

# FIGHT ON TWO FRONTS TO SAVE CHEVY

By JIM DAVIS

Herald-Examiner Staff Writer

Southlanders are beginning to wonder about who runs the communities they live in. And some of them are doing something about it. In doing so they are becoming involved in a triangle situation. But they're used to problems. They — in the Chevy Chase Estates Association — for more than 20 years have been doing something to protect the atmosphere that brought them to live there in the first place.

Now they're taking on such forbidding and diverse opponents as a school board and private land developers.

It was the Chevy Chase Estates Association, headed for 23 years by Dr. Kelso Grant Barnett, that initiated action in Glendale's City Council to preserve the 38 acres of Chevy Chase Golf Club for recreation.

"It seemed wise to us to stop this raid by land developers," commented Clare L. Randolph, a vice president of the association.

"The result was what we call in Glendale SR zoning . . . Special Recreational zone . . . and it prohibits land use for housing, apartments or commercial reasons and preserves it for such things as golf courses and parks."

There was something bordering on a crisis last October 6 when it was learned that the Glendale Unified School Board intended to buy the golf course for construction of three schools, an elementary, a junior and senior high schools.

When the school board added that the purchase price of the land would be \$900,000, San Rafael hill residents were aghast.

This was the school board that just a year earlier had declared it could no longer

afford school bus service for children in the Chevy Chase Estates sector and residents would have to pay 15 cents a ride — 30 cents a day — to get a child to and from his school.

Then statements were made that the K&F Investment Corporation had a lease option on the land carrying a maximum purchase price of \$500,000 to owner Charles Corbett.

Why, then, they asked, did the school board offer \$900,000 in taxpayers' money?

### 'SALES PITCH'

Many of the newer residents had purchased memberships in the country club when they bought their homes. Part of the sales pitch that went with the homes included such phrases as "country club view." Now both club and view might dissolve before their eyes.

Aroused residents turned again to their association.

A Master Plan Committee was instructed to explore present and future development within the San Rafael Hills area with an eye to locating future school sites.

Architect Howard B. Van Heuklyn, whose experience included school plant development, was named chairman of the 15-member committee.

For two months committee members worked more than 700 man-hours to compile statistics and information concerning projected growth in the area to 1980, as well as present needs in terms of roads, schools and other city services.

### STATE CONSULTED

The State Highway Department was consulted to determine precise freeway construction plans in the area. Land owners and lending institutions were approached to determine availability of land suitable for school sites.

"Present population of the entire San Rafael Hills is 4190," says Dr. Barnett, "but the estimated population in 1980 will be 10,800."

"With Chevy Chase Drive

as the only main artery for travel through a large portion of the area and one which cannot be widened, it becomes necessary to solve the traffic dilemma of a bottled up canyon," he asserted.

Van Heuklyn said that locating three schools in the natural bowl of the

canyon — the 38 acres of golf course — would only add to traffic problems already existing.

"School people tell us that a new high school brings in 400 student cars and 80 staff cars at a minimum estimate," he said. From the standpoint of traffic safety, an elemen-



—Herald-Examiner Photos

**CONCERNED ABOUT CHEVY CHASE BEAUTY**  
Mrs. Harold P. Levy and Mrs. Council Tucker fear rubbish heaps if tracts come in



**IN FIGHT TO SAVE GOLF LINKS**  
From left, Merritt S. Dunlap, Dr. Kelso Barnett, Howard Van Henklyn

# CHASE

tary school next to a high school, as the Glendale School Board currently proposes, would be disastrous."

At peak hours the two-lane Chevy Chase Drive is now used by 700 cars.

## SITES SELECTED

Since the Glendale Planning Commission already had approved a basic plan to establish roads on the high perimeter of the hill area, the Master Plan Committee finally picked school sites in relation to the proposed traffic circulation plan.

In its report made to the Glendale Planning Commission and to the city's school board the committee pointed out that:

1. Sites are available for schools which fit the proposed development of the

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# Glendale Citizens Go on Warpath

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area better than the country club site.

2. By the time junior and senior high schools are needed, present freeway construction through the hills will have developed level sites on the periphery suitable to these school needs.

3. Cost of obtaining and grading the sites proposed by the Master Plan Committee compare favorably with cost of the club's 38 acres.

4. Should the club site be purchased for schools, the problem of getting children to school by bus would not be solved. Other sites, near proposed housing developments, would be within walking distance along sidewalk bordered streets.

## UNANIMOUS VOTE

With the master plan before it and its own study of the problem completed, the planning commission voted 5-0 that the golf club site was not suitable for school use.

The Glendale School Board, faced with the commission's rejection of their original plans will reappraise

## A 'Double' Payoff: One Sick Bed

Velassio Spinelli was lucky in an accident "daily double" yesterday.

Spinelli, 69, of 5022 Verdura Ave., Lakewood