

Planning Commission Staff Report

October 22, 2014
Item 6.b.

- SUBJECT:** Work Session for P14-1155
- APPLICANT:** Bradley Blake, BHV CenterStreet Properties, LLC
- PROPERTY OWNER:** Alameda County Surplus Property Authority
- PURPOSE:** Work Session to review and receive comments on a Preliminary Review application to construct an approximately 120,000 square foot shopping center with emergency vehicle access from El Charro Road, and related site improvements on the Retail/Commercial Site at Staples Ranch.
- GENERAL PLAN:** Retail/Highway/Service Commercial/Business and Professional Offices, Medium Density Residential, High Density Residential, and Parks and Recreation
- SPECIFIC PLAN:** Stoneridge Drive Specific Plan Amendment/Staples Ranch
- ZONING:** Planned Unit Development – Commercial (PUD-C) District
- LOCATION:** Approximately 11 acres of the Retail/Commercial Site at Staples Ranch (the southwest quadrant of Stoneridge Drive and El Charro Road)
- EXHIBITS:**
- A. [Planning Commission Work Session Topics](#)
 - B. [Project Plans, Narrative, and Proposed Uses](#)
 - C. [Location Map and Noticing Map](#)

I. BACKGROUND

Bradley Blake on behalf of BHV CenterStreet Properties, has submitted a Preliminary Review application for the construction of a shopping center at the Retail/Commercial site at Staples Ranch.

The Stoneridge Drive Specific Plan Amendment/Staples Ranch (Specific Plan) was adopted by City Council on August 24, 2010, and is applicable to the subject site. The Specific Plan contains design standards for properties subject to the Specific Plan, and includes a Mitigation Monitoring and Reporting Program (MMRP).

The purpose of the workshop is to receive comments from the Commission and public regarding the project. No action on the project will be made at the work session. The project will, however, ultimately require Planning Commission action and final decision by City Council. A list of discussion topics and questions are included as Exhibit A to this report.

II. SITE DESCRIPTION

The approximately 11-acre Retail/Commercial site is located south of Stoneridge Drive, east and north of the Community Park site, and west of El Charro Road. Figure 1 provides a vicinity map of the area.

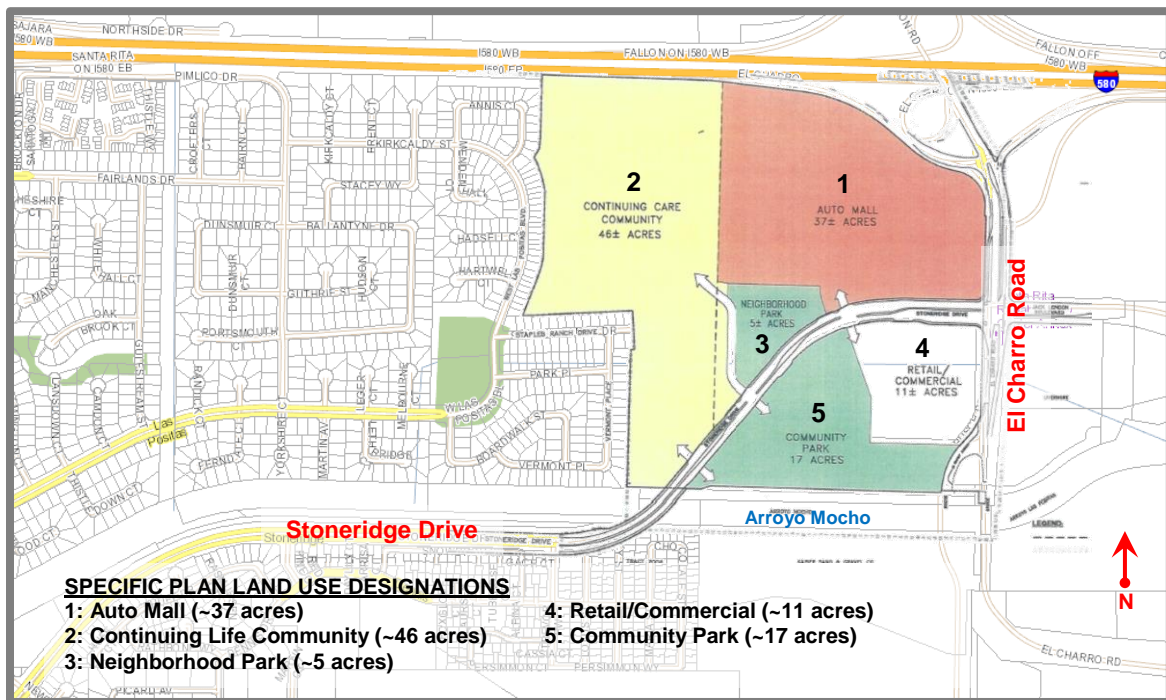


Figure 1: Vicinity Map

As shown in Figure 1, Retail/Commercial is one of five designations within the Staples Ranch area. Other land use designations within the Stoneridge Drive Specific Plan Amendment/Staples Ranch include Auto Mall, Continuing Life Community, Neighborhood Park, and Community Park.

The 11-acre site is vacant and relatively flat. A stockpile consisting of approximately 16,000 cubic yards of dirt is located on the southern half the site. No driveways or entry drives currently provide access to the site, and no mature trees are located on the site.

III. PROJECT DESCRIPTION

The applicant proposes to construct an approximately 120,000 square foot Asian-themed shopping center anchored by a grocery store and related site improvements on the approximately 11 acre Retail/Commercial site. Figure 2 shows the proposed site plan for the shopping center.

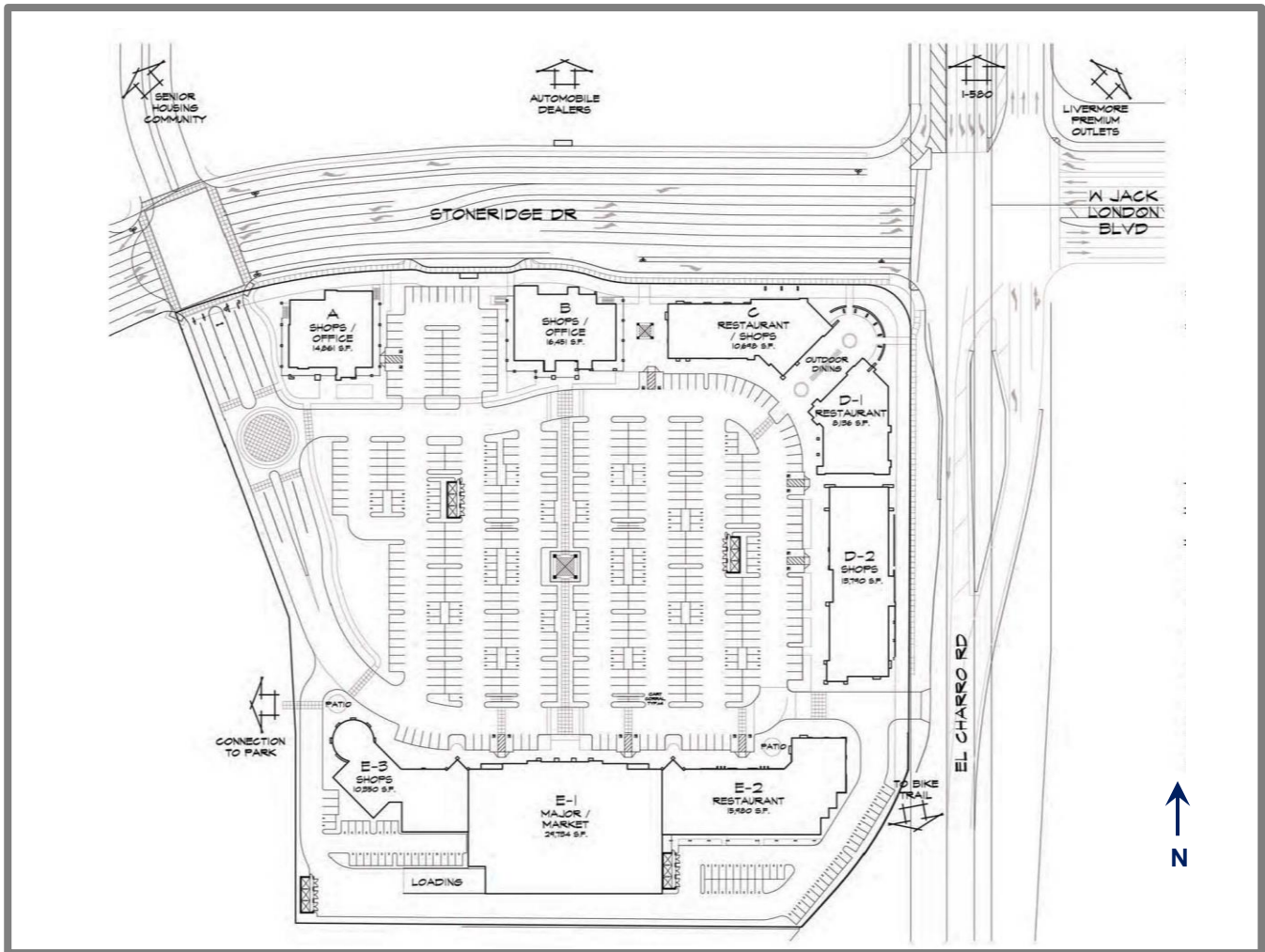


Figure 2: Proposed Site Plan

Site Layout, Access, and Parking: The buildings within the shopping center area situated around the perimeter of the site, with the majority of the parking located in the center. A total of 8 buildings are proposed, with 3 buildings fronting on Stoneridge Drive (Buildings A, B and C), 2 buildings fronting on El Charro Road (Buildings D-1 and D-2), and 3 connected buildings along the southern property line (consisting of Buildings E-1, E-2, and E-3).

Access to the project would be provided from Stoneridge Drive at the western boundary of the site, and emergency vehicle access (EVA) access is proposed from El Charro Road (the location of the EVA is subject to review and approval by Vulcan Materials and would be subject to the terms and conditions of a mutually agreeable written license agreement between Vulcan Materials and the property owner). The access from Stoneridge Drive includes 2 lanes to enter the shopping center and 2 lanes to exit (one of the two exit lanes allows vehicles to either make a left turn onto westbound Stoneridge Drive or proceed straight across Stoneridge Drive to Auto Mall Way, and the second exit lane allows a right-hand turn onto eastbound Stoneridge Drive).

Pedestrian access is provided along the perimeter of the site, and a walkway provides pedestrian access from the buildings located at the northern boundary of the site to the

buildings located at the southern end of the site. An outdoor dining area is proposed at the northeastern corner of the site, adjacent to the “corner” entryway located at the intersection of Stoneridge Drive and El Charro Road. An outdoor seating area is also proposed between Building B and Building C.

A total of 578 parking spaces are proposed, including: 396 standard parking stalls, 168 compact parking stalls, and 14 accessible parking stalls. Generally, the standard parking stalls are located in the areas most easily accessible by visitors of the shopping center (with compact parking stalls interspersed within the customer parking area), and the majority of the compact spaces are located at the rear of buildings E-1, E-2, and E-3, which are anticipated to be utilized most frequently by employees. The overall parking ratio for the site would be 1 space per 207 square feet (compared to 1 space per 211 square feet at Pleasanton Gateway).

The dimensions of the standard parking stalls are 19-feet deep by 9-feet wide, and are shown as 17-feet deep in some areas (where the spaces overhang into landscaping or a walkway). Compact parking spaces are 16-feet deep by 8-feet wide (and are shown as 8-feet wide by 14-feet deep in areas where the spaces overhang into landscaping). Drive aisles are proposed to be 25-feet wide. Loading areas are located at the southern portion of the site, behind buildings E-1, E-2, and E-3.

Proposed Buildings: As mentioned previously, proposed buildings are situated around the northern, eastern, and southern boundaries of the site, and are summarized in Table 1.

Table 1: Proposed Buildings

Building	Number of Stories & Height	Uses	Proposed Square Footage	Proposed Parking Ratio / Parking Spaces
Building A Height to Parapet: 35 feet Height to Tallest Feature: 40.5 feet	2	1 st Floor: Retail 2 nd Floor: Office	1 st Floor: 7,689 2 nd Floor: 7,172* <u>Total: 14,861</u>	1 space / 300 SF 50 spaces
Building B Height to Parapet: 34 feet Height to Tallest Feature: 43.5 feet	2	1 st Floor: Retail 2 nd Floor: Office	1 st Floor: 8,746 2 nd Floor: 7,705* <u>Total: 16,451</u>	1 space / 300 SF 50 spaces
Building C Height to Parapet: 22 feet Height to Tallest Feature: 28.3 feet	1	Retail and Restaurant	10,698	1 space / 200 SF 54 spaces
Building D-1 Height to Parapet: 22 feet Height to Tallest Feature: 35.7 feet	1	Restaurant	8,136	1 space / 200 SF 41 spaces
Building D-2 Height to Parapet: 22 feet Height to Tallest Feature: 35.7 feet	1	Retail	15,790	1 space / 300 SF 46 spaces
Building E-1, E-2, E-3 Height to Parapet: 22 feet Height to Tallest Feature: 33.3 feet	1	E-1: Grocery Store E-2: Restaurant E-3: Retail	E-1: 29,734 E-2: 15,980 E-3: 10,350	E-1: 1 space / 150 SF (199 spaces) E-2: 1 space / 200 SF (80 spaces) E-3: 1 space / 300 SF (35 spaces)
*Based on Sheets A15 and A16				

A perspective drawing showing the proposed shopping center is provided in Figure 3 (the project plans, included as Exhibit B, contain comprehensive elevation drawings and additional perspective drawings).



Figure 3: Perspective Drawing Showing Proposed Shopping Center

Buildings A and B are two-stories and all other proposed buildings would be single story. Pedestrian entries are primarily located on the facades that face the parking lot.

Exterior materials for both two-story buildings consist of stucco and brick, and the buildings feature a colonnade-style balcony around the second floor, exterior stairs, and flat roof styles. The exteriors of the single-story buildings consist primarily of stucco, and are accented by architectural elements including awnings, cornicing, covered entries, wing-wall elements, and varying roof heights.

Landscaping: Conceptual landscaping plans inclusive of a plant palette are provided as part of the project plans. Generally, landscaping is proposed around the perimeter of the site (with a wider landscape buffer along El Charro Road), within parking areas, and within bioretention treatment areas. Figure 4 shows the proposed landscaping plan and also an enlargement of the landscaping treatment at the northeastern corner of the site near the intersection of Stoneridge Drive and El Charro Road.

The project developer would be required contribute to the design and construction of a roadway entry feature near the northeastern corner of the subject site, and thus the corner treatment may change from what is currently shown once plans are developed and finalized. The feature is intended to be similar (but not necessarily identical) to the feature seen on the City of Livermore side of the Stoneridge Drive/Jack London Boulevard and El Charro Road intersection, and, is intended to demarcate the northeast entry into Pleasanton.



Enlargement Showing Corner Treatment

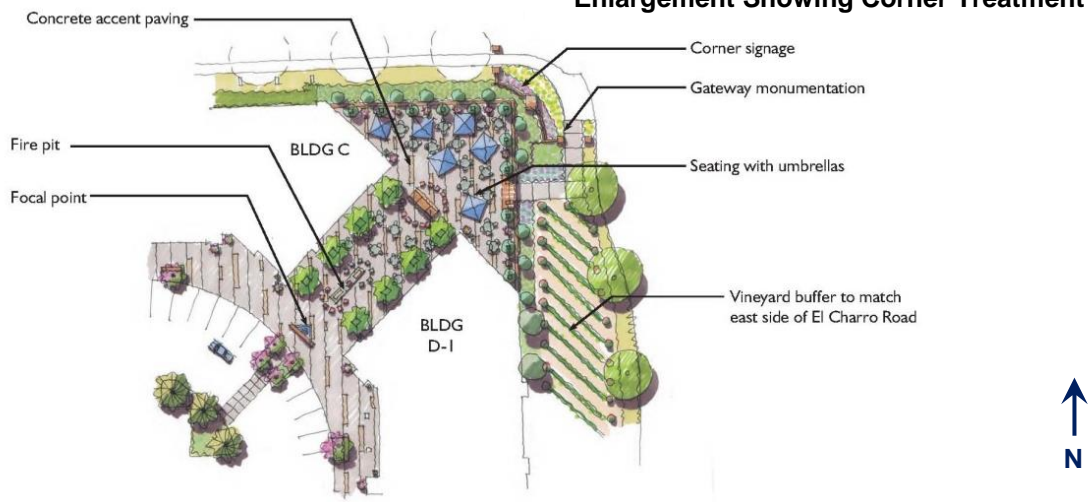


Figure 4: Landscaping Plan and Enlargement of Northeastern Corner of Site

A 10-foot wide landscaping area with a double row of Italian cypress is proposed along the western property line abutting the Community Park site, and a row of Arroyo Willow trees is proposed along the southern property line. The proposed landscaping treatment along

Stoneridge Drive consists of sycamore and olive trees. A row of sycamore trees is also proposed along El Charro Road in addition to a vineyard buffer.

Signage: Conceptual signage is shown on the plans, but a formal application would be required for the approval of a comprehensive sign program.

Parcel Map and Easements: The applicant has indicated that there are no plans to subdivide the property at this time. A 15-foot Public Utility Easement (PUE) exists along the northern and eastern boundary of the site and is expected to remain.

Grading and Drainage: The plans at this time do not include a grading plan, however a formal application would include a grading and drainage plan. Preliminary drainage and stormwater treatment areas are shown on Sheet C3 of the project plans, and show treatment areas in the landscaping areas along the western and southern site boundaries, and a single area within the parking lot.

Proposed Uses: The project would include office uses (on the second floor of Buildings A and B) and retail uses (all other buildings). The applicant has provided a list of proposed uses for the shopping center, which is enclosed as part of Exhibit B, and discussed further in the “Analysis” section of this report. The proposed uses are organized into permitted and conditional uses.

IV. CONSIDERATIONS FOR THE WORK SESSION

The following section provides potential discussion topics and analysis of key issues related to the project. This work session will allow the Planning Commission to provide direction to the applicant and staff regarding any issues it wishes to be addressed before the project formally returns to the Planning Commission for a recommendation to the City Council. The areas noted below are where staff would find the Commission’s input most helpful. A list of these discussion topics and specific questions regarding the proposal are attached to this report as Exhibit A for the Planning Commission’s consideration and discussion.

A. Site Plan

The site plan has been designed to provide primary access and circulation from Stoneridge Drive, and EVA access from El Charro Road.

The proposed access from El Charro Road is for emergency vehicles and as noted on the landscaping plans, would be gated. The Pre-Development and Cooperation Agreement (Agreement) was entered by the Cities of Pleasanton and Livermore, the Surplus Property Authority/Alameda County, and Vulcan Materials Company, and was executed in 2007 to, among other things, specify the improvements to El Charro Road to make it available for public use while maintaining safe access and maneuverability for truck traffic heading to the quarry use further to the south. In accordance with the Agreement, the location of the EVA is subject to review and approval by Vulcan Materials and would be subject to the terms and conditions of a mutually agreeable written license agreement between Vulcan Materials and the property owner.

The two lanes for ingress from Stoneridge Drive and two lanes for egress to Stoneridge Drive would be separated by a 16-foot wide landscaping median. A parking area directly adjacent to Stoneridge Drive is proposed between Building A and Building B. Upon review of the site plan, the Traffic Engineering Division recommends that an additional exit lane be added to minimize delay reduce queuing given the short distance between the exit at Stoneridge Drive and the intersection of the parking lot road and the main exit roadway. The additional lane could reduce the width of the 16-foot wide median currently shown in the middle of the ingress and egress lanes.

Additionally, the Traffic Engineering Division recommends that the sidewalk currently shown to terminate behind Building D-2 continue around Building D-2 so that it connects to the remainder of the pedestrian network. Another recommendation is that the site plan be modified such that the dead-end behind Building E-3 include adequate space for vehicles to turn around.

As mentioned previously, some standard parking stalls are shown to be 17-feet deep in areas where the spaces overhang into either landscaping areas or walkways next to the buildings. In addition, some compact parking spaces are shown to be 14-feet deep in areas where the spaces overhang into landscaping areas. Staff would prefer the 17-foot deep spaces be 19-foot deep, and would permit compact spaces to be 15-foot deep where they overhang into landscaping (thus allowing a 1-foot overhang).

Also as mentioned in this report, the preliminary grading and drainage plans provided with the application show bioretention areas along the western and southern property boundaries, and within a single area of the parking lot. Upon cursory review, Engineering Division staff finds that these areas may need to be expanded or other bioretention areas will need to be added to meet minimum on-site stormwater treatment requirements. Alternatively, the applicant could incorporate bioretention areas within other areas on the site where landscaping is currently proposed. Thus, the site plan may be modified to incorporate additional stormwater treatment areas.

Staff finds the placement of the buildings in close proximity to the Stoneridge Drive and El Charro Road frontages a positive attribute, as long as adequate setbacks and landscaping provide a buffer between the streets and the buildings. At the closest point, Building A is approximately 16 feet *from the property line* (which is also the back of sidewalk) along Stoneridge Drive, and Building D-1 is setback 21 feet from the eastern property line along El Charro Road (which would also be the same distance from the back of the future sidewalk as is currently proposed). If the measurements were made to the face of the curb along Stoneridge Drive (and thus would include the sidewalk and landscaping improvements), Building A is set back approximately 28 feet, and if measurements were made to edge of proposed site improvements, including landscaping, along El Charro Road, Building D-1 is setback approximately 55 feet.

For comparison purposes, front, side, and rear setback requirements in the Pleasanton Municipal Code for the Neighborhood Commercial District (C-N) are 20 feet, 20 feet (40-foot combined between two sides), and 10 feet, respectively. However, the site's Planned Unit Development (PUD) zoning designation allows for flexibility regarding development standards.

Also for comparison purposes, the 3 of the 4 retail buildings at the Pleasanton Gateway shopping center fronting on Bernal Avenue are setback a minimum of 30 feet as measured from the *property line* along Bernal Avenue (the setbacks range between 30.3 feet to 34.7 feet for these 3 buildings; the western-most building with Starbucks is setback approximately 70 feet). It is important to note, however, that these measurements include only a portion of the meandering sidewalk and landscaping in front of the project site, and thus in some locations, the building setback as measured from the *face of curb* along Bernal Avenue would be greater. The buildings fronting Valley Avenue are set back approximately 41 feet to 53 feet as measured from the *face of curb*.

Particularly given that Buildings A and B on the subject site are two-story, and elements of the building approach the 45 foot height maximum established by the Specific Plan, staff believes that the project may benefit from a greater setback from Stoneridge Drive than the currently proposed 16 feet from back of sidewalk (28 feet from face of curb). Further, staff would like the applicant to incorporate more variation in architectural setback along both Stoneridge Drive and El Charro Road such that individual tenant spaces are better articulated.

Discussion Point

A. Are the on-site circulation, parking layout, and positioning of the buildings acceptable, and specifically, does the Planning Commission find the proposed 28 foot setback as measured from face of curb along Stoneridge Drive adequate?

B. Building Design, Colors, and Materials

The design of the proposed development is of utmost important because the site is very visible from El Charro Road and Stoneridge Drive, and is a “gateway” location into Pleasanton. The applicant has been responsive to staff comments and has been willing to integrate recommendations into the project design, but also would like to maintain a unique appearance when compared to nearby shopping centers (such as the Livermore Premium Outlets), or other projects in Pleasanton (such as Pleasanton Gateway).

While the design as proposed on plans for this Work Session reflect some of staff’s recommendations, staff finds that the items identified below could be further refined, while recognizing the applicant’s desire to differentiate the proposed shopping center from others. Additionally, staff is requesting the Planning Commission’s feedback on the building design, colors, and materials.

- General Architecture: The general architecture of the shopping center incorporates some contemporary elements, such as wing walls and accent walls, in addition to flat roof lines. While some of these features could be incorporated in moderation, a more traditional style architecture would better reflect the architectural style commonly found in Pleasanton.
- Materials: The exterior materials consist primarily of stucco (although a significant amount of brick has been integrated into Building A and Building B). Staff would prefer multiple and varying materials to be integrated into the exterior of the shopping center buildings.

- Colors: A materials and color board would be included with a formal application. However, the colors as proposed on the project plans are not all earth-tone, and incorporate a bolder/more vibrant color scheme than found in other shopping centers in Pleasanton. Staff is concerned that the bright red architectural feature at the corner will not age well, and recommends an alternative color and material.
- Building Orientation and Pedestrian Access: The buildings as designed orient primarily to the parking lot in the center of the shopping center. The design could benefit by more street-side pedestrian entrances. In addition, the two-story buildings (Building A and Building B) could better orient to Stoneridge Drive and incorporate features that make the retail component on the first floor more apparent.
- Awnings: While the use of awnings is acceptable for some storefronts, the awnings as proposed are used repeatedly and add to the monotonous appearance of the buildings. The use of other architectural features to break up long, blank walls in addition to varying the type, color and texture of the proposed awnings would assist in breaking up the exterior of the shopping center.

Additional features, including outdoor dining area furniture, potted plants, and window recesses would either be included in future plans or could be subject to Director of Community Development approval with a condition of PUD approval.

Discussion Point

B. Are the design, colors, materials, and heights of the proposed buildings acceptable?

C. Proposed Two-Story Buildings

The proposed two-story buildings would contain retail uses on the first floors and office uses on the second floor. As shown in Figures 5 and 6, exterior stairways and an elevator provides access to the second floors of the buildings, and as mentioned in this report, a wrap-around balcony is provided on the second floor.

The two-story feature of the buildings results in a more efficient use of the site. In addition, mixed-use buildings may yield other benefits, such as generating activity for a longer period of the day, and offering the potential for more efficient vehicle trips (if, for instance, office employees shop at the local grocery store before embarking for home at the end of the work day). Such mixed-use buildings are found in downtown Pleasanton, but are not as common elsewhere in the City. Thus staff seeks Planning Commission’s comments regarding the proposed two-story buildings, and in particular, the presence and design of the proposed exterior stairways.

Discussion Point

C. Does the Planning Commission find the two-story buildings acceptable, including the presence and design of the proposed exterior stairways? Would the Planning Commission prefer the enclosing of the staircase even if it required a minor deviation to the maximum permitted square footage?



Figure 5: Building A Elevations



Figure 6: Building B Elevations

D. Proposed Landscaping Treatment Along Stoneridge Drive and El Charro Road

As mentioned in the “Project Description” of this staff report, the proposed landscaping treatment along Stoneridge Drive consists of sycamore and olive trees, and a row of sycamore trees is also proposed along El Charro Road in addition to a vineyard buffer.

The Specific Plan states that a double row of London Plane trees be incorporated into the landscaping scheme along Stoneridge Drive, with one row located within the 6 foot planting strip separating the sidewalk from the street, and the other row planted offset from the first on the subject development site. A row of London Plane trees along Stoneridge Drive has already been installed, and thus the developer would be responsible for incorporating the sidewalk and second row of London Plane trees (instead of sycamore trees) into the project scope.

Along El Charro Road, the Specific Plan states that the landscaping should consist of large canopy street trees provided on both sides of the sidewalk, and that tree selection should be coordinated with the City of Livermore to provide a unifying effect. Staff would expect the project applicant to coordinate the landscaping plan for the subject site with the anticipated plan for the site across El Charro Road to the east, but seeks the Planning Commission’s comments on the landscaping treatment as proposed. In particular, staff is seeking comment on the vineyard buffer along El Charro Road and its appropriateness in Pleasanton (which has a few notable wineries, but does not have the extensive vineyard acreage found in Livermore).

Discussion Point

D. Does the Planning Commission have any comments on the proposed landscaping plans, including the vineyard buffer along El Charro Road?

E. Proposed Uses

As noted in this staff report, the applicant has provided a list of proposed office and retail uses, organized into permitted and conditional uses. The uses are, in large part, based on the permitted uses and those that are subject to Conditional Use Permit (CUP) approval at the Pleasanton Gateway shopping center. Table 2 outlines how some of the proposed uses differ from those permitted or conditionally permitted at Pleasanton Gateway, and staff comments regarding these uses.

The Pleasanton Gateway shopping center has a variety of uses, inclusive of restaurants. Given the popularity of the restaurants, staff has often received comments from the public regarding lack of parking. Of the approximately 129,370 square foot Pleasanton Gateway shopping center, approximately 18,400 square feet, or 14%, is currently occupied by restaurants. As mentioned previously in this report, the overall parking ratio for Pleasanton Gateway is 1 space for each 211 square feet (compared to 1 space for each 207 square feet for the subject site). Therefore, staff would recommend limiting the square footage of restaurant uses within the subject shopping center. Currently, the project proposes to dedicate 34,814 square feet to restaurant uses, inclusive of an approximately 15,000 square foot international public market and food bazaar in Building E-2.

A use category that has not been identified in the list of proposed uses are “indoor recreation and sport facilities” or “private recreation facility.” These uses are similar to gymnasiums and

health clubs, but are typically smaller in scale and are instructor led (e.g. Zumba class, or Cross Fit). Staff would support adding this use should be applicant desire to do so, as long as the standards listed in the Pleasanton Municipal Code are incorporated into Exhibit B.

Table 2: Proposed Uses and Comparison to Pleasanton Gateway Shopping Center

Use	Comparison to Pleasanton Gateway	Staff Comments
<p>Grocery Store or Supermarket</p> <p><i>Proposed as a permitted use in the Retail component of the subject project.</i></p>	<p>Subject to CUP at Pleasanton Gateway.</p>	<p>Staff would support a grocery store or supermarket as a permitted use in the Retail component of the project by applying the performance standards that would be applicable to a CUP (e.g. delivery times) as conditions of the PUD application, as long as convenience markets were expressly excluded.</p>
<p>Music and Dance Studios and Martial Arts Schools</p> <p><i>Proposed as a permitted use for 20 or fewer students at one time in the Retail component and subject to CUP for more than 20 students at one time in the Office component of subject project.</i></p>	<p>Permitted for 20 or fewer students at one time at Pleasanton Gateway.</p>	<p>Staff recommends that “music and dance studios” and “martial arts schools” be identified separately, and that such uses with 21 or more students at one time be added as uses subject to CUP in the Retail component, and uses with 20 or fewer students at one time be added to the permitted uses for the Office component.</p>
<p>Gymnasiums and Health Clubs</p> <p><i>Proposed as a permitted use for 20 or fewer students at one time in the Retail and Office components and subject to CUP for more than 20 students at one time in the Office component of subject project.</i></p>	<p>Health clubs and gymnasiums not to exceed 2,500 square feet with three or fewer massage technicians and 20 or fewer participants are subject to a CUP.</p>	<p>Similar to Pleasanton Gateway, staff recommends that gymnasiums and health clubs be limited to a maximum square footage tenant space (e.g. 2,500 square feet), and be subject to CUP approval since these uses can be a large traffic generator.</p>
<p>Wine Shops and Tasting Rooms for Wineries, excluding Liquor Stores</p> <p><i>Proposed as a permitted use in the Retail component</i></p>	<p>Subject to CUP at Pleasanton Gateway.</p>	<p>Staff would support wine shops and tasting rooms for wineries, excluding liquor stores, as a permitted use by applying the performance standards that would be applicable to a CUP (e.g. hours</p>

Use	Comparison to Pleasanton Gateway	Staff Comments
<i>of subject project.</i>		of operation) as conditions of the PUD application.
Self-serve Gasoline Station (no carwash or convenience market) <i>Proposed as a conditionally permitted use in the Retail component of subject project.</i>	Subject to CUP at Pleasanton Gateway.	Staff recommends that this use not be listed as either a permitted or conditionally permitted use.
Medical and Dental Offices and Clinics (including outpatient services, with massage services according to Section 18.44.090 of the Pleasanton Municipal Code) <i>Proposed as a permitted use in the Office component of the subject project.</i>	Permitted at Pleasanton Gateway, not to exceed 5,000 square feet for the entire shopping center. A medical or dental tenant is required to provide a cumulative total of the medical and dental uses within the Pleasanton Gateway development with a Zoning Certificate before submitting for a tenant improvement application to the Building and Safety Division.	Since parking requirements for medical and dental uses are substantially higher than that of retail uses, staff would support medical and dental uses for the subject shopping center up to a limited square footage (e.g. 5,000 square feet).

As noted in Table 2, staff has comments regarding some of the uses as proposed, but generally finds them acceptable, particularly given the similarities to the uses at the Pleasanton Gateway shopping center. However, staff would like Planning Commission’s comments on the proposed uses, including uses beyond those listed above that are included as part of Exhibit B to this staff report.

Discussion Point

- E. Does the Planning Commission have any comments on the proposed permitted and conditionally permitted uses?

V. PUBLIC NOTICE

Notice of this workshop was sent to all property owners in Pleasanton within 1,000 feet of the Retail/Commercial site. Staff has not received any comments as of the publication of this report, and will forward to the Commission any public comments received after publication of this report.

VI. ENVIRONMENTAL ASSESSMENT

Since the Planning Commission will take no formal action on the project at the work session, no environmental document accompanies this work session report. Since the project is within the scope of the existing Environmental Impact Report (EIR), staff is supportive of utilizing the existing EIR for this project.

VII. STAFF RECOMMENDATION

Staff recommends that the Planning Commission review the attached material, take public testimony, and make suggestions/comments to the applicant and staff regarding the development of the site.

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