

Notes from the Loyola Corners Specific Plan Community Conversation (5-26-16)

VENUE

- Tom's Depot, 6:30 pm to approximately 9:00 pm
- Headcount, approximately 84 people (Jon B.)
- Sign-in sheet, 68 people
- Scatter map, mostly from immediate area, farthest resident Newcastle Drive

HEIGHT, SCALE & INTENSITY

- Allow only two-story development/prohibit 3-story
- Maintain mountain views
- Low scale buildings desired/avoid tall buildings
- Need three-story development for project viability
- Higher heights appropriate near Foothill Expressway if stepped back massing (daylight plane)
- Maintain neighborhood feeling
- Three-story development allows underground parking
- Large development attracts traffic
- Poor visibility from Foothill Expressway negatively affects development—need three-story development to create visibility
- Create a development radius height to preserve views
- Trade taller heights for better development
- Developers want 3-story; residents want 2-story
- 3-story development on Fremont will affect residents across Foothill Expressway
- 3-story doesn't necessarily mean vitality
- Need economic study to justify 3-story development
- Measure height to the top of the roof; 30-foot maximum height; only 2-story
- Do not allow 300 new dwellings in the area
- Allow 30 feet of height and form-based zoning
- It's about what neighborhood we live in: 2-story and 30-feet in height
- 27 to 30 feet height only
- Redevelopment is not about generating sales taxes
- Maintain the existing Specific Plan
- Want successful district, but need to keep the quality and maintain a welcoming feel (not too tall)
- No tall walls for buildings
- Need economic incentives to redevelop; 3-stories necessary
- 2- and 3-story only okay if adds agreed upon value
- Second story only with residential

- Development intensity straw poll
 - Mixed-levels: 18
 - 2-story: 44
 - 3-story: 8
- Upper stories more valuable, driving desire for 3-stories

DESIGN

- Want design continuity
- More like “Carmel”
- Simple beautification, reduce asphalt
- Aesthetics important
- Infrastructure needs a design theme, new bridges look good

TRAFFIC & CIRCULATION

- Traffic is bad/unsafe now
- Higher density development creates traffic and congestion
- Keep A Street 2-way to allow better access out of Country Club area
- A Street/Miramonte Avenue intersection has line-of-sight problem
- Need bike lanes and clear pedestrian ways
- Traffic is not that bad
- Make Loyola bike and pedestrian friendly
- Make 999 Fremont Avenue into a roundabout
- No signals or street lights
- Need more parking
- Don't increase traffic
- A signal at A Street and Miramonte Avenue is a mistake
- Need to improve egress from Country Club area
- Need to “split” southbound Miramonte Avenue traffic at A Street
- Need realistic traffic plan
- Rush-hour traffic is bad
- Need sidewalk lighting
- Stop signs rather than signals
- Need to understand local versus regional traffic to determine the problem/solution
- School traffic is a problem in the morning
- Parking is a problem now, consider timed parking
- Parking lifts not realistic in development (used as storage not cars)
- Miramonte Avenue has cut-through traffic
- Speeding is a problem on Miramonte Avenue and Fremont Avenue

USES

- Need quality and viability to attract retail uses
- Need anchor tenant
- Neighborhood-serving uses versus downtown-style uses
- Want restaurants and retail uses
- Landlord's limits on leases restrict better uses (holding out for re-development)
- Loyola Corners has changed, lower quality tenants
- Keep mom and pop businesses
- Loosing economic viability—need to get it back
- No more residential uses
- Mixed-use vision (commercial, office and residential)
- Avoid parking lots
- Create an European village feel: mix of uses including restaurants, bar, residential and retail
- Mixed-uses with underground parking
- 2-story townhouses over commercial
- Mixed-use with office and residential
- No residential
- Mixed-use okay with the correct ratio
- First-level retail, second story whatever is appropriate
- Underground parking may be okay but access ramps take away from first story use
- No office uses, more restaurants
- B Street and Carob Lane are destinations
- Keep existing businesses
- Mixed-use with shard parking desirable (e.g., CalWater)
- Questions retail viability
- Hardware store
- If sales tax not important, then let property/business owners decide appropriate uses
- Single-family houses rather than commercial

CONTEXT

- Noise is a problem from deliveries and services
- Face noise generators away from residences
- Safeway and Echo left on their own accord, not because of the plan
- Local commercial owners are a benefit
- Demographics different now, more families

PLAN IMPLEMENTATION

- Need certainty in regulations to develop, City commitment, no development exceptions
- 999 Fremont Avenue property should be planned as a separate property

- Close Miramonte Avenue at Fremont Avenue, combine 999 Fremont Avenue with the Bank site and widen A Street
- City should buy 999 Fremont Avenue and allow more development around the site
- City pays or developers need incentives to accomplish desired circulation improvements

PROCESS

- Need more time to consider changes, public and commission
- Hire a professional land use/urban planner to create the correct plan
- Need to consider all issues and solve as a system
- What's the problem we're solving? (Specific Plan not implemented)
- Need a parking district or shared parking
- Clarify zoning and uses at the same time
- What's the City willing to invest? No City money means developer incentives
- Solicit planning solutions from the community
- Empower a committee of stakeholders to start the planning process
- City needs to invest in the area. City can invest in Civic Center, why not here?
- Share 3D model of the area for planning purposes (Tracy T/Bill Mason)
- Need realistic plan, no exceptions, reasonable and predictive outcomes

QUESTIONS

- Do we need 12-foot tall first floors?
- What happened to the at-grade Loyola Drive intersection idea?
- What's the status of the 999 Fremont Avenue project and property?
- Why hasn't the Specific Plan accomplished the desired changes?
- How does 3-story development attract better uses?
- What will bring the Echo restaurant back?