



CHEVY CHASE COMMUNITY—Artists rendering depicts planned \$20 million Chevy Chase Canyon subdivision, featuring six-story garden-type apart-

ments, center, in addition to several commercial concerns, at right. Plan was turned down.

\$20 Million 'Community' Proposal

Feb 28 at Hearing

Planners Reject Chevy Chase Zone Change

By TONY SHULTZ
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Glendale's first master-planned community—a \$20 million subdivision that would include luxury homes, high-rise apartments, two shopping centers and a nine-hole pitch and putt golf course—proved too controversial for the Planning Commission Monday.

Commissioners voted, 4-0, to recommend to City Council that the subdivider not be given the zone changes necessary for the multiple residential, commercial and recreation areas envisioned for the 167-acre San Rafael Hills development.

Council will hold a public hearing on the zone changes requested by R. R. Hensler of Sun Valley at its March 8 meeting.

Protest Petition

Protesting Hensler's request for changes from R1 (one-family) and R1R (restricted one-family) zoning were six Chevy Chase Canyon residents, including the top officers of the Chevy Chase Estates Association. More than 30 residents attended the hour-and-a-half long hearing.

Dr. Kelso Grant Barnett, association president, said he would present a protest petition signed by 98 per cent of the canyon's 1,700 residents to council.

Opponents made it clear that they had no objections to a strictly single-family residential subdivision on the canyon's western edge.

However, they were vehemently against any departure from the canyon's exclusive R1R and

R1 zoning until the entire canyon has been master planned.

"There's no control of R4 (multiple residential) building heights," warned Barnett.

Hensler's plan, as presented by Fred S. Lohman of 1636 Opechee Way, included two six-story apartment buildings of 126 units each.

"These would be garden-type apartments, which are not now available in Glendale," Lohman explained. "They wouldn't disturb the view of present or future surrounding homes."

The high-rise buildings would be located at the tract's main entrance just northeast of the proposed Calle Vaquero overcrossing of the North-South Freeway.

Lohman claimed the entire subdivision "is isolated by steep slopes on all sides—it's an island in the sky."

But Planning Director J. A. Mellen countered, "The development will be in full view of Chevy Chase Estates."

The canyon residents who spoke agreed with Mellen.

Barnett said, "The tract will affect everyone in Chevy Chase Canyon, it's not an isolated island on top of a hill. I see some of this property from my home now."

26 Acres Needed

Although Hensler received Planning Commission and council approval of his tentative tract map last March, he was told by council that the zone changes must be passed before a final map will be approved.

New zoning would be needed on 26 of the 167 acres, Mellen

explained. Hensler wants 4.5 acres changed from R1 to R3 (limited multiple dwelling), 17.5 acres changed from R1 and R1R to R4 (multiple dwelling) and 4.8 acres from R1R to C3 (commercial).

This would provide up to 1,741 dwelling units—273 single family homes, 154 R3 and 660 to 1,300 R4 apartments, the planning director said.

If fully implemented, the Hensler development would more than double the canyon's present 1,700 homes.

"Our goal is to develop the best single-family residential area in Glendale," Lohman stated. "Condominium apartments are needed to give a park-like entrance and commercial areas are needed for residents within the subdivision and adjacent residents. These convenience centers are essential."

He estimated that 1,900 families now reside in the areas to be served by the two shopping centers—located at the tract's north and south ends—and saw a 5,000-family potential.

Another reason for wanting high-rise apartments, Lohman said, was that "high-density land use is needed for economic reasons—16,000 cubic yards of earth must be moved for each lot, double the usual amount."

Although turning down the zone change application, planning commissioners did recommend that Hensler seek variances for the apartments, shopping centers and golf course, which would occupy 13.6 acres at the tract's north end.

They concurred with commis-

sion chairman Paul Boyd, who commented, "I'm well impressed with the proposal, but I'm against a zone change because there's no control; a variance is the best way."

Freeway Cited

"We can't develop the tract until the land use is known," Lohman said. "We need a variance, or a zone change, before we can start grading."

He estimated that a year of design remained and occupancy was two to three years away, because "we have to schedule construction with the freeway, the only access to the property."

Construction of the North-South Freeway will begin in 1969, according to the State Division of Highways.

Calle Vaquero, the main access road to Hensler's subdivision, will be extended east to join San Rafael Ridge Road, according to the city's Master Plan of Highways. Both streets will be built in conjunction with the freeway, city officials have explained.

Although Hensler would build part of the ridge road, which will run north from Calle Vaquero to Verdugo Boulevard, Mellen said Monday that the city would pay for the entire ridge road, if the Hensler development was not completed.

The ridge road's importance to Chevy Chase Canyon is twofold: It would be a second major access road and would allow the temporary closing of Chevy Chase Drive to permit construction of an underground storm drain.