driveways) then so be it. It will give all of us a more realistic idea of what we will be dealing with if the building is actually constructed. Please keep in mind, too, that while you have been living and breathing this proposed project for months, the majority of people shopping at The Village have not. So, to you, the existing poles may seem reasonable, but remember that your brain is filling in the empty spaces with information you already have. People seeing them for the first time who don’t live in CM or if they do have not been to any of the meetings—again time factor—do not have this same information.

I do believe that all of you want this process to be transparent, but the poles are so inadequate that an important part of the process—a more realistic representation in situ—is not transparent but confusing. The day my friends and I were looking at the poles there was no information nearby. We took the time to walk into the RH store and didn’t see any information in there either to tell people what the project was or what the poles were supposed to be representing. My friends, having heard about this project from me, took the time to view the poles from various directions to get a better idea of the amount of space the building would fill and also how it would impact the full view of Mt. Tam that we have now. They were shocked at the proposed size. I doubt that many casual shoppers at The Village will understand why these scattered poles (if they even see them) are there or will take the amount of time needed to find out. Then if ground is broken, and the convenient parking places disappear, they will be both shocked and angry.

I’m asking all of you to reconsider your decision to accept the story poles as adequate and to instead insist that RH needs to clearly delineate the building outline with the orange mesh or something similar. I understand that the normal time to have story poles up is 2 weeks, but, again, since these are clearly inadequate, 3 weeks of inadequacy does not get extra credit. I’m asking you to ensure that the orange webbing or something similar be added and that you increase the time
they are up at least until AFTER the November 14 Planning Commission meeting. Too bad we can’t use a VR projection.

I’ll see at least some of you on November 14. All the best, Phyllis Galanis, 215 Prince Royal Drive, CM, CA 94925
I am writing to let you know we are strongly against the proposed expansion of Restoration Hardware. Parking at the Village is already difficult enough without taking away more parking spaces for a larger building. There are several empty store fronts in the Village and Town Center that the last thing the town needs is more store fronts that can go out of business. Also given the possible Scandinavian Design proposal for another flagship furniture store front, does Corte Madera really need another large furniture store? Just out of curiosity, why can’t Restoration Hardware build up instead? This would reduce the strain on the already jammed parking lot but give them the added square footage they want.

We plan to attend the city council meeting in November to voice our opposition to the current plan. I urge you to reflect on past projects that were built out of character with the town and not make the same mistake twice.

Sincerely,
Tara & Colin Rand
Please do allow RH to build in the parking lot. There is full use of the parking spaces a lot of the time and 160 spaces would be eliminated. The lot near Nordstroms is not convenient for the rest of the shopping center at all. I would really not want to go to the village much all if Restoration Hardware was in the middle of it and very little convenient parking left for all the other stores. Restoration Hardware would cause loss of income to the other stores because shoppers do not want more inconvenience and likely would limit their shopping at the Village.

Eloise Rivera
elorivera@aol.com
Hi Adam,

I am writing to voice my concern over the story poles for the proposed Restoration Hardware building at the Village.

I find the size of the building to be ridiculously and unnecessarily huge. Does Corte Madera really need this? A lot of residents are reminded of the ‘WinCup’ debacle.

I am especially concerned about the number of parking spaces this will eliminate from a lot that already makes it hard to park my medium-sized SUV. (Why in the world are there so many compact parking spaces anyway?!) Another thing to consider is the look and feel this will give our shopping center. It will disrupt the flow of the stores and not fit with the design as is.

I am all for updates and improvements to our community, but I feel that a project of this scope is a step in the wrong direction.

Thank you,
Amanda
Larkspur resident

Sent from my iPhone
Dear Mr. Boyle,

I will not be able to attend the Nov. 14 meeting regarding the proposed RH expansion at the Village at Corte Madera, so I am herewith submitting my opposition to this project to you directly.

I am completely opposed to the planned expansion and removal of parking spaces at the main entrance of the Village shopping center, because the removal of so many parking spaces will make it impossible for me to continue shopping there. What is the CM Planning Commission thinking?? As I mentioned in my earlier email, it’s difficult enough as it is now to find a parking space on any given day. I’m not able or willing to walk over to a gravel parking lot across the street, nor is it convenient during hot or inclement weather or when carrying heavy bags.

If this RH expansion plan were to be approved, I predict many of the current tenants at the Village will suffer from reduced numbers of visitors and loss of income, and their businesses may decline or close. RH should construct their huge store somewhere else. Please do not ruin our lovely shopping center!

Elaine Fischman
Marin County, CA
Begin forwarded message:

From: Gloria Gallo <glogal88@gmail.com>
Subject: RH
Date: November 3, 2017 at 3:30:44 PM PDT
To: pboyle@tcmmail.org, aawolff@tcmmail.org

I am adamantly opposed to this huge project.
I find it excessive and unnecessary.
It contributes to the urbanization of Marin.
It contributes to traffic.
It takes away needed parking close to the shops.
We can just say "no" to this.

Soon enough, with Assembly and Senate Bills signed by G. Brown, we will lose much local control.
Check out bills:

35, 72, 167, 678, 1515.

Say goodbye to our preferences and desires for our community; say goodbye to what the majority wants.
It is Big Brother at our doorstep.

Gloria Gallo
Phil, you have heard from me on numerous occasions regarding my concern regarding the location of this building. I am the only person involved in this discussion who has the qualifications to assess it on behalf of the Town. Period. I have over 30 years of experience in this business and can bring in numerous experts still active in the business who will agree with my conclusion. If you don't want to listen or have a private discussion with me, you are being foolish and self-serving. So be it. I will unfortunately be out of town during this first meeting but not the second. This decision will be on your shoulders if you refuse to listen to the contrary opinions. But not unusual in the world of today's politics.

Yours truly,
Nick Javaras

Sent from my iPad
From: Lisa (Mahaney) Blum
To: Phil Boyle
Subject: Restoration Hardware proposed new building
Date: Saturday, November 4, 2017 9:31:31 PM

I am writing with regard to the proposed new building for Restoration Hardware at the Village at Corte Madera. I recently spent some time viewing the story poles that have been erected at the site. My overwhelming reaction was that this structure is entirely too large & obtrusive for the proposed location. In addition, it will result in the loss of a significant number of parking spaces located closest to the shopping center, which are already in short supply.

Therefore, I strongly object to this project as proposed.

Thank you,
Lisa Blum

Lisa P. Blum
9 Fairview Avenue
Corte Madera, CA 94925
707-486-9884 cell
Lpm815@comcast.net
FYI Received this morning.

Doug

From: Bonmot [mailto:bonmot@gmail.com]
Sent: Tuesday, November 07, 2017 9:48 AM
To: Adam Wolff; Doug Bush; Phil Boyle
Subject: Restoration Hardware project

Dear sirs

I am writing with regards to the proposed Restoration Hardware building expansion proposition. I strongly believe the building will have a definite negative impact on the shoppers and those living in Corte Madera.

The suggested parking lot across the way at the tail end of the mall is no substitute for the safe convenient parking spaces that would be lost in the area in center front. Not only is the proposed replacement parking lot extremely inconvenient location wise it causes additional issues relating to have to cross the road. It is also important to bear in mind that there will be an untold amount of increased traffic volume along Redwood Highway after the large Tam Ridge Residence development, aka Wincup, is fully occupied which will make crossing more dangerous.

In addition consider the safety of the lot itself. We have unfortunately seen increased car break-ins and suspicious activity in the shopping center parking lots as it is parking closer to stores and shoppers, the suggested replacement parking across the street cannot be considered nearly as safe and secure as parking close to the stores where there are more people and witnesses. I would never feel that I or my car were safe parking there and I would skip shopping at The Village altogether instead.

Safe convenient and well-planned parking is essential for the appeal to customers (well-planned is included because parking space size is also very important if you listen to people’s concerns, no one wants to deal with undersize spaces and I can personally say that I avoid shopping where that is an issue like areas of Town Center). This proposal by Restoration Hardware removes prime safe convenient parking spaces to be replaced by an outsize building that will also block views of other stores, to be replaced by a detached lot far to one side of the mall across a busy street- that is not even in the realm of an equal exchange.

Without making this too much longer I feel I must also touch on the fact that the building is simply too large and misplaced, it is out of scale for the shopping center and certainly does not have the community in mind for those who live nearby and view it. Unintended consequences not only to people haven’t seemingly been considered but also repercussions to the environment as well, no amount of adjusted lighting will alter the fact that in order to make this lot sufficiently lit it will have a major impact on the adjacent estuary, local and migrating birds.
I feel it's my responsibility to speak out against this Restoration Hardware project before we have another out of scale development in our community like the Tam Ridge Wincup development that puts the Corte Madera resident's best interests last. If increasing sales taxes are what's most important to those involved please consider that plenty of people would likely shift to shopping elsewhere or online if parking, convenience and safety are compromised.

Valerie Chu
9 Constitution Dr.
Please add this one to the list.

Thanks

Phil Boyle
Senior Planner
Town of Corte Madera
300 Tamalpais Drive
Corte Madera, CA 94976-0159
(415)927-5067
pboyle@tcmmail.org

-----Original Message-----
From: Rebecca Vaughn
Sent: Tuesday, November 07, 2017 12:05 PM
To: Phil Boyle; Adam Wolff
Cc: Todd Cusimano
Subject: FW: Resto Hardware

Please see below for correspondence re: Restoration Hardware

-----Original Message-----
From: Amanda Baker [mailto:bakerfamily5@live.com]
Sent: Tuesday, November 07, 2017 11:57 AM
To: Jim Andrews; sloanchailey@yahoo.com; condon94925@yahoo.com; delfurst@gmail.com;
bobravasio@comcast.net; Rebecca Vaughn; Todd Cusimano
Subject: Resto Hardware

Please please please dont expand Resto into the parking lot! Nov and Dec parking is bad enough as is the traffic during these months!! I live in East Corte Madera and I dont approve of this expansion!!!!

Amanda Baker

Sent from my iPhone
From: Stacey Lescht  
To: Phil Boyle; Adam Wolff; Doug Bush  
Subject: Restoration Hardware Building  
Date: Tuesday, November 7, 2017 2:06:57 PM

Please DO NOT allow for the paving of the gravel lot on our beautiful marsh.... and please do not allow Restoration Hardware to come in with some massive superstore.

This process has lacked transparency and seems to be pushed through.... Seems to be just about $$$ for Corte Madera....as if the property taxes aren't enough. It is a blow to our community and the marsh area.

As a resident, voter and tax payer, I will be extremely disappointed if this proceeds.

Thank you  
Stacey Lescht  
Mariner Green, Corte Madera  
415-450-8087
PRELIMINARY SITE PLAN - BUILDING PAD C3

AREA OF EAST ENTRY IMPROVEMENTS
PRELIMINARY EARTHWORK VOLUMES SUMMARY

ONSITE CUT/FILL VOLUME: 1,000 cu yd

NET EXPORT VOLUME: 2,000 cu yd

EARTH QUANTITIES DO NOT ACCOUNT FOR SPACING FROM UTILITY TRENCHES OR FOUNDATIONS, CUT AND FILL VOLUMES TO BE REVISED BY CONTRACTOR.
### PLANT SCHEDULE PARKING LOT

<table>
<thead>
<tr>
<th>TREES</th>
<th>QTY</th>
<th>BOTANICAL NAME / COMMON NAME</th>
<th>CONT</th>
<th>CAL</th>
<th>HEIGHT/SPREAD</th>
</tr>
</thead>
<tbody>
<tr>
<td>CEDRUS</td>
<td>7</td>
<td>Western Red Cedar / White Cedar</td>
<td>24&quot; box</td>
<td>1 gal</td>
<td>9'-10' H x 3'-4' Sp</td>
</tr>
<tr>
<td>LUPUS</td>
<td>14</td>
<td>Liriodendron tulipifera / Tulip Poplar</td>
<td>2&quot; cal</td>
<td>1 gal</td>
<td>9'-10' H x 3'-4' Sp</td>
</tr>
<tr>
<td>SHRUBS</td>
<td>69</td>
<td>Callicarpa bodinieri / Berkeley Sage</td>
<td>1 gal</td>
<td>5&quot; cal</td>
<td>8' H x 12' Sp</td>
</tr>
<tr>
<td>CP</td>
<td>1 gal</td>
<td>Cotoneaster / Siberian Crabapple</td>
<td>10' H x 12' Sp</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CT</td>
<td>1 gal</td>
<td>Ceanothus / California Lilac</td>
<td>10' H x 12' Sp</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ECO</td>
<td>1 gal</td>
<td>Echinochloa colona / California Sedge</td>
<td>10' H x 12' Sp</td>
<td></td>
<td></td>
</tr>
<tr>
<td>JPN</td>
<td>1 gal</td>
<td>Juniperus pinus / California Juniper</td>
<td>10' H x 12' Sp</td>
<td></td>
<td></td>
</tr>
<tr>
<td>MIR</td>
<td>1 gal</td>
<td>Myrtus communis / Myrtle</td>
<td>10' H x 12' Sp</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**NOTE:**
Refer to RH-1 conceptual site planting plan for plant schedule. Surrounding the building, landscaped areas shall be maintained by the Village at Corte Madiera Management to contain and prevent the spread of invasive and noxious weeds.
CONCEPTUAL LANDSCAPE PLAN - EAST ENTRY  L3

NOTE:
LANDSCAPED AREAS SHALL BE MAINTAINED BY THE VILLAGE AT CORTE MADERA MANAGEMENT TO CONTROL AND PREVENT THE SPREAD OF HIGHLY INVASIVE AND NOISIOUS WEEDS.
EAST / WEST SECTION

Scale: 1" = 1'-0"

NORTH / SOUTH ELEVATION

Scale: 1" = 1'-0"
DG-1
DECOMPOSED GRANITE
LOCATION: ENTRY COURTYARDS AND ROOF TERRACE, GROUND MATERIAL

M-1
ZINC
LOCATION: PLANTER BOX MATERIAL

P-2
CANVAS SWAG MATERIAL - CHARCOAL GRAY
LOCATION: SWAG ON TRELIS STRUCTURES

P-3
CANVAS DRAPE MATERIAL - CHARCOAL
LOCATION: DRAPES AROUND TRELIS, COLUMNS

VP-1, P-2, CS-2
PLASTER
LOCATION: EXTERIOR PLASTER WALLS AND BASE

P-1
METAL ROOFING
LOCATION: ROOF

M-3
PAINTED METAL RAILING
LOCATION: JULETT BALCONIES, GOLD TERRACE

M-2
BLACK BEAUTY PAINT
LOCATION: AWNINGS, JULETT BALCONIES, TRELIS STRUCTURE, SLIDING METAL GATE, EXTERIOR DOORS AND WINDOWS

G-1
GLASS
LOCATION: DOORS AND WINDOWS

MATERIAL BOARD A15
SITE AS SEEN FROM FERRY TERMINAL / NORTHWEST

SITE AS SEEN FROM SOUTHEAST

SITE AS SEEN FROM SOUTHEAST

VIEWS OF SITE A18
FIRST FLOOR PLAN - FLOOD PROOFING CONCEPT
CONCEPT SITE PLANTING PLAN RHL1

FLOW THROUGH PLANTER: CHONDROPETALUM TECTORUM JUNCUS PATENS

HELICOTRICHON SEMPERVIRENS
FESTUCA GLAUCA 'ELIJAH BLUE'

(16) LAGERSTROEMIA HYBRID
TRISTANOPSIS LAURINA
ULMUS PARVIFOLIA 'EVERCLEAR'

FLOW THROUGH PLANTER:
CHONDROPETALUM TECTORUM JUNCUS PATENS

HELICOTRICHON SEMPERVIRENS
FESTUCA GLAUCA 'ELIJAH BLUE'
CHONDROPETALUM TECTORUM
TEUCRIUM FRUTICANS 'COMPACTUM'

FLOW THROUGH PLANTER:
CHONDROPETALUM TECTORUM JUNCUS PATENS

HELICOTRICHON SEMPERVIRENS
FESTUCA GLAUCA 'ELIJAH BLUE'

FLOW THROUGH PLANTER:
CHONDROPETALUM TECTORUM JUNCUS PATENS

STRELITZIA NICOLAI

FLOW THROUGH PLANTER:
CHONDROPETALUM TECTORUM JUNCUS PATENS

TEUCRIUM X LUCIDRYS
BUXUS SEMPERVIRENS

LAURUS NOBILIS
OLEA EUROPAEA 'LITTLE OLLIE'

FLOW THROUGH PLANTER:
CHONDROPETALUM TECTORUM JUNCUS PATENS

SCREEN PLANTING:
BUXUS SEMPERVIRENS 'SUFRUTICOSA'
MYRSINE AFRICANA
TEUCRIUM FRUTICANS 'COMPACTUM'

SCALE 1:20 1/4" = 1'-0"
CONCEPT ROOF PLANTING PLAN RHL3

SCALE: 1" = 20'-0"
AGAVE ATTENUATA

BUXUS SEMPERVIRENS 'SUFFRUTICOSA'

CHAMAEROPS HUMILIS

CORDYLINE AUSTRALIS

CYCAS REVOLUTA

STRELITZIA NICOLAI

MYRSINE AFRICANA

TEUCRIUM X LUCIDRYS

PLANT IMAGES / SHRUBS & HEDGES