

PRIMARY RECORD

Primary # _____
HRI _____
Trinomial # _____
NRHP Status Code 5S1
Other Listings _____
Review Code _____ Reviewer _____ Date _____

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*Resource Name or # (Assigned by recorder) Cleveland Knoll Historic District

P1. Other Identifier: _____

*P2. Location: ☐ Not for Publication ☒ Unrestricted *a. County Los Angeles
and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)
*b. USGS 7.5' Quad _____ Date _____ T _____ ; R _____ ; 1/4 of _____ 1/4 of Sec _____ ; B.M. _____
c. Address Multiple City Glendale Zip 91202
d. UTM: (Give more than one for large and/or linear resources) Zone _____ ; _____ mE/ _____ mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The Cleveland Knoll Historic District is a suburban neighborhood in northwest Glendale that developed between 1909 and 1954. The district is moderate in size and comprises 232 properties, 231 of which are single-family houses and one of which is a duplex (1131 Glenwood Road). Houses are between one and two stories tall and are designed in a variety of architectural styles that were popular during the district's period of development, with a particular concentration of Period Revival styles. The Spanish Colonial Revival style is the most common idiom within the district, accounting for 103 (44%) of its 232 properties. Other common styles include Tudor Revival, American Colonial Revival and Minimal Traditional. There are also a small number of Vernacular Victorian-era, Craftsman, and Ranch style houses. The district retains sufficient integrity for listing, as 75% of the properties within its boundaries contribute to its significance.

In addition to its buildings, the district is defined by tract and landscape features that contribute to its overall character and sense of place. Its streets are slightly askew of the cardinal directions, corresponding with the contour of the adjacent Verdugo Mountains and reflective of a modified grid that is etched across much of northwest Glendale. Most streets within the district consist of long, uninterrupted blocks. One street, Olmsted Drive, transects the district mid-block on an slight northwest-southeast course. District features include streetlights, concrete sidewalks, and narrow landscaped parkways, most of which are planted with mature street trees.

***P3b. Resource Attributes:** (List attributes and codes) HP2. Single Family Property; HP3. Multiple family property

*P4. Resources Present: ☐ Building ☐ Structure ☐ Object ☐ Site ☒ District ☐ Element of District ☐ Other (Isolates, etc.):

*P5a. Photograph or Drawing (Photograph required for buildings, structures or objects)



P5b. Description of Photo: (view, date, accession #) Context view,
Looking southeast

***P6. Date Constructed/Age and**

Sources: ☒ Historic
☐ Prehistoric ☐ Both
1909-1954

***P7. Owner and Address:**

Multiple

*P8. Recorded by: Name, affiliation, and address)

Mary Ringhoff, Brannon
Smithwick, Kiara Hosseinion
Architectural Resources Group
360 E. 2nd Street, Suite 225
Los Angeles, CA 90012

*P9. Date Recorded: Mar-Apr 2025

*P10. Survey Type: (Describe)

☒ Intensive
☐ Reconnaissance

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Cleveland Knoll Historic District, Historic Resource

Survey Report (ARG, 2025)

*Attachments: ☐ NONE ☒ Location Map ☐ Sketch Map ☒ Continuation Sheet ☐ Building, Structure & Object Record
☐ Archaeological Record ☒ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photographic Record ☐ Other (List) _____

DISTRICT RECORD

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*NRHP Status Code 5S1

D1. Historic Name: Cleveland Knoll

D2. Common Name: Cleveland Knoll

***D3. Detailed Description** (Discuss overall coherence of the district, its setting, visual characteristics, and minor features. List all elements of the district.):

The Cleveland Knoll Historic District is located immediately south of the South Cumberland Heights Historic District (designated in 2021). The proposed boundaries of the district are generally defined by W. Kenneth Road on the north, Grandview Avenue on the west, Glenwood Road on the south, and Graynold Avenue on the east. Although generally rectangular in shape, the north boundary of the district excludes parcels fronting W. Kenneth Road because they are already designated as part of the neighboring South Cumberland Heights Historic District. The west boundary also excludes parcels fronting Grandview Avenue. While it is located approximately one mile south of the Verdugo Mountains, the district occupies an area that is generally flat. There are some very minor changes in elevation as the north-south streets within the district slope gently north toward the mountains.

(continued on page 3)

***D4. Boundary Description** (Describe limits of district and attach map showing boundary and district elements.):

The proposed boundaries of the Cleveland Knoll Historic District include the parcels associated with the following addresses:

- 1308-1458 Bruce Avenue
- 1310-1458 Idlewood Road
- 1312-1457 Cleveland Road
- 1016-1112 Olmsted Drive
- 1009-1235 Glenwood Road
- 1301-1460 Graynold Avenue

***D5. Boundary Justification:**

The Cleveland Knoll Historic District includes the intact properties within the grouping of seven 1922-1926 tracts that shaped the residential development of the Cleveland Knoll and Vista Del Mundo neighborhoods as described above. The boundaries of the district are defined by Bruce Avenue on the west (including all parcels on the west side of Bruce Avenue), Glenwood Road on the south, Graynold Avenue on the east (including the parcels on the east side of Graynold Avenue), and W. Kenneth Road on the north (excluding those north-facing parcels fronting W. Kenneth Road). The north boundary of the proposed historic district is coterminous with the boundaries of the adjacent South Cumberland Heights Historic District on its north, within which the north-facing properties fronting W. Kenneth Road are situated.

Generally, the block to the west of the district—fronting Grandview Avenue—witnessed alterations and no longer retains enough integrity to be considered part of the grouping, despite its historical association with the development of the neighborhood as the westerly portion of Tract 4793. Areas to the immediate east of the district exhibit similar development patterns, but because they are located beyond the historical boundary that once delineated the grouping of tracts that compose the greater Cleveland Knoll development, these adjacent areas to the east have a different development context and were therefore not included within the district boundary.

The district was surveyed (and is presented in this report) using the proposed boundaries that were identified in the application, and upon research and field inspection, ARG agrees with the proposed boundaries as outlined in the district nomination.

***D6. Significance:** Theme Automobile Suburbanization, Architecture Area Glendale

Period of Significance: 1909-1954 Applicable Criteria: Local A, C, G, H; CR 1, 3

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Summary Statement of Significance:

The Cleveland Knoll Historic District appears to be eligible for local listing under four local criteria: A, C, G, and H. The district's significance is derived from its association with broad patterns of residential development and suburbanization that are associated with the proliferation of the automobile, and the suburban growth and expansion of the City of Glendale beginning in the 1920s. The district is a manifestation of the various economic, architectural, and aesthetic factors that came together to shape the character of Glendale's neighborhoods at this time, and is demonstrative of how advances in transportation dictated the location, form, and character of residential development at this time.

(continued on page 4)

***D7. References** (Give full citations including the names and addresses of any informants, where possible.):
(see Page 10)

***D8. Evaluator:** Mary Ringhoff, Brannon Smithwick, Kiara Hosseinon

Date: Mar-Apr 2025

Affiliation and Address: Architectural Resources Group, 360 E. 2nd Street, Suite 225, Los Angeles, CA 90012

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***D3. Detailed Description** (continued from page 2):

Streets within the district are slightly askew of the cardinal directions, corresponding with the contour of the adjacent Verdugo Mountains and reflective of a modified grid that is etched across much of northwest Glendale. Most streets here are generally oriented on a southwest-northeast course and consist of long blocks that are uninterrupted between Glenwood Road (south) and W. Kenneth Road (north). One street, Olmsted Drive, transects the district mid-block on a slight northwest-southeast course. All streets are moderate in width and paved in asphalt.

The district's streets are flanked by concrete curbs, concrete sidewalks, and landscaped parkways. The parkways are generally planted with strips of grass and mature street trees. Uniform street tree schemes are found along the majority of the district's streets, including north/south-running Bruce Avenue (camphors), Idlewood Road (camphors) and Graynold Avenue (magnolias).

Unlike some Glendale neighborhoods, where street lighting was touted as a tract feature, there does not appear to be a uniform street lighting standard in Cleveland Knoll. Cleveland Road is illuminated by single-post fluted Marbelite concrete electroliers with acorn lamps that are installed in the parkway space and appear to be original street features. Elsewhere in the district, lighting consists of modern "cobrahead" style streetlights that are free-standing and affixed to utility poles. There also exist what appear to be original sidewalk stamps demarcating the names of various contractors involved with the neighborhood's development.

Individual parcels within the district are all generally rectangular, however parcel sizes vary, reflecting the fact that the neighborhood consists of multiple tracts that were subdivided independent of one another. Parcels on the east side of Graynold Avenue (north of Olmsted Drive) and several along Olmsted Drive and Glenwood Road are notably larger than others. Parcels are generally deep, and rear detached garages are common. However, there are a few houses with later construction dates with attached garages. Garages are uniformly accessed from the front of the lot, via curb cuts and simple concrete driveways at the sides of lots.

Houses within the district are all set back from the street, and despite the patchwork of subdivisions comprising the area, setbacks are generally uniform. Houses situated on street corners are typically larger in size and include street-facing front and side lawns. One property, 1342 Graynold Avenue, is deeply set back from the street, an uncharacteristic feature of the neighborhood suggesting the property might have originally functioned as an agricultural property even after the neighborhood was developed. Houses' front setbacks are generally planted with lawns and various types of mature trees and vegetation. Many houses are approached by a concrete, brick, or stone walkway that either bisects the front lawn connecting the sidewalk and the porch, or leads to the driveway at parcel sides creating access to the primary entrance from a porte cochère or rear garage.

With the exception of the aforementioned street trees, landscape features within the district are located on private property and reflect the tastes of individual property owners. None of the mature trees, shrubs, or groundcover species represented appears to be native, as historic photographs of the area indicate that it consisted of remnants of agrarian citrus orchards prior to its subdivision in the early twentieth century. Palms, oak, and sycamore trees, all of which are native to Southern California, can be found on some properties, but none appear to pre-date the houses with which they are associated. Landscape features are diverse and range widely in age.

As a community that developed over the course of multiple decades, the district includes houses that were constructed in a wide variety of styles. The area's architectural character is reflective of shifts in architectural taste between the 1920s and the post-World War II era, but is dominated by the Period Revival and Minimal Traditional styles constructed in the 1920s-30s and late 1930s, respectively.

The Period Revival idiom is by far the most common, with the Spanish Colonial Revival style predominating. There are also sizable numbers of Tudor Revival and American Colonial Revival style houses. Houses constructed during the latter years of the Great Depression and immediately preceding World War II take on a more varied character. Some continued to embody various Period Revival traditions, while others reflected the more modest and cost-effective Minimal Traditional style incorporating simplified elements of precedent Period Revival styles. Most of the houses that were constructed after World War II were designed in the Ranch style.

There are also a few vernacular Victorian-era and Craftsman style houses in the neighborhood, at least two of which were moved to the neighborhood in the 1920s and 1930s. Since the Cleveland Knoll area did not develop in earnest until the 1920s – by which time Craftsman architecture had begun to fall out of favor – the Craftsman style is not as strongly represented as the above-listed styles that preceded it.

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***D6. Significance** (continued from page 2):

Finally, the district contains a notable concentration of Period Revival styles and complementary idioms, like the Minimal Traditional and Ranch styles, that convey important trends in architectural history during the district's primary period of development.

Historic Context: Residential Development and Suburbanization/The Role of Transportation/Automobile Suburbanization

The Cleveland Knoll Historic District is significant within the context of residential development and suburbanization, under the theme of Automobile Suburbanization. Development within the district dovetailed with the proliferation of the personal automobile as a preferred mode of transit, both in Southern California and elsewhere across the United States.

Since the nineteenth century, transportation has been a key determinant of residential development patterns in cities throughout the United States. Modes of transportation played a pivotal role in dictating how American households traveled between their places of residence and their places of work. Accordingly, advances in transportation technology hastened the trend of suburbanization by providing a means by which development could reach farther and farther away from central cities and into the hinterlands of urban society. During the Industrial Revolution, suburban settings had become increasingly desirable places to live. As cities industrialized and emerged as centers of American manufacturing, they also "became increasingly crowded and congested places perceived to be unhealthy and dangerous." The clean air, ample open space, and dearth of heavy industry in suburban environments were widely seen as antidotes to the density, pollution, and congestion that pervaded the nineteenth century American city.

The earliest American suburbs were developed in the mid-nineteenth century alongside railroad corridors and, later, horse-drawn streetcar lines. The advent of electric streetcar technology in the 1880s hastened this trend of outward urban migration. Electric streetcars made it possible to extend transportation lines far into the urban periphery, into areas that had once been difficult – if not impossible – to reach, thereby opening up swaths of virgin land for new development. In most cities, and certainly in Los Angeles, these electric streetcar lines originated in the central city and extended out into the ether in any direction that was feasible. New lines were built en masse during the late nineteenth and early twentieth centuries, resulting in streetcar networks that spanned entire regions and are often described as resembling spokes on a wheel. The suburban neighborhoods that developed alongside electric streetcar lines between the late nineteenth and early twentieth centuries are known as streetcar suburbs, owing to their direct association with streetcars and the outward growth that they promulgated.

Many of the earliest neighborhoods in Glendale are associated with this trend, as their subdivision and early growth was spurred by the construction of a streetcar line between downtown Los Angeles and Glendale in 1904. Various extensions and spur lines were added to the local streetcar network in subsequent years, radiating progressively outward from the historic downtown core and making possible the development of land further out into the periphery. The Burbank-Glendale line of the Pacific Electric Railway, which ran down Glenoaks Boulevard, opened in 1911, providing service to the neighborhoods of northwest Glendale for the first time. This line was located about half a mile to the south of the district, which helped drive new development in this general area of the city. However, its proximity was still too distant to result in the development of the district at this time. Indeed, subdivision maps and aerial photographs indicate that Cleveland Knoll remained very sparsely developed for well more than a decade after the Burbank-Glendale line commenced service, suggesting that the proximity of streetcars did not directly lead to instantaneous growth in this area.

Rather, the development of the district is more directly associated with the advent of the automobile, which, like the railroads and streetcars that preceded it, came to be a key determinant of residential development patterns beginning by about the 1920s.

In the first three decades of the twentieth century, the American public developed an infatuation with – and became increasingly reliant upon – the automobile. Once seen as a luxury item attainable only by the well-to-do, the passenger car became much more widely available after industrialist Henry Ford pioneered a method whereby cars could be produced in mass quantities. In 1908, Ford introduced the Model T, a more economical model geared toward the common man, and using his mass production methods Ford became the single largest auto manufacturer in the nation. This, in turn, allowed Ford to continually lower the price of his passenger cars, resulting in a substantial increase in ownership. The automobile became a popular mode of travel across the nation and particularly in Southern California, where it was adopted earlier and arguably with greater enthusiasm than anywhere else. In 1910,

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***D6. Significance** *(continued from page 4):*

there were 20,000 cars registered in Los Angeles County; this number increased to 141,000 by 1919, and 777,000 by 1929. In the mid-1920s, Los Angeles had one car per 1.8 residents – compared to the national statistic of one car per 6.6 residents – and by 1924, Los Angeles had the highest percentage of automobile ownership in the world. The car had unequivocally become a way of life in Los Angeles by the 1920s.

Numerous factors unique to the Southern California region coalesced to make this trend possible. The region's dry, temperate climate allowed unpaved roads to remain in operation most of the year and made driving in open cars relatively comfortable. The street grid was flat and straight in the heavily populated Los Angeles basin. The tar needed to make asphalt paving was locally abundant, and the lower-density, single-family neighborhoods that were favored in the region provided ample space to store and maintain cars, in contrast to the denser and more urban environments of eastern cities. Southern California's abundant natural recreational spots encouraged pleasure driving, and organizations like the Automobile Club of Southern California, which was founded in 1900, promoted automobile ownership and advocated for road improvements and safety. Local newspapers devoted entire sections to new cars. Major local oil discoveries provided an ample fuel supply and kept the cost of driving low. The decentralization of Midwestern automobile and rubber companies after World War I ushered in the arrival of car-related industries to Southern California; a Ford Motor Assembly Plant opened in Long Beach (1930), a General Motors Plant opened in South Gate (1936); and Samson, Goodyear, Goodrich, and Firestone opened tire factories in metropolitan Los Angeles (1920s). "In 1928, with Goodyear and [the] three other large rubber companies, Los Angeles became the second greatest rubber manufacturing center in the United States."

The ascent of the automobile ushered in changes to the essential form and character of residential suburbs. No longer restrained by the fixed routes of electric streetcars, developers and community builders began acquiring and subdividing areas that had previously been difficult to access because of their relative distance from streetcar lines. New roads, most of which were now paved with macadam or asphalt, were cleaved into the landscape, allowing developers to fill in the open spaces in between streetcar lines and resulting in the infill of once-rural suburban settings. Developers could now venture into more challenging hillside areas and subdivide the varied terrain into residential lots with picturesque settings and commanding views. Roads became wider and charted more meandering, curvilinear courses that would have been difficult to traverse by streetcar but could be done with ease by the automobile. Compared to the streetcar suburbs that preceded them, early automobile suburbs "became decentralized, creating fringes of increasingly low densities. With commuters no longer needing to live within walking distance of the streetcar line, residential suburbs could be built at lower densities to form self-contained neighborhoods that afforded more privacy, larger yards, and a park-like setting."

There is no sharp line marking the end of streetcar suburbs and the beginning of early automobile suburbs; for decades these two modes of transit continued to operate alongside one another. However, generally speaking this shift began to take root in the 1910s and had become firmly manifest in the American metropolitan landscape by the early 1920s. The rise of private automobile ownership at this time "stimulated an intense period of suburban expansion between 1918 and the onset of the Great Depression." The 1920s are described as the "watershed decade for Los Angeles adoption of the automobile," as well as the changes to the cityscape that accompanied this paradigm shift.

The origins of the Cleveland Knoll neighborhood date to the early 1920s, when the area's expansive estates and neighboring agricultural tracts were parsed into smaller residential subdivisions. That the neighborhood experienced a flurry of development activity at the same time that the automobile was coming of age is not mere coincidence, but is demonstrative of the profound impact that the car and car travel had on the built environment of Glendale and other Southern California communities. Car travel made it easier for prospective homeowners to travel to this area on the outskirts of Glendale and purchase suburban lots on which to build a house.

The neighborhood developed about a quarter to a half a mile north of the Pacific Electric Red Car stop at Glenoaks and Grandview, easily within walking distance for streetcar commuters, but even its earliest advertisements noted easy access for both streetcar and automobile. One advertisement called attention to the parallel between neighborhood development and the convenience of vehicular travel, stating that "The whole Glendale territory is of the finest and amongst the best in the state...the section has been highly improved, its nearness to Los Angeles (less than 40 minutes by auto or street car); a few minutes' ride from shopping districts of Glendale—all these facilities tend to create an atmosphere of contentment."

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***D6. Significance** (continued from page 5):

The district includes a number of tract and planning features that exhibit deference to the automobile, reflecting its subdivision in the 1920s. Blocks within the neighborhood are longer than those in older suburban neighborhoods. Its streets are wide enough to comfortably accommodate automobile traffic, and are flanked by parkways and street trees that provide for a pleasant drive and provide a degree of protection for pedestrians by creating a physical barrier, however modest, between cars and people.

The influence of the automobile on patterns of neighborhood development is also manifest in the design of the houses themselves. Almost every house was constructed with a curb cut and driveway, so that owners could park their vehicles off street. Garages are also common features within the neighborhood, with earlier houses generally accompanied by a detached garage and/or porte cochère and later additions to the neighborhood featuring garages that are attached to the house. The integration of garages into residential design in the 1930s and '40s reflects just how much the automobile was becoming a key part of everyday life and the suburban experience. While streetcar suburbs tended to be socioeconomically diverse and attracted a range of household types, early automobile suburbs tended to be more homogenous with respect to both class and race. To promote ridership, streetcar operators kept fares low and many offered flat fares with free transfers, which made it possible for working-class and middle-income families to reside in suburban neighborhoods alongside streetcar lines. In contrast, automobile ownership, while made affordable through methods of mass production, was not as easily attainable to those on the lower socioeconomic rungs of society, and many of the suburban neighborhoods that developed in concert with the automobile attracted white, middle- and upper-income households rejecting urban life and the class and racial diversity that came with it.

The homogeneity of these neighborhoods was retained for many years through discriminatory real estate tactics like racially restrictive covenants and steering by realtors. These barriers ensured most suburban developments of the 1920s remained White, a trend reflected in Cleveland Knoll. When the federal Home Owners Loan Corporation (HOLC) assessed the neighborhood in the late 1930s with the purpose of evaluating its mortgage lending risk, Cleveland Knoll was deemed to be "still desirable." Surveyors noted the "population is homogenous and evidences a high pride of occupancy. Although many improvements are growing old and accruing obsolescence will undoubtedly become apparent in a few years, it is thought that on account of its excellent location the downward trend of desirability will be very gradual." The neighborhood was rated "blue" by the agency - the second-highest of four color assignments given to neighborhoods - because of its aging physical improvements rather than its racial composition, which had undergone no apparent "shifting or infiltration" of the population and contained 0% foreign or Black families at the time of survey in 1939. These early automobile suburbs continued to be the dominant pattern of residential development in Southern California and elsewhere in the nation until World War II. After the war, the United States embarked upon a massive highway building program, which led to the development of a vast network of freeways across Southern California and led to new patterns of suburbanization that gave rise to bedroom communities, expansive, mass-produced suburbs that dramatically changed the essence of the American suburban experience.

Evaluation of Significance

City of Glendale Historic District:

The proposed Cleveland Knoll Historic District appears eligible as a City of Glendale historic district under Criteria A, C, G, and H, as described in the Glendale Historic District Overlay Zone Ordinance. Following is a discussion of how this determination was made.

A. *Exemplifies or reflects special elements of the city's cultural, social, economic, political, aesthetic, engineering, architectural, or natural history.* **District Meets this Criterion.**

The district is significant for exemplifying special elements of Glendale's economic, aesthetic, and architectural history. The area is demonstrative of how advances in transportation - specifically the advent and expansion of the personal automobile - facilitated suburban development and the physical expansion of Glendale and its environs in the early decades of the twentieth century. The relative distance of the neighborhood from the older portion of south/central Glendale, its long blocks, and features such as curb cuts, driveways, garages, and porte cochères associated with individual houses are demonstrative of the impact that the car had on residential development at the time during which Cleveland Knoll was subdivided and developed.

The district also contains an excellent concentration of residences constructed between the first decade of the twentieth century and the early post-World War II period. There is a particularly strong representation of properties developed during the 1920s and early 1930s, when the city was amid a period of extraordinary growth and expansion.

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***D6. Significance** (continued from page 6):

Collectively, houses within the district are demonstrative of the broad architectural trends, aesthetic preferences, and general character and quality of residential architecture that defined the physical fabric of Glendale's neighborhoods at this time.

B. Is identified with persons or events significant in local, state, or national history. *District Does Not Meet this Criterion.*

A portion of the district including Tract 10597 was once owned by Glendale resident, Dr. Kate Black (née Shepardson). Dr. Black owned 20 acres of land in Lot 8 of Hunter Subdivision that eventually composed the northwest portion of Cleveland Knoll. She resided in northwest Glendale with her husband, Dr. Stephen S. Black, beginning around the turn of the twentieth century. By the 1920s, the couple resided at nearby 715 W. Kenneth Road, east of the district, where they settled after relocating from Pasadena. Although the proposed Cleveland Knoll Historic District is associated with land formerly owned by Dr. Black, there is no evidence to suggest Dr. Black was directly involved with the subdivision of any tracts that comprise Cleveland Knoll after she sold her land within the district to developers in 1923. She did not live in the district. Furthermore, research indicates Dr. Black was not a singularly significant figure in local history; her residency was also short, as she only resided in northwest Glendale for several years before relocating to Eagle Rock in 1924 where she died two years later at the age of 77.

Research did not indicate that any of the other developers, builders, or residents of the district were significant in local, state, or national history.

C. Embodies distinctive characteristics of a style, type, period, or method of construction, or is a valuable example of the use of indigenous materials or craftsmanship. *District Meets this Criterion.*

The district meets this criterion for containing a significant concentration of architectural styles that were popular between the 1900s and the 1950s. Of particular note is its concentration of 1920s-30s Period Revival style architecture, with many houses embodying distinctive characteristics of the Spanish Colonial Revival, Tudor Revival, and American Colonial Revival styles. Examples of the Minimal Traditional style that was popular in the late 1930s and 1940s are interspersed throughout the district, and generally complement the Period Revival styles that prevail within the neighborhood. The district includes a handful of Ranch style homes dating from the early postwar period, all of which reflect the same prevailing scale, massing, and character of those homes constructed earlier in the neighborhood. The district is notable for the quality of its houses and the relative degree of articulation expressed in their design.

D. Represents the work of notable builders, designers, or architects. *District Does Not Meet this Criterion.*

The district does not meet this criterion. Its seven tracts were subdivided by multiple small-scale developers for whom research found very little information. No single builder, designer, or architect is known to have made a significant contribution to the development or overall appearance of the district. Houses within the area were designed by numerous architects and builders over the span of its history, none of which appear to be particularly notable for their contributions to Glendale's built environment in a manner that would satisfy the conditions of this criterion.

E. Has a unique location or is a view or vista representing an established and familiar visual feature of a neighborhood community or of the city. *District Does Not Meet this Criterion.*

The district does not meet this criterion. It is one of many established residential neighborhoods in northwest Glendale, and generally it is consistent with the overall character and development patterns that prevail in this area of the city. There is nothing particularly unique nor picturesque about the district to suggest that it may be eligible under this criterion. The district also does not possess a unique location or view or vista that would render it an established or familiar visual feature of the neighborhood, community, or city.

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***D6. Significance** (continued from page 7):

- F. *Embodies a collection of elements of architectural design, detail, materials or craftsmanship that represent a significant structural or architectural achievement or innovation. **District Does Not Meet this Criterion.***

The district does not meet this criterion. As discussed in the evaluation against Criterion C, the district contains a significant concentration of architectural styles that were popular during its period of development. While the quality of the architectural design, materials, detailing, and craftsmanship is generally high, reflecting the district's development and occupation by middle-class homeowners, it cannot be said that, as a collection, its contributing buildings represent a significant structural or architectural achievement or innovation that would merit consideration under this criterion. Most appear to be well-designed, yet fairly typical examples of their respective architectural style and do not stand out as particularly innovative.

- G. *Reflects significant geographical patterns, including those associated with different eras of settlement and growth, transportation modes, or distinctive examples of park or community planning. **District Meets this Criterion.***

The district is significant for representing geographical patterns associated with automobile suburbanization, which lent impetus to the prevailing form, scale, and visual character of suburban neighborhoods in Glendale and its environs in the first several decades of the twentieth century. The district exhibits common characteristics of an automobile suburb in its relatively long blocks and wide streets, as well as architectural features such as curb cuts, driveways, porte cochères, and garages, which were incorporated into the design of houses in the district and allowed for on-site vehicular parking and storage.

- H. *Conveys a sense of historic and architectural cohesiveness through its design, setting, materials, workmanship or association. **District Meets this Criterion.***

The district conveys a sense of historic and architectural cohesiveness through the relatively consistent scale, bulk, and massing of its houses, as well as through their mostly-uniform setback from the street. As discussed in the evaluation against Criterion C, the district also contains a notable concentration of Period Revival style architecture and complementary idioms like the Minimal Traditional and Ranch styles, which results in a relatively consistent architectural character throughout.

- I. *Has been designated a historic district in the National Register of Historic Places or the California Register of Historical Resources. **District Does Not Meet this Criterion.***

The district does not meet this criterion. It has not been designated a historic district in the National Register of Historic Places or the California Register of Historical Resources.

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***D7. References** (continued from page 2):

Books, Reports, and Other Published Sources

Arroyo, Juliet M. *Early Glendale*. Charleston: Arcadia Publishing, 2005.

Arroyo, Juliet M. *Glendale 1940-2000*. Charleston: Arcadia Publishing, 2006.

Arroyo, Juliet M., Katherine Peters Yamada, and George Ellison. *Postcard History Series: Glendale*. Charleston: Arcadia Publishing, 2007.

City of Los Angeles. "SurveyLA, Los Angeles Historic Context Statement, Context: Commercial Development, Theme: Commercial Development and the Automobile." Aug. 2016.

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LOCATION MAP

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*Resource Name or # (Assigned by recorder)

Cleveland Knoll Historic District

*Map Name: Cleveland Knoll Location Map

*Scale: See scale bar

*Date of Map: 10/20/2025

Cleveland Knoll Historic District

