CORTE MADERA TOWN COUNCIL
STAFF REPORT

REPORT DATE: NOVEMBER 29, 2017
MEETING DATE: DECEMBER 5, 2017

TO: TOWN MANAGER, MAYOR AND COUNCIL MEMBERS
FROM: PHIL BOYLE, SENIOR PLANNER
REVIEW BY: ADAM WOLFF, DIRECTOR, PLANNING AND BUILDING DEPARTMENT

SUBJECT: CONSIDERATION AND POSSIBLE ACTION REGARDING CERTIFICATION OF A FINAL ENVIRONMENTAL IMPACT REPORT, AND APPROVAL OF A: 1) GENERAL PLAN AMENDMENT; 2) PRELIMINARY PLAN AMENDMENT; 3) PRECISE PLAN AMENDMENT; 4) DESIGN REVIEW; 5) CONDITIONAL USE PERMIT; AND INTRODUCTION OF AN ORDINANCE AMENDING THE OFFICIAL ZONING MAP OF THE TOWN OF CORTE MADERA DATED AUGUST, 1994 BY CHANGING THE ZONING DESIGNATION OF THE GRAVEL LOT (APN 024-032-19) FROM PARKS, OPEN SPACE AND NATURAL HABITAT (POS) TO REGIONAL SHOPPING DISTRICT (C-2) AND INTRODUCTION OF AN ORDINANCE TO APPROVE A DEVELOPMENT AGREEMENT TO FACILITATE THE VILLAGE AT CORTE MADERA RESTORATION HARDWARE EXPANSION PROJECT (THE PROJECT), INCLUDING A NEW 46,000 SF RETAIL STORE (RH GALLERY) AND CAFÉ FOR RESTORATION HARDWARE AND MODIFICATIONS TO THE TOWN'S GRAVEL PARKING LOT

SITE: VILLAGE AT CORTE MADERA SHOPPING CENTER, 1618 REDWOOD HIGHWAY, AND TOWN OF CORTE MADERA GRAVEL LOT (GRAVEL LOT), APN'S 024-032-030 AND 019
PURPOSE:

The Corte Madera Town Council is conducting a public hearing as required by the Corte Madera Municipal Code (CMMC) and California Government Code to review information, receive public comment, and potentially make a decision regarding certification of the Environmental Impact Report (EIR) (Attachments 12 and 13) and the following land use applications:

- A General Plan Amendment to the Land Use Diagram of the 2009 General Plan changing the Land Use designation of the Gravel Lot from Wetlands and Marshlands to Mixed-Use Region-Serving Commercial.
- A Zoning Ordinance Amendment to the Corte Madera Zoning Map ("Rezoning") of the Gravel Lot from Parks, Open Space and Natural Habitat (POS) to Regional Shopping District (C-2).
- A Preliminary Plan Amendment for an approximately 46,000 sq. ft. retail expansion at the Village shopping center and modifications of the Gravel Lot for parking purposes, including parking associated with commercial uses at the Village.
- A Precise Plan Amendment, including Design Review, for construction of a new approximately 46,000 sq. ft. retail gallery and café for Restoration Hardware, modifications to the center’s east entry plaza, and modifications to the Gravel Lot for the development of an improved parking lot with up to 455 spaces.
- Conditional Use Permit (CUP) for an approximately 5,800 sq. ft. café within the proposed Restoration Hardware store.
- Development Agreement that requires Corte Madera Village LLC to improve and maintain the Gravel Lot and establishing rights and obligations to use the Gravel Lot as required parking for The Village.

PLANNING COMMISSION RECOMMENDATION:

The Corte Madera Planning Commission, at its November 14, 2017 meeting, approved, by a vote of 5-0, Resolution 17-022, recommending that the Town Council certify the Environmental Impact Report and approve a: 1) general plan amendment; 2) rezoning; 3) preliminary plan amendment; 4) precise plan amendment; 5) design review; 6) conditional use permit; and 7) development agreement to facilitate the Project, including a new 46,000 sq. ft. retail store and café for restoration hardware and modifications to the town’s gravel parking lot. The approved Resolution 17-022 is attached as Attachment 9 and the November 14, 2017 Planning Commission Staff Report and minutes are attached as Attachments 10 and 11. The complete November 14, 2017 Planning Commission packet is available on the Town’s website — at the Project web page: http://www.townofcortemadera.org/563/Village-Expansion-Project-Restoration-Ha

STAFF RECOMMENDATION:

Staff recommends that the Town Council, after reviewing this staff report and attachments, the
Environmental Impact Report, all oral and written public comments and other information presented at the public hearing, the Planning Commission Resolution 17-022 (Attachment 9) and the entire record either: 1) approve the attached four resolutions and introduce the two ordinances (Attachments 1-6) or 2) if additional information and deliberation is needed, continue the public hearing to a date certain.

TOWN MANAGER'S RECOMMENDATION:

Town Manager supports staff recommendations.

FISCAL IMPACT:

The adoption of the proposed Resolutions and Ordinances will have a positive fiscal impact on the Town’s General Fund, specifically the Development Agreement by requiring annual payments of $320,000 to the Town from Macerich, and removal of insurance, maintenance, and liability costs for the Town. The additional retail area also adds to the Town’s tax base which is a goal of the 2009 General Plan.

BACKGROUND:

Summary of the Major Entitlements Previously Granted to The Village at Corte Madera:

May 30, 1979 Initial Application for Preliminary Plan for The Village Shopping Center Project (“The Village Project”) submitted to the Town (File #79-16).

June 1979 to January 1984 The Planning Commission and Town Council held numerous workshops and public meetings on the original Preliminary Plan and subsequent amendments as well as the Draft EIR and Final EIR.


November 1995 Town Council approved a Negative Declaration and CUP to allow public parking on the Gravel Lot

December 1995 – February 1996 Agreement between the Town and the property owners of the shopping center to: 1) Purchase the gravel lot to be used for public parking and environmental protection; 2) Approval of assessment districts and the issuance of bonds for the acquisition; improvement and maintenance of the “Habitat Site” (now referred to as the Gravel Lot); and 3) Require the owners of The Village to make the payments on the bonds issued for the lot acquisition.
May 11, 2004  Cheesecake Factory Expansion -- Planning Commission approved a Design Review, Conditional Use Permit and Lot Line Adjustment to add 8,537 square feet.

March 8, 2005  Upgrades to landscaping, paving, exterior paint, lighting and tower upgrades on The Village property.

April 21, 2009  Town Council approved the 2009 General Plan which included expansion of the Village by 185,000 sq. ft. of retail area.

January 17, 2012  The Town Council approved Preliminary Plan amendments allowing for an additional 17,431 sq. ft. for the Nordstrom renovation project and 20,000 sq. ft. for expansion at Macy’s. A Precise Plan Amendment was approved for the Nordstrom project and the approval for expansion at Macy’s has expired.

Chronological listing of events pertaining to this project application:

June 19, 2015  Corte Madera Village, LLC and Restoration Hardware (“The Applicants”) submitted an application for The Village at Corte Madera Restoration Hardware Expansion Project (“The Project”) which contained a General Plan Amendment, Rezoning, Preliminary Plan Amendment, Precise Plan Amendment and Design Review to construct a ±52,000 sq. ft. two-story RH Gallery with an open roof top courtyard and improve the Town owned Gravel Lot located on Redwood Highway northeast of the Village at Corte Madera eastern parking lot (APN-024-03-019) (Gravel Lot) to the north east of The Village.

October 6, 2015  The Town Council, during a public business item, approved a contract with the Environmental Consulting Firm of GHD (“GHD”) to prepare Phase 1 of the Environmental Impact Report for the Project.

October 20, 2015  At the Town Council meeting, Council approved Resolution 41/2015 authorizing the Town Manager to proceed with discussions and/or real estate negotiations with Macerich (property owner) regarding potential sale, lease or other disposition of the Town's Lot located on Redwood Highway north east of the Village at Corte Madera eastern parking lot (APN-024-03-019) and approval of Resolution No. 42/2015 approval of an access agreement to allow Corte Madera Village, LLC access for inspection and testing of the Town's Lot (APN-024-03-019).

February 2, 2016  At the Town Council meeting, Council approved a contract with GHD to prepare Phase 2 of the EIR. Further, Council discussed the disposition of the Town’s Lot, took comments from the community, and directed the Town Manager to continue negotiations regarding the Gravel Lot for a lease or other disposition, but expressed no interest in selling the land.
October 25, 2016  The Town of Corte Madera sent a Notice of Preparation (NOP) of an EIR to Responsible Agencies, Trustee Agencies, the Office of Planning and Research, and neighboring property owners. A copy of the NOP was posted on the Town’s website and a Newsflash was also displayed.

October 25, 2016 to November 30, 2016  A 37-day EIR scoping period was held. During this scoping period the Town solicited guidance from public agencies and the public in general as to the scope and content of the environmental information to be included in the EIR.

November 17, 2016  A public scoping meeting was noticed and held on November 17, 2016 at the Town Hall Council Chambers, 300 Tamalpais Drive, Corte Madera. Five people signed into the meeting, several of whom spoke on the Project. Nineteen comment letters were received during the scoping period. These letters, as well as two additional letters received outside the scoping period, are included in Appendix A of the Draft EIR.

December 20, 2016  In response to comments received from the community, the applicants revised and resubmitted the Project applications. The primary changes included a reduction in the size of the proposed building by approximately 6,000 square feet, a reduction in the building height by 6 feet, the addition of a café, and changes in the design elements of the RH Gallery store intended to complement the surrounding views.

March 21, 2017  At the Council meeting, the Council endorsed the proposed term sheet for a non-exclusive easement and development agreement to allow for Corte Madera Village, LLC to improve the Town’s Lot and utilize resulting parking spaces for required parking for the Village at Corte Madera, including a potential Restoration Hardware expansion project and provided direction and authorization to Town staff to draft the non-exclusive easement and development agreement consistent with the term sheet, all subject to environmental review and public hearings prior to any approval of the Project or any entitlements including the development agreement.

July 12, 2017  Notice of Completion (NOC) for The Draft EIR was filed with the State Clearinghouse.

July 12, 2017 to August 25, 2017  Public Review Period of the Draft EIR was noticed and the Town received comments from governmental agencies, various interest groups and the general public.

August 8, 2017  Planning Commission held a duly-noticed public hearing to receive comments of the DEIR (These minutes are available on the Town’s website – at the Project webpage: http://www.townofcortemadera.org/563/Village-Expansion-Project-Restoration-Ha)
October 16, 2017 to November 15, 2017 Story poles were erected and display boards on display at the Village.

November 1, 2017 Public Hearing notices were sent and posted announcing the availability of the Final Environmental Impact Report (FEIR) and the November 14th Planning Commission Meeting. Copies of the FEIR were also sent to the public agencies that commented on the Draft EIR in accordance with CEQA Guidelines Section 15088. The public was notified of the availability of the FEIR and the November 14th Planning Commission meeting via: the email list of all individuals who have sign up on the Town’s website to be notified of Town meetings, the email list of individuals who have commented on or signed up for notification of this particular project, hard copy mailings sent to all properties within 300’ of the project, and a posting on NextDoor.com. In the Public Outreach section of this report below is a description of the methods staff and the applicant used to keep the public up to date on the status of the Project.

November 3, 2017 Additional notice of the November 14 public hearing, availability of the FEIR, and extension of story pole viewing period was posted as a News Flash item on the Town’s website

November 4, 2017 A notice announcing the November 14, 2017 public hearing was posted in the Marin Independent Journal

November 14, 2017 The Planning Commission held a public hearing on the application and unanimously approved Resolution 17-022 forwarding a recommendation to the Town Council to certify the Environmental Impact Report and approve a: 1) general plan amendment; 2) rezoning; 3) preliminary plan amendment; 4) precise plan amendment; 5) design review; 6) conditional use permit; and 7) development agreement to facilitate the Project, including a new 46,000 sq. ft. retail store and café for restoration hardware and modifications to the town’s gravel parking lot.

November 17, 2017 Public Hearing notices announcing the December 5th Town Council Meeting were distributed via: the email list of all individuals who have sign up on the Town’s website to be notified of Town meetings, the email list of individuals who have commented on or signed up for notification of this particular project, hard copy mailings sent to all properties within 300’ of the project, and a posting on NextDoor.com.  
(Again please note that the complete November 14, 2017 Planning Commission packet is available on the Town’s website – at the Project web page: http://www.townofcortemadera.org/563/Village-Expansion-Project-Restoration-Ha)

November 25, 2017 A notice announcing the December 5, 2017 public hearing was posted in the Marin Independent Journal
EXISTING CONDITIONS

Project Site

The proposed Project is located within, and adjacent to, the Village at Corte Madera regional shopping center. The Village is bound by Redwood Highway to the north, east, and south, and Highway 101 to the west. The Project would be constructed within The Village, owned by Corte Madera Village, LLC, a subsidiary of Macerich, and at the Gravel Lot located to the north of the Village across Redwood Highway, and owned by the Town of Corte Madera.

The project site encompasses 4 parcels which are described below:

<table>
<thead>
<tr>
<th>Parcel Name</th>
<th>Owner</th>
<th>Size</th>
<th>APN</th>
<th>Current Use</th>
<th>Proposed Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>Macy’s</td>
<td>Macy's Primary Real Estate Inc.</td>
<td>7.5 acre</td>
<td>024-032-22</td>
<td>Retail</td>
<td>No change</td>
</tr>
<tr>
<td>Village Stores</td>
<td>Corte Madera LLC</td>
<td>16.5 acres</td>
<td>024-032-30</td>
<td>Retail</td>
<td>Additional retail store</td>
</tr>
<tr>
<td>(Macerich)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nordstrom</td>
<td>Nordstrom Inc.</td>
<td>8.0 acres</td>
<td>024-032-29</td>
<td>Retail</td>
<td>No change</td>
</tr>
<tr>
<td>Gravel Lot</td>
<td>Town of Corte Madera</td>
<td>5.1 acres</td>
<td>024-032-19</td>
<td>Parking &amp; Community Events</td>
<td>Delineated and paved parking spaces</td>
</tr>
</tbody>
</table>

Nearby land uses and features include U.S. 101, Town Center Corte Madera, and commercial and office uses to the west; Redwood Highway and marshlands to the north and east; and commercial and office uses to the south. The San Francisco Bay Trail runs along Redwood Highway to the east of the Project site and at the frontage of the Gravel Lot.

The Village

The Village is an open-air shopping center with 475,217 square feet of building area as of April 2017. Approximately 2,000 square feet of space devoted to shopping center management offices and 473,217 square feet devoted to retail and restaurant uses, including restaurants and coffee shops. The existing retail establishments include Restoration Hardware, Nordstrom, Macy's, Williams-Sonoma, Apple Store, Cheesecake Factory and other retail and restaurant uses. The existing Restoration Hardware Store currently occupies approximately 8,815 square feet within The Village. There are 1,781 parking spaces in the existing lots within The Village.

The Gravel Lot

The 5.14-acre parcel, commonly known as “the gravel lot” (Gravel Lot), is located across Redwood Highway to the north of the Nordstrom building and the Village main parking lot. In 1996 the Town obtained title of the Gravel Lot from General Electric through an agreement with the Village property owners that enabled the
Town to purchase the site without expending any Town funds. At the time, the site had been filled and a significant portion (approximately 3.8 acres) had been used for parking for The Village shopping center and other public uses. As part of the agreement between the Town and the owners of The Village, the site is required to continue to be used for parking purposes.

Since at least 1996, the Gravel Lot has been used for overflow parking for customers of The Village, staging for nearby construction projects, and periodic community events such as Avon Walk for Breast Cancer, Ragnar Relay, Circus Vargas, and Marin General Hospital Gala. During the holiday season (generally from late November through December) the Gravel Lot is marked with travel lanes and is often fully occupied, accommodating approximately 445 vehicles. Currently, the Gravel Lot is improved with 10 handicapped parking spaces, with the remainder of the lot providing informal, unstriped parking. The Town is primarily responsible for maintenance and liability associated with the Gravel Lot, except for an annual payment from The Village owners in the amount of $10,000.

The Bay Trail and landscaping are located along the Redwood Highway frontage. Multiple drain inlets spaced throughout the Gravel Lot connect to a piped storm drain system that discharges to the waters immediately surrounding the site via two outfalls, one on the west side and one on the east side of the parcel. During November and December three generator lights are used to provide safety lighting for holiday shoppers. The generators are turned on from sunset to 10:00 or 11:00 pm, depending on store closing times. One of the three generator lights is owned by The Village and parked on the Gravel Lot year-round, but is typically used only in November and December. A pedestrian crosswalk across Redwood Highway connects the Gravel Lot with The Village parking lot. The Gravel Lot is located on fill and is raised several feet above Shorebird Marsh which surrounds the site on its north, west, and east. Shorebird Marsh provides habitat for birds and other animals that rely on the native marshlands in the area.

PROJECT DESCRIPTION

Project Objectives

The Applicants have identified the following project objectives in their project application:

- Expand The Village by approximately 46,000 square feet, consistent with the Town of Corte of Madera 2009 General Plan, with a commercial space inclusive of a cafe and roof-top scenery loft.
- Improve the Gravel Lot across Redwood Highway by paving, landscaping, and lighting the area using low-impact development elements to promote a more convenient and safe use that is consistent with the existing uses of the Gravel Lot.
- Build a retail space large enough to operate as a design gallery, rather than a regular retail store.
- Promote the community's economic development and enhance the Town's tax base by supporting the continued evolution and relevance of The Village to provide a first-class shopping and dining experience.
- Allow the Town to retain ownership of the Gravel Lot, while eliminating costs associated with liability, maintenance, security, and potential required future modifications.

The applicant’s full project description and project plans are provided in Attachments 7 and 14.
Requested Entitlements

The Project application requests six entitlements for review and approval to facilitate the proposed project. The CMMC requires that each entitlement be reviewed by the Planning Commission at a noticed public hearing. All of the entitlements, with the exception of the CUP, require Town Council approval for the project to proceed pursuant to the CMMC. However, since the CUP for the café is integrated into the other entitlements which are a common practice for many large projects in Corte Madera, the Council will also make the final decision on the CUP. The Planning Commission unanimously forwarded a recommendation of approval of all of the entitlements and certification of the EIR to the Town Council at a public hearing on November 14, 2017. Below is a summary of each of the requested entitlements.

**General Plan Amendment (GPA):**

The application for the GPA is to change the Gravel Lot parcel (APN 024-032-19) from the land use designation noted on the Land Use Diagram of the Town’s General Plan (Figure 2.4) of Wetlands and Marshlands to Mixed Use Region-Serving Commercial to bring the lot into conformance with its existing and proposed use.

The Wetlands and Marshlands Designation permits uses that relate to and enhance wetland habitat. A variety of properties may be included in this designation including, but not limited to, tidal and seasonal wetlands, miscellaneous open water areas, streams, sloughs, filled areas and developed or undeveloped uplands. Restoration areas are included for their potential for conversion into more ecologically valuable habitat.

The Mixed Use Region-Serving Commercial designation was introduced in the 2009 General Plan and is designated for The Village regional shopping center only. It is intended for retail uses capable of attracting patrons from a wide geographic area. This designation affords opportunity for mixed uses, including outdoor plazas and seating areas, and space devoted to office, public services, residences, community meeting facilities, and parking facilities. However, pursuant to the proposed Development Agreement (see below), uses at the Gravel Lot would be restricted to parking and a limited number of community-focused events.

The applicant requests the General Plan Amendment to formalize the existing functional relationship between the commercial uses at the Village and the use of the Gravel Lot for parking purposes.

Though the Gravel Lot has been used as a parking lot for many decades (and in accordance with the December 1995 agreement between the Town and Village property owners can only be used for parking purposes) and also used by The Village and the Town for parking and approved events, the current General Plan designation (Wetlands and Marshlands) does not permit public parking for commercial purposes or community events. Since the project application proposes to construct a formal paved, striped, illuminated and landscaped parking lot and use the lot for required parking related to the commercial uses at the Village, Staff required that a General Plan Amendment application be filed to change the land use designation at this time.
Zoning Ordinance Amendment:

Similar to the GPA, the Zoning Ordinance Amendment proposes to bring the existing use and proposed continued parking use of the Gravel Lot parcel into conformance with the Zoning Ordinance by changing the underlying zoning district from the Parks, Open Space and Natural Habitat Zoning District (POS) to Regional Shopping District (C-2).

The POS District applies to all public facilities and public service installations used primarily for open space; for publicly or privately owned areas used for the preservation or restoration of a natural habitat or for public parks, playgrounds and other types of public recreation facilities.

The C-2 District is intended to create and enhance areas where a wide range of retail goods and services are permitted, serving customers from a wide geographic area. Local-serving commercial uses, region-serving commercial uses and some office and personal services are permitted. Parking lots which meet the requirements of the parking section of the CMMC are permitted in the C-2 District. The Village and Town Center are the only properties in Corte Madera that are zoned C-2. This rezoning will make the Gravel Lot’s zoning designation consistent with the rest of The Village. However, pursuant to the proposed Development Agreement (see below), uses on the Gravel Lot would be restricted to parking and a limited number of community-type events.

The Village Shopping Center and the Gravel Lot parcels are also within the Baylands Risk Zone and Natural Habitat Overlay Zoning District (BRNH). The BRNH zone is intended to apply to lands which have a potential for substantial additional development, have less than ten percent slope, and are underlain by bay mud. This application does not propose to change the overlay on the Gravel Lot parcel.

Preliminary and Precise Plan Amendments:

Because the project site is within one of Corte Madera’s special purpose overlay districts - (BRNH) Overlay District – and because of the project’s size, approval of Preliminary and Precise Plan Amendments are required to ensure that development occurs in a manner that is consistent with the purposes of the overlay district and related policies and programs of the General Plan. The Preliminary Plan is intended to provide more general information about land proposed for development, such as a conceptual site plan, proposed densities, and a description of proposed uses. The Precise Plan Amendment application includes all information required for design review approval and therefore review of the Precise Plan also constitutes review of the design review application. In addition, the Precise Plan must be in substantial conformance with the Preliminary plan.

As noted above, the Village shopping center was originally constructed with approval of Preliminary and Precise Plans. Those approvals and plans, and subsequent amendments, continue to allow for the permitted uses and overall design of the Village. The last major Preliminary and Precise Plan Amendments for the Village was for the Nordstrom/Macys expansion project in 2012 (precise plan amendments have subsequently been approved for common area modifications and tenant improvements).
The current application seeks to amend the Preliminary and Precise Plans to account for additional floor area required for the new RH Gallery Store, its design and proposed location, modifications to the existing Village parking lot, modifications to the east entry plaza and incorporation of the modifications to the Gravel Lot into the Preliminary and Precise Plans.

As required by the Corte Madera Zoning Ordinance, several findings are required to be made in order to approve amendments to Preliminary and Precise Plans. In addition, findings are required to be made in order to approve projects located within the BRNH zoning district. The findings can be found in Resolution 56-2017 (Attachment 3).

**Design Review**

The Design Review entitlement is combined with the Precise Plan Amendment pursuant to Section 18.18.045 of the CMMC. The elements of this application that are applicable to the design review guidelines and findings are the new RH Gallery Building, associated improvements to the existing parking lot, modifications to the east entry plaza, and the new improvements to the Gravel Lot, including lighting and landscaping. The specific Design Review findings that need to be made in order to approve the Design Review application are located in the Resolution 56-2017 (Attachment 3).

**Conditional Use Permit:**

This application includes a request for a Conditional Use Permit (CUP) for a café on the first level of the RH Gallery Building. Restaurants and cafés, without drive-up windows are conditionally permitted in the C-2 District. The café would have a 5,800 square foot serving area and include a food preparation area, furniture displays, and café seating for approximately 150 patrons. The café will have a limited menu and will operate approximately the same hours as the RH Gallery. The specific CUP findings that need to be made in order to approve a CUP are located in Resolution 57-2017 (Attachment 4).

**Development Agreement**

The development agreement is a contractual agreement that sets forth the rights and obligations of Macerich, the owner of the Village of Corte Madera shopping center, to utilize Town property for required parking for the proposed Project.

In the Fall of 2015, Macerich made verbal and written requests to purchase the Town owned land referred to as the Gravel Lot which is located on Redwood Highway, adjacent to The Village. At the Town Council meeting on October 20, 2015, the Town Council authorized the Town Manager to enter into negotiations for the potential sale of the Gravel Lot to Macerich.

On February 2, 2016, Town Council discussed the potential use of the Gravel Lot for parking for the Project. The staff report presented at that meeting provided the background as to how the Town obtained title to the Gravel Lot. Briefly, in December of 1995 the Town entered into an agreement with the owners of the Village Shopping Center parcels which provided that the Town would acquire the Gravel Lot site. As part of this agreement, an assessment district, comprised of the owners of The
Village parcels, would be established to pay the $1,300,000 purchase price of the Gravel Lot and to pay an additional $900,000 for the financing and the improvements. Under a separate assessment district, The Village owners would also pay $10,000 per year for maintenance of the Gravel Lot. Since 1996, The Village owners paid the purchase price of the Gravel Lot and paid for the improvements and, continue to make annual payments for maintenance. Prior to the close of escrow for the purchase/sale of the Gravel Lot to the Town, in December 1995, the parties entered into an extension agreement for the purchase/sale of the property that requires the Town to allow shopping center parking on the Gravel Lot and the parking use cannot be modified or terminated without the consent of the property owners at The Village. Historical documents are available on the project page on the Town’s website at http://www.townofcortemadera.org/563/Village-Expansion-Project-Restoration-Ha.

Based on the information provided to Town Council at the February 2, 2016 meeting and comments from the community, Town Council directed the Town Manager to continue negotiations with Macerich regarding the Gravel Lot, but indicated that the Town was not interested in selling the parcel at that time.

In response to Council’s direction and negotiations with Macerich, the Town and Macerich drafted a Term Sheet that was discussed at the March 21, 2017 Town Council meeting. Pursuant to the terms endorsed by Town Council at that meeting, the Town and Macerich would enter into a development agreement that would grant Macerich the right to continue to use the Gravel Lot for the shopping center parking and count the parking spaces as meeting the required parking requirements in exchange for Macerich improving and maintaining the Gravel Lot at their expense and pay the Town $320,000 annually.

The key terms of the Development Agreement are set forth on the Term sheet endorsed by the Town Council at its meeting on March 21, 2017. In summary, the development agreement provides the following: Town retains ownership of the Gravel Lot; allocates required parking spaces for the Project; requires the parties to enter into a non-exclusive parking easement; economic compensation paid annually to the Town; requires physical improvements on the Gravel Lot over and above what might be required under the Town’s land use rules or CEQA; and, shifts the Town’s liability for the Gravel Lot to Macerich, at their expense. A comparison chart noting the differences between the 1995 Agreement and the proposed Development Agreement is included below.

The term of the DA would be for up to 99 years, so long as The Village still needs the required parking spaces. If parking requirements change over time or The Village reduces the square footage of the shopping center that results in reduced parking requirements, the DA could be modified or terminated by Macerich before the term expires. The use of the Gravel Lot would still remain as parking for all of shopping center owners (Macys, Nordstrom, and The Village) in accordance with the 1996 purchase/sale agreement and assessment district documents.

The Draft Development Agreement and Non-Exclusive Parking Easement between the Town and Macerich in substantially final form are attached to the Development Agreement Ordinance #973 (Attachment 5).
On July 18, 2017, the Town Council adopted Resolution 24/2017 establishing the procedures to process a development agreement pursuant to California Government Code. In accordance with this Council policy, the Planning Commission is required to review the development agreement for land use issues and make their recommendations to the Town Council, which they did on November 14, 2017, Resolution 17-022. The Town Council now has the authority to review the development agreement for all purposes, including land use, financial, and other business terms and is the final decision maker as to the entire agreement. California law requires that a development agreement be adopted by ordinance and recorded with the County. Ordinance 973 (Attachment 5) further sets forth the Findings that must be made by Council to approve the development agreement.

Matrix comparing the terms of the existing 1995 Gravel Lot Agreement and the draft terms of the proposed 2017 Development Agreement between the Town and the Corte Madera Village (CMV)

<table>
<thead>
<tr>
<th>Description</th>
<th>Existing Agreement</th>
<th>Proposed Agreement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Purchase cost of lot</td>
<td>CMV paid the Town’s purchase cost of $1,300,000</td>
<td>Not Applicable, the lot is not being purchased under the proposed agreement</td>
</tr>
<tr>
<td>Duration of Agreement</td>
<td>In perpetuity – requires mutual consent to modify or terminate agreement</td>
<td>Up to 99 years – CMV may terminate agreement if required spaces are no longer needed to satisfy their parking requirements</td>
</tr>
<tr>
<td>Town revenue generated</td>
<td>None</td>
<td>$320,000/year for 99 years. Total of $31,680,000</td>
</tr>
<tr>
<td>Maintenance costs</td>
<td>CMV pays $10,000/ year for the life of agreement, Town pays remainder. There is no escalator clause in the agreement. Average annual maintenance costs have ranged from $5,000 to $40,000 per year in recent years</td>
<td>CMV pays all maintenance costs</td>
</tr>
<tr>
<td>Improvement costs</td>
<td>CMV paid initial improvement costs of approximately $700,000. There was no cost to the Town.</td>
<td>CMV will pay approximately $5 million for substantial improvements. There will be no cost to the Town.</td>
</tr>
<tr>
<td>Permitted uses</td>
<td>Although the lot has periodically been used for public and private events, the Agreement specifies that the lot can only be used for parking for the general public.</td>
<td>Occasional community events for up to 12 days per year with certain restrictions.</td>
</tr>
<tr>
<td>Liability</td>
<td>The Town assumes all liability.</td>
<td>CMV will assume all liability</td>
</tr>
<tr>
<td>Security</td>
<td>The Agreement is silent on security; therefore as owner the Town is responsible for security.</td>
<td>CMV will be responsible for security.</td>
</tr>
<tr>
<td>CONDITION</td>
<td>ORDNANCE REQUIREMENT</td>
<td>EXISTING CONDITION</td>
</tr>
<tr>
<td>-----------</td>
<td>----------------------</td>
<td>--------------------</td>
</tr>
<tr>
<td>General Plan Shopping Center Gravel Lot</td>
<td>Mixed-Use Region-Serving Commercial Wetlands and Marshlands</td>
<td>No change Mixed-Use Region-Serving Commercial</td>
</tr>
<tr>
<td>Zoning District Shopping Center Gravel Lot</td>
<td>C-2 POS</td>
<td>No Change C-2</td>
</tr>
<tr>
<td>Preliminary and Precise Plans Shopping Center Gravel Lot</td>
<td>Last Significant Modification – Nordstrom/Macy’s Ap. NA</td>
<td>New building, parking lot modifications and east entry plaza Gravel Lot added to Preliminary &amp; Precise Plans</td>
</tr>
<tr>
<td>Front Setback Shopping Center Gravel Lot</td>
<td>60 ft. for C-2 District ±450 ft. (to eastern property line) NA</td>
<td>±260 ft. (to eastern property line) NA</td>
</tr>
<tr>
<td>Rear Setback Shopping Center Gravel Lot</td>
<td>60 ft. for C-2 District 80 ft. to western property line NA</td>
<td>No change No change</td>
</tr>
<tr>
<td>North Side Setback Shopping Center Gravel Lot</td>
<td>0 ft. for C-2 District 15 ft. NA</td>
<td>No change No Change</td>
</tr>
<tr>
<td>Floor Area Ratio</td>
<td>74</td>
<td></td>
</tr>
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### Shopping Center

<table>
<thead>
<tr>
<th></th>
<th>0.47-per the General Plan and 2012 Preliminary Plan</th>
<th>0.341</th>
<th>0.38</th>
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<tbody>
<tr>
<td>Gravel Lot</td>
<td>0.34 in C-2</td>
<td>0.0</td>
<td>0.0</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Building Height</th>
<th>46 ft. - per the 2012 Preliminary Plan (C-2 Zoning allows 35 ft.)</th>
<th>Nordstrom – 46 feet at top of HVAC screen</th>
<th>46 ft. at top of scenery loft</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gravel Lot % Covered by Landscaping</td>
<td>10% (in C-2)</td>
<td>NA (in POS)</td>
<td>16%</td>
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</table>

### VILLAGE AT CORTE MADERA BUILDING AREA SUMMARY

<table>
<thead>
<tr>
<th>AREA</th>
<th>SF</th>
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</thead>
<tbody>
<tr>
<td>Total Floor Area Allowed Per the 2009 General Plan</td>
<td>652,010 sf</td>
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<tr>
<td>Total Area Existing</td>
<td>473,217 sf</td>
</tr>
<tr>
<td>Area of Proposed Restoration Hardware Building</td>
<td>±46,000 sf</td>
</tr>
<tr>
<td>Remaining After Project</td>
<td>±132,793 sf</td>
</tr>
</tbody>
</table>

### Description of Proposed Restoration Hardware Building

The Applicants propose to build a stand-alone Restoration Hardware building of approximately 46,000 square feet to be located on the east side of The Village in an area of existing parking. The building would consist of two levels plus an open-air roof-top landscaped courtyard surrounding an enclosed scenery loft. The building footprint would be approximately 25,000 square feet at ground level. The ground level would include approximately 5,800 square feet of cafe space that would seat up to 150 patrons. The second floor would be approximately 17,000 square feet. The roof-top level would be approximately 4,000 square feet, of which the scenery loft, enclosed by glass and steel, would comprise approximately 3,100 square feet. The massing of the building is “stepped” in that the building steps back from the east and west as the building rises in height. An elevator and staircase would serve all three levels. The RH Gallery is intended to be similar, with respect to purpose and presentation, to other RH Gallery stores that have recently been built in places like West Hollywood, Cherry Creek, CO, Scottsdale, AZ, Chicago and Atlanta.

The top of the elevator tower and roof ridge of the scenery loft would be 46 feet from finished grade. The courtyard outside the scenery loft would be planted with vegetation and trees, and have an exterior parapet wall. The top of the parapet of the second floor would be 33 feet and 9 inches from finished grade. For comparison, the highest peak of the roof of the adjacent Village building is 34 feet above finished graded and the highest part (HVAC screening) at Nordstrom building is 46 feet above finished grade. A model has been prepared by Restoration Hardware that shows the relative height and scale of the proposed building compared to surrounding structures at the Village. The model will also be available at the public hearing.
The RH Gallery will feature high-quality architectural design and materials. The exterior building envelope will be finished in 6 coat hand-applied Venetian plaster with an expanse of 12-foot glass and steel French door assemblies. Other architectural elements include a European entry courtyard that directs visitors to the light filled interior retail space and to the expansive café courtyard covered by a pyramid skylight. Upstairs, the second floor will showcase garden terraces accented by a Mediterranean planting palate and Juliet balconies and the rooftop will feature a covered steel and glass scenery loft and heritage olive tree. The building’s architectural details and gardens will be illuminated at night, with shielded lanterns on the exterior sides of the building and other lighting that will not create glare or light pollution impacts to off-site areas. Images of the materials proposed are on Sheets A15 and A16 and the actual materials board will be available at the public hearing for review.

Because the site is within the 100-year flood plain as defined by FEMA, flood-proofing elements following FEMA standards would be incorporated into the building. The base of the building would have upturned concrete walls poured in conjunction with the concrete foundation. The upturned walls would extend to an elevation equal to or greater than the FEMA base flood elevation of one foot above existing grade, as required by the Town’s Municipal Code (CMC Chapter 16.10). The cement plaster finish proposed for the building’s exterior would be applied to this concrete wall, matching the color and texture of the framed walls above. As a result, the wall’s “waterproofing assembly” would not be readily apparent. The protection method for the doors and windows at the ground level would utilize an aluminum barrier system. Jamb-mounted C channels would be integrated into the building permanently allowing aluminum panels, and any secondary support bollards for wider openings, to be installed prior to a potential flood. (Plan Sheet A21)

Because of the underlying bay mud, and depth to bedrock which varies from 75 to 95 feet, the building would require a deep foundation system, floating foundation, or other specialized design determined to be appropriate for the site conditions. During final design the Applicants would coordinate with the Town to design a foundation acceptable to the Town Engineer.

After the new building is occupied, Restoration Hardware would vacate the space it currently occupies at The Village.

**Description of Proposed Village Parking Lot Modifications**

Changes would be made to portions of the existing parking lot at The Village. Modifications include reconfiguration and restriping of 36 existing narrow (7.5-foot wide) compact parking spaces with uniform 8.5-foot wide spaces and installation of associated curb islands and small landscaped areas. Two of the four cut-through aisles located midway down the two main entries off Redwood Highway would be removed and replaced with new parking spaces. Construction of the new building and the parking lot modifications would result in a net decrease of 166 parking spaces in the existing parking lot at the village. See discussion regarding parking below.

Drought tolerant landscape modifications would be installed, including approximately 21 24-inch box trees. Required bicycle parking would be provided near the new building within the landscape islands.

**Description of Proposed Gravel Lot Modifications**
As part of the Project, the Corte Madera Village LLC would enter into a development agreement with the Town of Corte Madera whereby the Town and the Applicants would establish the rights and obligations for use of the Gravel Lot for parking for The Village including modifications and maintenance (see above). The Town would record a nonexclusive public parking easement on the parcel meaning that members of the public are allowed to park in the Gravel Lot. Limited community events, as describe in the Development Agreement, and discussed below, would continue to be allowed.

The Gravel Lot would be paved and striped to provide up to 455 parking spaces. Current plans submitted by the Applicants as part of their application show 452 parking spaces, including 407 standard spaces (8.5’ X 20’) and 45 compact spaces (8.5’ X 18’), as such spaces are defined by the original precise plan for the Village.

Drought tolerant landscaping, including approximately 56 trees 26-inch box trees, would be installed in planters. Approximately 34 lighting poles, 20 feet tall, would be installed. The lighting would be energy-efficient and shielded, conforming to “dark sky” requirements.

All storm water would be captured on site and treated, prior to discharge to the existing storm drain system in accordance with the Town’s new stormwater regulations and State requirements. Approximately 3,400 square feet of bio-retention rain gardens and 2,300 square feet of flow-through planter would be installed to collect and treat storm water runoff. The bio-retention features would tie in to the existing storm drain system beneath Redwood Highway and adjacent to the Gravel Lot. After leaving the bio-retention features and entering the existing storm drain, storm water would drain to adjacent waters through the existing outfall structures, with no changes to the outfall configuration.

Optional Fence

In response to comments received during the Draft EIR process, the Applicants have considered an optional chain link fence that would be located between the vehicular parking at the Gravel Lot and Shorebird Marsh in response to comments on the DEIR. If installed, the fence would be four feet tall, vinyl-coated either black or green, and include two access gates for use by the Town for maintenance or emergencies. The fence would be constructed three feet back from the new curb, allowing for two feet of vehicle overhang. The majority of the fence would be constructed within the existing footprint of the Gravel Lot, as the Gravel Lot modifications have a slightly smaller footprint than the existing disturbed area. The exception is on the east side of the Gravel Lot where the distance between the curb and the limits of the existing gravel surface decreases to two feet in some areas. On the east side, therefore, the fence would be installed one foot beyond the existing gravel. Although some vegetation could be disturbed during installation of the fence, no clearing of vegetation would occur. Sheet C6 in Attachment 14 shows the location and a section of the optional fence.

Bay Trail
The Bay Trail runs between Redwood Highway and the Gravel Lot for approximately 580 feet. In two locations the Bay Trail crosses the existing entrances to the Gravel Lot. Although no changes are proposed to the main Bay Trail, the entrances to the Gravel Lot would be reconstructed. Therefore users of the Bay Trail, where it crosses the entrances, would need to be re-routed for a limited time during construction. Comments from a representative of the Bay Trail during the Draft EIR process expressed a desire to see the Bay Trail permanently re-routed around the outward edge of the Gravel Lot to avoid crossing the parking lot driveways.

**Description of Proposed East Entry Plaza Modifications**

Modifications would be made at the existing east entry plaza Sheet L3, located northeast of the existing Gap store. Existing landscape and hardscape would be removed and replaced with new paving and other hardscape, drought tolerant landscaping and trees, lighting, and amenities that could include a water fountain, and street furniture to transition between the exterior common areas of the shopping center and the new building. The plaza comprises approximately 8,000 square feet.

**Construction Process and Schedule**

The construction schedule will depend upon circumstances existing at the time. The most intense schedule would include 2 months for site preparation at the shopping center, followed by 9.5 months of concurrent construction of the RH Gallery, utilities, the Gravel Lot, East Entry Plaza, and modifications to the existing parking lot. A lengthier schedule would include 4 months of the Gravel Lot construction, then 4 months of site preparation at the retail center, followed by 10-14 months of vertical construction of the RH Gallery, remodeling of East Entry Plaza, and installation of shopping center parking lot refinements. These projections result in a construction range from 11.5 months to 22 months.

Two temporary access points will be created for construction vehicles to move directly between the project area and Redwood Highway via the shortest path. The temporary access points will reduce travel time and emissions as compared to a route through the shopping center parking lot. Drive aisles used by construction vehicles in the parking lot will be repaved after construction, and the temporary access points will be restored to the pre-project condition, including curb and gutter, soil grade, landscaping, irrigation, and signage. Construction vehicles will be limited to right-in and right-out turns only when entering from and exiting to Redwood Highway. The access points, as well as the parking lot areas that the construction vehicles will cross, will be staffed by flaggers to safely direct traffic.

Both applicants will work closely with the Town’s Departments of Public Works, Central Marin Police and Corte Madera Fire to minimize traffic delays and keep areas clear for emergency access.

**Parking**

Assessing the existing and required number of parking spaces at the Village at Corte Madera and the Gravel Lot is complex and has evolved over the years. The shopping center was originally approved in the 1980s with 1,628 spaces, at ratios of one space per 275 sq. ft. for retail uses and 1 space per 250 sf for office uses. When the original project was approved, parking was based on “net leasable space” rather than gross floor
area, as is the practice today. In 1994 the parking standard was changed and is currently 1 parking space per 250 square feet of gross floor area for shopping center over 20,000 sq. ft.

The applicant’s team provided a memo on April 7, 2017 with a breakdown of total building area at the Village as of August 2015 and number of parking spaces as of June 2016 on the Village site. The memo also summarizes the history of parking requirements as well as a discussion and documentation of established building areas and parking requirements from 1984 and the 2012 Preliminary Plan Amendment. The memorandum is Attachment 8 of the November 14, 2017 PC packet. The complete November 14, 2017 Planning Commission Packet can be viewed on the project page on the Town’s website at http://www.townofcortemadera.org/563/Village-Expansion-Project-Restoration-Ha

The most up to date parking count, 1,781 spaces (June 2016), was established using holiday parking counts from 2015 compared with site plans and onsite observations and includes minor modifications for ADA upgrades.

An assessment of project impact on parking is not required under CEQA. However, since one of the project’s elements is the development of the parking lot, parking is an important part of the Town’s analysis of the application. In addition to the parking spaces available at The Village, the applicant’s project description and the project description in the EIR proposes that the Gravel Lot will be improved with up to 455 spaces. In assessing the pedestrian and bicycle impacts of the Gravel Lot modifications the DEIR identified that the Gravel Lot modifications would represent a potential hazard for pedestrians and would be a significant impact. To mitigate this impact the DEIR Mitigation Measure TR-3d requires that the Gravel Lot be redesigned to improve pedestrian and vehicular safety. While the DEIR studied a project including up to 455 parking spaces, the redesigned lot, which is part of the current plan set, results in a total number of 452 parking spaces.

Changes to the existing Village parking lot will result from the construction of the RH Gallery and reconfiguration of parking spaces and drive aisles. Construction of the RH Gallery building will displace 166 spaces (195 lost for the building footprint and 36 gained with the closing and infill of drive aisles on the Nordstrom and Macy’s parcels). The existing lot will restriped to replace narrow compact spaces with uniform 8.5-foot parking spaces, create a new access aisle behind the new RH Gallery building, and construct curb islands and landscaped areas at the new edges of the parking rows behind the new RH Gallery building.

The parking required by the Municipal Code for the proposed ±46,000 square foot retail space is ±184 spaces. The Village has 1781 spaces (as counted in June 2016). The Gravel Lot is proposed to be paved and striped to create 452 spaces, resulting in a parking lot that will be safer for users, a more efficient use of space and more environmentally sustainable. The parking analysis conducted by the applicant’s team and the town is summarized in the table below.

The analysis concludes that after construction of the project, both sites combined will have an excess of 136 spaces compared to the require number of spaces per the historic development of the Village and the current CMMC parking requirements; the table below summaries the parking analysis. Town staff has reviewed the analysis and concurs with its’ findings.
| Current Number of Parking Spaces in Village Shopping Center (Includes all three lots - Macerich, Macy’s and Nordstrom) | 1,781<sup>(1)</sup> |
| Numbers of Spaces Created by Gravel Lot Modifications | +452<sup>(2)</sup> |
| Number of Spaces Removed by RH Gallery Building | -195<sup>(2)</sup> |
| Number of Spaces Removed by Parking Lot Modifications Around RH Building - Narrow Size Compact Spaces Converted to Larger Uniform Sized Spaces. | -7 |
| Number of Spaces Gained by Infill of Drive Aisles on Macy’s and Nordstrom Parcels | 36 |
| Proposed Total Number of Parking Spaces in Village Shopping Center and Improved Gravel Lot | 2,067 |
| Number of Parking Spaces Required for Existing Center (See parking Letter dated 4/7/17 parking/SF historical analysis @ Center) | 1,747 |
| Number of Parking Spaces Required for ±46,000 sq. ft. RH Gallery Building (1 space/250 sq. ft. of gross floor area). | 184<sup>(3)</sup> |
| Required Number of Parking Spaces for Proposed Project | 1,931 (1,747 + 184) |
| Number of Spaces Proposed Compared to Number of Spaces Required | 2,067 Spaces Proposed 1,931 Spaces Required 136 Spaces over CMMC Requirement |

Sources

(1) Parking spaces counted by Macerich, June 2016
(2) Applicant’s Project Description, March 20, 2017
(3) CMMC- 18.20.030
ENVIRONMENTAL ASSESSMENT

To satisfy the requirements of the CEQA, the Town prepared a Draft Environmental Impact Report (DEIR) for the Project. This document along with the appendices is available on the Town Website at http://www.townofcortemadera.org/563/Village-Expansion-Project-Restoration-Ha. The DEIR is an informational document to be considered by each applicable public agency prior consideration of the Project. The purpose of the DEIR is to provide public agencies and the public with detailed information about the effects which the proposed Project may have on the environment; to list ways in which the significant effects of the Project might be minimized; and to indicate alternatives to the Project. Environmental effects of the Project that must be addressed include any significant effects of the Project, growth inducing effects of the Project, and significant cumulative effects of past, present, and reasonably anticipated future projects. On November 14, 2017 the Planning Commission was able to make the required findings under CEQA Section 15091 and sent a recommended (Resolution 17-022) to the Town Council that the EIR should be certified. The Mitigation Monitoring a Program (MMP) is required to be adopted as part of making the findings under this Section.

In October 2015 the Town contracted with the environmental consulting firm of GHD to prepare an Environmental Impact Report for the proposed project. On October 25, 2016, the Town of Corte Madera sent a Notice of Preparation (NOP) of an EIR to Responsible Agencies, Trustee Agencies, the Office of Planning and Research, and neighboring property owners. A copy of the NOP was posted on the Town’s website. The NOP solicited guidance from public agencies and the public in general as to the scope and content of the environmental information to be included in the EIR. A 37-day EIR scoping period began October 25, 2016 and ended November 30, 2016.

A public scoping meeting was held on November 17, 2016 at the Town Hall Council Chambers, 300 Tamalpais Drive, Corte Madera. Five people signed into the meeting, several of whom spoke on the Project. Nineteen comment letters were received during the scoping period. These letters, as well as two additional letters received outside the scoping period, are included in Appendix A of the DEIR.

The public scoping process identified a number of key environmental issues to be addressed in the EIR. These issues included, Aesthetics, Biological Resources, Cultural, Paleo, & Tribal Resources; Greenhouse Gas Emissions, Hydrology and Water Quality; Noise and Transportation.

Following the scoping process, the DEIR was prepared and a comprehensive impact analysis of all relevant CEQA categories was undertaken. The DEIR also provided descriptions and impact analysis of two alternatives to the proposed project. The CEQA and the CEQA Guidelines require that an EIR “describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives” (CEQA Guidelines Section 15126.6[a]).

One of the alternatives analyzed must be the “No Project” alternative. CEQA Guidelines Section 15126.6(e)(1) states that the purpose of describing and analyzing the no project alternative is “to allow decision makers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project.” The no project analysis is required to “discuss the existing conditions at the time the
notice of preparation is published...as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services (Section 15126.6(e)(2)).

The second alternative was the “Structured Parking Alternative”. This alternative included a 46,000 square-foot retail expansion, including the ancillary modifications such as utilities, storm water, and landscaping as described in the proposed Project. However, the Gravel Lot would not be improved, but would continue to be used and maintained in its current capacity for overflow parking and special events. Instead, parking for the retail building would be provided with a structured parking facility located along the southern border of The Village within the existing parking lot between Tamalpais Drive and Macy’s. The facility would have a footprint of approximately 1.1 acres, would include three levels of parking, and would not exceed 46 feet in height.

The “Structured Parking Alternative” would fulfill most of the basic Project objectives, although it would not improve the Gravel Lot for increased convenience and safety and would not allow the Town to eliminate costs associated with continued ownership of the Gravel Lot. A detailed analysis of both of these alternatives as well as a discussion of alternatives that were considered but not carried forward can be found in Section 4 of the DEIR.

A Notice of Completion (NOC) for the DEIR was filed with the State CEQA Clearinghouse on July 12, 2017, commencing a 45 day public review period until August 25, 2017. During this review period individuals were given the opportunity to review the document on the Town’s website or come into the Town’s Building and Planning Department to review a hardcopy. Hardcopies of the DEIR were also available if one was requested. The public review period for the DEIR was noticed through many sources such as the email list of all individuals who have sign up on the Town’s website to be notified of Town meetings, the email list of individuals who have commented on or signed up for notification of this particular project, hard copy mailings sent were to all properties within 300’ of the project, and at the beginning of the review period a notice was posted on NextDoor.com. A public meeting to receive comments from the public on the analyses contained in the DEIR was held by the Planning Commission on August 8, 2017. At the meeting, Town staff provided an overview of the project and 6 members of the public provide comments verbal comments. All of the verbal and written comments were responded to in the FEIR.

Following the public comment period, the Final EIR (FEIR) for the Project, consisting of the DEIR, comments on the DEIR, responses to those comments, and revisions to the DEIR (Section 3.12 Transportation (FEIR page 3-1), was prepared. The FEIR was released for public review on November 1, 2017 and can be accessed at: http://www.townofcortemadera.org/563/Village-Expansion-Project-Restoration-Ha. It is also separately bound and included as Attachment 13 to this staff report.

At the November 14, 2017 public hearing, the Planning Commission considered the Project EIR and provided a recommendation to the Town Council that it be certified. The Town Council will now consider certification of the EIR, and approval of the Project. To certify the Final EIR, the Council must find that (per CEQA Guidelines Section 15090):

- The Final EIR has been completed in compliance with CEQA; and
- The Final EIR was presented to the decision-making body of the lead agency and that the decision-making body reviewed and considered the information contained in the Final EIR prior to approving the Project; and

- The Final EIR reflects the lead agency’s independent judgment and analysis.

At the time of project approval, the Town Council, as the decision-making body, must consider the information presented in the EIR and determine that based on all facts and evidence all significant impacts have been substantially lessened with mitigation measures (CEQA Guidelines Section 15092). Draft findings required by CEQA are included in Resolutions 54-2017 (Attachment 1)

**STAFF ANALYSIS**

The Town Center and The Village at Corte Madera play key roles in the social and economic fabric of the Town. The 2009 General Plan recognizes the role of these two centers pursuant to General Plan Land Use Goal LU-4 which advocates “Strong and vibrant commercial and office centers that serve local and regional needs”. The project is consistent with this goal and specifically Policy LU-4.3 and implementation measure LU-4.3a which aim to expand the Village through the allowance of additional floor area and the use of flexible development standards to protect and enhance the Town’s tax base.

The Project will also promote and implement General Plan Goal LU-3, to encourage infill development that achieves a more livable, sustainable community. The Project meets the infill objectives stated in General Plan Implementation Program LU-3.2.a to produce jobs for Town residents, provide convenient access to shopping destinations, create community amenities, use existing infrastructure, embody environmentally sensitive design and construction principles, and provide for more efficient use of Corte Madera’s limited land supply. The project will also facilitate the implementation of Policies LU-3.5 and LU-4.5, to require that infill development include high quality design and site planning techniques, and ensure that the appearance of non-residential development contributes positively to the community’s image.

**General Plan and Zoning Ordinance Amendments for the Gravel Lot**

The Town’s first General Plan (1958) and the 1963 General Plan both designated the Gravel Lot for industrial uses. In 1984, the General Plan land use designation was changed to High Density Residential in conjunction with the development of the Village shopping center. The originally-approved plans for the Village required 80 units of housing be construction on the Gravel Lot.

In the 1989 General Plan the site’s land use designation was changed again, this time to Wetlands, Unique Marshland, Related Habitat and Potential Habitat Restoration Area. The General Plan identified the Gravel Lot, referred to as the “Habitat Site,” as a site that was included along with twelve other larger sites in Town that had development potential. A separate working paper, *Analysis of Planning Options, October 1987* was created which identified the following options for the Gravel Lot: 1) designate the site as permanent open space; 2) designate the site a potential habitat restoration area; and 3) designate the site for other alternative uses identified in the Town Survey including senior housing, parking, and a nature study facility. These options were incorporated into the 1989 General Plan to guide potential uses of the site.
In November 1995, in conjunction with an agreement being negotiated at that time for purchase of the Gravel Lot by the Town, a CUP was approved by the Town Council, consistent with the above-noted General Plan policies, to facilitate use of the lot for public parking, including for patrons of the Village. In December 1995, the Town entered into the 1995 Agreement with the owners of the Gravel Lot which, as noted in the description of the Development Agreement above, restricted use of the site for public parking.

In the early 2000’s, entitlements for the Gap, Banana Republic and the Cheesecake Factory were granted that allowed required parking to be located at the Gravel Lot. The Town has also granted permits for a variety of community-oriented events at the Gravel Lot over the years such as staging for the Avon Walk, the Marin General Hospital Annual Gala, and others as described previously in this staff report.

With the adoption of the 2009 General Plan, the Gravel Lot’s Land Use designation changed to Wetlands and Marshlands, and the specific policies related to the allowance of the site for parking uses was removed. This designation did not take into account the 1995 agreement between the Town and the Village owners which required that the lot be used for public parking, the entitlements granted to Village tenants, nor the practice of permitting community-oriented events on the Gravel Lot.

Changing the Gravel Lot’s GP and the ZO designations to new designations that explicitly allow parking for commercial uses would more accurately reflect the reality of existing land use requirements consistent with the 1995 agreement with the Village, past entitlement and permit history, and the functional relationship between the Village and the Gravel Lot that has existed for decades.

At the same time, the proposed development agreement, would continue to restrict the use of the Gravel Lot to public parking, would recognize for the first time community-oriented events as a permitted use, and require that the owners of the Village to improve the Gravel Lot consistent with General Plan policies intended to improve stormwater filtration, pedestrian safety, and habitat protection (particularly with the potential inclusion of the optional fence). Furthermore, the development agreement would shift maintenance, security, and liability costs associated with the Gravel Lot to the Village and require an annual payment to the Town.

In addition to the reasons mentioned above, Staff notes that the 2009 General Plan allows for additional expansion at the Village and such additional floor area will necessarily require that additional parking spaces be constructed pursuant to the CMMC. Therefore, it is important to consider not whether more parking for the Village should be constructed, but where additional parking should be constructed. In Staff’s view, it is preferable to allow required parking to be located in the Gravel Lot, a lot that is already required to be a parking lot, and remain so, rather than in other locations, such as a parking garage structure on the Village shopping center property itself, like that described in Alternative 2 of the DEIR. Although the General Plan anticipates the development of a parking garage structure at some point, it seems preferable to avoid having to consider adding more structures and mass to the Village (and more significant construction impacts) if there are other viable alternatives.

Finally, allowing the Gravel Lot to be used as required parking for uses at the Village, and amending the Gravel Lot’s General Plan land use designation and Zoning District to do so, would facilitate the applicant’s Project, which would be consistent with several land use policies discussed above intended to further the Town’s economic development goals.
In summary, the proposed General Plan and Zoning Ordinance amendments are appropriate because the proposed new designations, combined with the proposed development agreement, more accurately reflect historical use of the site, allow the Gravel Lot to be improved and developed as a parking resource for the Village instead of the development of a parking garage structure, and would facilitate a project otherwise consistent with the General Plan, and one that would substantially further the Town’s economic development goals.

**Preliminary Plan Amendment Discussion**

The current application seeks to amend the Preliminary Plan to allow for an approximately 46,000 sq. ft. retail expansion at the Village shopping center and modifications of the Gravel Lot for parking purposes, including parking associated with commercial uses at the Village.

In order to make a decision on the Preliminary Plan Amendment and the project the Town Council must determine if the project is consistent or not with certain findings specified in CMMC 18.18.040. Some of the preliminary plan findings are more applicable to the proposed project than others, such as whether the project exceeds the capacity of the land in terms of density and would the project cause the local streets and intersections to exceed capacity. At completion the project the Village will have a FAR of 0.38 while the maximum allowed FAR pursuant to the General Plan is 0.47. As part of the DEIR, the project’s impacts to traffic were assessed and it was determined that with mitigation the project would not have a significant impact on the local streets and intersections. As another example, the project also meets the findings with regard to construction timing and availability of infrastructure and consistency with the General Plan as described above. A complete discussion of all of the required findings can be found in Resolution #56-2017 (Attachment 3).

**Precise Plan Amendment and Design Review Discussion**

The Precise Plan Amendment includes all the information required for a Design Review application. This information is provided in the attached project description and plan set. (Attachments 7 – Project Description and Attachment 4 - Plan Set). The Design Review elements of this application are the construction of the ±46,000 sq. ft. RH Gallery Building, the reconfiguring the existing main parking lot of The Village for improved access and more consistent parking, modifications to the east entry plaza and modifications of the Gravel Lot. Landscaping and lighting for all of these elements are also included.

The RH Gallery Store has been placed just east of the east entry plaza on the site for the convenience of shoppers and to integrate with the existing buildings. By placing the building approximately 75 feet from the east entry plaza, pedestrian access will be more efficient and safer than if the building was located farther east into the existing parking lot. The project also includes sidewalks around the building and crosswalks to the existing plaza. The proposed location of the building will remove 195 convenient parking spaces from one area of the Village adjacent to the east entry; however, given that the center is surrounded by parking, there will still be sufficient close convenient parking at other locations throughout the Village. Furthermore, staff has observed that the northern parking areas, adjacent to Nordstroms, often have higher occupancy than the center of the lot, indicating that the most desired parking spaces will not be removed.
Because the site has been fully developed as a shopping center for many decades no natural vegetation will be removed and the grading required will not require the removal of substantial land forms. Grading and importing of soil will be necessary to install proper soil for construction and raise the pad of the building to meet flood plain requirements. Construction will require 35 trees to be removed from the shopping center parking lot where the new RH Gallery building will be located, which will be replaced with 16 trees around the new building. The improvements to the existing parking lot will require removal of 29 trees, which will be replaced with 21 trees in the parking lot. Six trees will be removed and replaced to the extent required for remodeling the East Entry Plaza (the exact number of replacement trees will be included in the final design plans to be submitted at a later time).

Because there are no residences in the area of the project, it will not adversely affect the views, sunlight, or privacy of residential properties. The proposed 46 foot tall two-story building with a roof top loft will be in scale with the existing buildings in the center. The Nordstrom building has a maximum height of 46 feet to the top of the mechanical screening and the two other buildings facing the east entry have heights of approximately 34 feet. The majority of the building mass of the proposed building would be no higher than 33' 9" at the top of the parapet wall on the second story, and would therefore, respect the scale of the surrounding structures. The view from the east entry plaza looking east to the bay will be obstructed by the new building; however the view to the east will still be available to patrons of the Gallery Building and the general public via the roof top loft. Views toward the Bay would still be visible from three of the four sides of the RH building and several other areas of the Village. Furthermore, the view of Mount Tamalpais looking west from the area between the new building and the Bay Trail will be partially to completely visible depending on how far one is east of the new building and any loss of views would be momentary in nature as no designated viewing areas, or other areas intended for pause exist along Redwood Hwy or the levee paths. Refer to plan Sheet A2.5 and DEIR Figure 3.1-2b.

The store architecture will be of high quality and in keeping with the look and feel of the surrounding regional center. The Project’s landscaping designs incorporate water-saving designs and plants. See Plan Sheets RH-L1 – RH-L6, which illustrates, for the new store, the landscaping enhancements at grade, the second floor terraces and the roof-top plaza.

The design review elements of the Gravel Lot consist of landscaping and lighting. The project’s plan set and application materials include a landscape plan for the Gravel Lot (Sheet I.2), photometric plan and lighting cut sheets.

A complete analysis of all of the design review findings can be found in Resolution #56-2017(Attachment 3).

**Parking Analysis Based on Demand**

In addition to providing the required number of parking spaces pursuant to the CMMC, a comprehensive and detailed parking demand analysis was also provided by Fehr and Peers Transportation Consultants on June 16, 2017 in order to provide additional information supporting the adequacy of the proposed parking plan. The analysis provides a summary of the current parking situation; the Town’s parking requirements and several methods of assigning parking demand for weekdays, weekends and holidays.
Estimates of parking demand for the Project 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 maximum 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.

A comparison of the demand rates from the three different sources is provided in the table below. 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.

The table below summarizes 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. 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. One conclusion the report provides is that after construction of the proposed project, the parking supply will exceed the parking demand from between 140 to 637 spaces during non-holiday period.

### TABLE 3: PROPOSED PROJECT PARKING SUPPLY - TYPICAL CONDITIONS

<table>
<thead>
<tr>
<th></th>
<th><strong>EMPIRICAL DEMAND RATE</strong></th>
<th><strong>ULI DEMAND RATE</strong></th>
<th><strong>ITE DEMAND RATE</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td><strong>Day</strong></td>
<td><strong>Weekend</strong></td>
<td><strong>Day</strong></td>
</tr>
<tr>
<td><strong>Demand vs. Proposed Supply (Proposed Project Only)</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Base Demand</strong></td>
<td>118 spaces</td>
<td>154 spaces</td>
<td>115 - 129 spaces</td>
</tr>
<tr>
<td><strong>Effective Demand (90% Occupancy Tolerance)</strong></td>
<td>132 spaces</td>
<td>172 spaces</td>
<td>128 - 144 spaces</td>
</tr>
<tr>
<td><strong>Effective Demand Plus Existing Space Replacement (166 spaces)</strong></td>
<td>298 spaces</td>
<td>338 spaces</td>
<td>294 - 310 spaces</td>
</tr>
<tr>
<td><strong>Proposed Project Parking Supply</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Surplus Supply</strong></td>
<td>+157 spaces</td>
<td>+117 spaces</td>
<td>+145 to 161 spaces</td>
</tr>
<tr>
<td><strong>Demand vs. Supply (Village)</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Base Demand</strong></td>
<td>1,324 spaces</td>
<td>1,729 spaces</td>
<td>1,282 - 1,428 spaces</td>
</tr>
<tr>
<td><strong>Effective Demand (90% Occupancy Tolerance)</strong></td>
<td>1,472 spaces</td>
<td>1,922 spaces</td>
<td>1,425 - 1,587 spaces</td>
</tr>
<tr>
<td><strong>Proposed Parking Supply</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Surplus/Deficit</strong></td>
<td>+590 spaces</td>
<td>+140 spaces</td>
<td>+475 - 427 spaces</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 820.
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 453 ksf.


Source: Fehr and Peers, Memorandum: The Village at Corte Madera Expansion: Parking Analysis, June 16, 2017
Conditional Use Permit Discussion

A CUP is being applied for so that a café with a 5,800 square foot serving area including food preparation area, furniture displays, and café seating for approximately 150 can be located within the RH Gallery at the Village. The proposed location of the conditional use is consistent with the objectives of Section 18.02.030 of the Town’s Zoning Ordinance. The RH Gallery is within the C-2 District, which is intended to create and enhance areas where a wide range of retail goods and services are permitted, serving customers from a wide geographic area. The proposed use is entirely consistent with the existing uses, such as restaurants and retail, present at the Village shopping center where the proposed conditional use will be located. Because the proposed conditional use will be located within the RH Gallery, the proposed conditional use will have no visible exterior impact or otherwise affect the character of the neighborhood or surrounding area. The proposed conditional use promotes the stability of other uses within the Village by creating a healthy balance of retail and dining options and generally enhancing the dining and shopping experience at the Village. Because the proposed conditional use will be within the RH Gallery, which is located within the Village, the proposed conditional use as a café, is appropriate. The café will have a limited menu and will operate approximately the same hours as the RH Gallery.

Development Agreement

If the Town Council is able make the findings for the General Plan Amendment and the Zoning Ordinance Amendment described and analyzed above, then the Council should be able to make the five Development Agreements Findings above. An analysis of the required findings to approve the Development Agreement can be found in Ordinance 973 (Attachment 5).

PUBLIC OUTREACH AND PUBLIC COMMENTS SUBMITTED

The Town website posted the “Village at Corte Madera Expansion Project (Restoration Hardware)” project page shortly after the application was filed back in 2015. This page contains the project application, the project description, staff reports, plan sets and all of the CEQA documents and notices produced for this project in accordance with CEQA Guidelines Section 15088. All of the written comments that the Town has received as of Tuesday, November 28, 2017 at 5pm. are on the Town’s website under the Project page http://www.townofcortemadera.org/563/Village-Expansion-Project-Restoration-Ha. either with responses (FEIR) if they were submitted prior to November 7, 2017 or under the public comment section of the Project page. All comments submitted after Tuesday, November 28, 2017 at 5pm will be posted on the website as soon as possible.

Outreach by Restoration Hardware

In October 2014 through January 2015, Restoration Hardware (RH) and Corte Madera Village LLC (CMV) met with various Town of Corte Madera staff to discuss the Project's initial concept design. On February 9, 2015, RH and CMV also provided a presentation of the Project at the Corte Madera Community Foundation and received community input. Following these initial meetings, RH and CMV submitted applications to the
Town on June 19, 2015 and soon after, held several progress meetings with Town staff to receive input on these preliminary applications. Based on the Town’s input, RH and CMV updated and resubmitted the applications on August 21, 2015. After submitting the revised applications, RH and CMV presented the proposed Project to the Flood Control Board meeting on September 14, 2015; the Beautification Committee on September 23, 2015; and the Chamber of Commerce on October 6, 2015. On October 22, 2015, RH and CMV held an open house event for the community at the existing Restoration Hardware Store at The Village to present the Project and receive public input.

RH has also met with the following local organizations in during the application process:

- Marin Audubon Society
- The Bay Trail
- Lion’s Club
- Bicycle and Pedestrian Advisory Committee
- Parks and Recreation Commission
- Twin Cities Age Friendly

Planning Commission Meeting – November 14, 2017

The November 14, 2017 Planning Commission Public Hearing was noticed through the Town’s website, the email list of all individuals who have sign up on the Town’s website to be notified of Town meetings, the email list of individuals who have commented on or signed up for notification of this particular project, hard copy mailings sent to all properties within 300’ of the project, the Marin Independent Journal, the town reader board and a posting on NextDoor.com. The public hearing was divided into three sections – general overview, the RH Gallery and the Gravel Lot. The public was invited to comment after the presentations regarding the RH Gallery and then the Gravel Lot. The Commission heard a summary of the staff report from town staff, the project manager of the EIR, the consultant who produced the transportation section of the EIR and finally the Town Manager provided a summary of the development and ownership of the Gravel Lot as well as the drafting of the Development Agreement by town staff, town legal counsel, the applicants and the Town Council. The applicants then made presentations on both the RH Gallery and the Gravel Lot improvements. Following the presentation on the RH Gallery the majority of public comments were made. Most of the concerns expressed by the public focused on the size and location of the building and the loss of convenient parking spaces. Also individuals spoke in favor of the project sighting its economic benefits to the Village and to Corte Madera. Following the presentations and all of the public comment and questions and answers to staff and the applicant, the Commission deliberated and was unanimous (5-0) in their decision to forward Resolution 17-022 (Attachment 9) to the Town Council recommending certification of the EIR and approval of all the requested entitlements. A video of the entire November 14, 2107 Planning Commission Meeting can be viewed on the Town’s website. The Planning Commission packet including the staff report, all attachments and project plans are also available on the Town’s website.

CONCLUSION

The application for a General Plan Amendment and Rezoning of the Gravel Lot, Preliminary and Precise Plan Amendments for retail expansion and modifications to the Gravel Lot, Design Review for retail expansion and
modifications to the Gravel Lot, a CUP for a café and a Development Agreement to improve and maintain the Gravel Lot and establish rights and obligations to use the Gravel Lot as parking for The Village have all been reviewed by town staff and a team of environmental professionals. The potential environmental impacts of the project were evaluated as required by the CEQA process. The EIR concluded that the project would not have significant impacts on the environment with the implementation of the required mitigation measures. The project is consistent with the purpose and intent of the Town’s General Plan and Zoning Ordinance. The proposed amendments to the General Plan, Zoning Ordinance Preliminary and Precise Plan will result in overall benefits to the physical and economic environments of the Town of Corte Madera. The new retail store and renovated Gravel Lot are in scale with the existing buildings and the natural environment. The campus buildings have been designed in a way that fits the site and the colors and materials make the project compatible with existing campus buildings. The views, sunlight, and privacy of adjacent residences would not be significantly impacted by the project and the project is consistent with the existing pattern of development.

COUNCIL OPTIONS

Option A

Adopt and/or modify the follow resolutions:

1) Resolution #54/2017 – EIR
2) Resolution #55/2017 – General Plan Amendment
3) Resolution #56/2017 - Preliminary Plan Amendment, Precise Plan Amendment, Design Review (Includes Conditions of Approval)
4) Resolution #57/2017 Conditional Use Permit Application (also Includes Conditions of Approval)

Introduce and/or modify the following ordinances:

1) Ordinance #973 - Development Agreement
2) Ordinance #974 - Rezoning

Option B

If additional information and/or additional time for deliberations are needed, continue the public hearing to a date certain.

Option C

If the Council is unable to make the required findings to approve the project, direct staff to prepare a resolution denying the above resolutions and ordinances including the basis for the denial.
ATTACHMENTS:
1. Resolution #54/2017 – Environmental Impact Report (Includes Statement of Findings and Mitigation Monitoring Program)
2. Resolution #55/2017 – General Plan Amendment
3. Resolution #56/2017 - Preliminary Plan Amendment, Precise Plan Amendment, Design Review
4. Resolution #57/2017 Conditional Use Permit
5. Ordinance #973 - Development Agreement and Non-Exclusive Parking Easement
6. Ordinance #974 - Rezoning
7. Applicant’s Project Description
8. Written comments received after the close of the DEIR comment period (August 25, 2017) to Wednesday, November 29, 2017 at 5pm.
9. Planning Commission Resolution 17-022
11. November 14, 2017 Planning Commission Minutes
12. Draft Environmental Impact Report (DEIR)
TO: TOWN MANAGER, MAYOR AND COUNCIL MEMBERS
FROM: PHIL BOYLE, SENIOR PLANNER
SUBJECT: CORRECTION OF ASSESSOR PARCEL NUMBER FOR THE GRAVEL LOT

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After copying the Council Packet for the December 5, 2017 item on the Village at Corte Madera Restoration Hardware Expansion Project, staff discovered an error the Assessor Parcel Number for the Gravel Lot. The Correct Assessor Parcel Number should be 024-023-019.