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WEATHER

Fair today and Saturday, some low clouds. Page 2.

Largest tract ever proposed draws homeowners to hearing

By **MARIE GORHAM**
Staff Meeting

Glendale City Council Chambers were about half-filled Thursday night as homeowners and others concerned about the traffic and other impacts of a mammoth proposed development above Glendale Community College voiced their objections.

The 316-acre tract — formerly known as the Hensler-MacDonald tract but now owned by the Baldwin Company of Irvine — is the site of a proposed project that, when completed, will hold 414 single family homes and 378 townhouses.

Traffic impacts seemed to elicit the greatest amount of concern, since traffic will be affected on nearby Chevy Chase Drive, and especially on the relatively narrow Cascadia Drive and Bouquete Street, which are proposed as secondary access streets.

Don Asquith, representing Envicom, the environmental consulting firm, admitted that Cascadia was "questionable from a safety standpoint," while several residents claimed the road is dangerous. Both Cascadia and Bouquete would experience at least a doubling of traffic, Asquith said.

"I've had one head-on and so many near misses (on Cascadia) that I can't count them," said Guy Dale, a resident of the area who says he must drive at 10-15 miles per hour on that road because of the onstreet parking and the high number of "blind curves" on the street.

The traffic on Chevy Chase Drive, Asquith said, will eventually be lightened, but only after the final phase of the project is completed. The entire project is scheduled to take at least a decade. Meanwhile, Chevy Chase traffic would increase until the final phase, which includes extending Mountain Street northwest through the site to connect with

Camino San Rafael in the Emerald Isle tract, giving that area more convenient access to the Glendale Freeway.

However, Asquith said, if the project is not completed for some reason, the city would do well to bond the developer to make sure the road is completed even if the project is not.

Chevy Oaks resident Frank J. Breslin suggested the Mountain Street connection be made as part of the first phase instead of waiting until the end of the project, thereby eliminating all the secondary access road problems and the increased Chevy Chase traffic.

The project, the largest planned tract in Glendale's history, is expected to cost the city \$3 million in city services over the next 10 years, Asquith said. Revenues to the city from taxes and other sources are expected to be about \$5 million, a net gain of \$2 million.

However, Councilman John F. "Jack" Day questioned the cost figures, saying that the report did not take into consideration the need for building and maintaining another school, since the increase of children in the area would overcrowd existing schools.

Flooding was also a major concern for the area, since there would be nowhere for water to drain. The hundred-year cycle indicates the worst flood the area could expect would be 500 cubic feet per second, which is, Asquith said, "a lot of water." The worst recorded flood in the area measured 312 cubic feet per second, he said.

The EIR will now be sent back to the city's Environmental and Planning Board for update and revision and then sent to the Planning Commission, which will hold a public hearing May 14.

The council will once again hear the matter on May 22, which is the final deadline for the city to approve the adequacy of the document.



GINGER BREMBERG

316 north Glendale acres have been proposed as the site of the Baldwin project — 414 homes and 378 townhouses — the largest development in the city's history.



FRANK BRESLIN

Residents are concerned with negative aspects of the plan, especially in increased traffic on nearby Chevy Chase Drive, Cascadia Drive and Bouquete Street.