

Cleveland Knoll Historic Resources Survey

City of Glendale, California

Prepared for:

City of Glendale
633 East Broadway, Room 103
Glendale, California 91206

Prepared by:



Architectural
Resources Group

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

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Cleveland Knoll Historic District

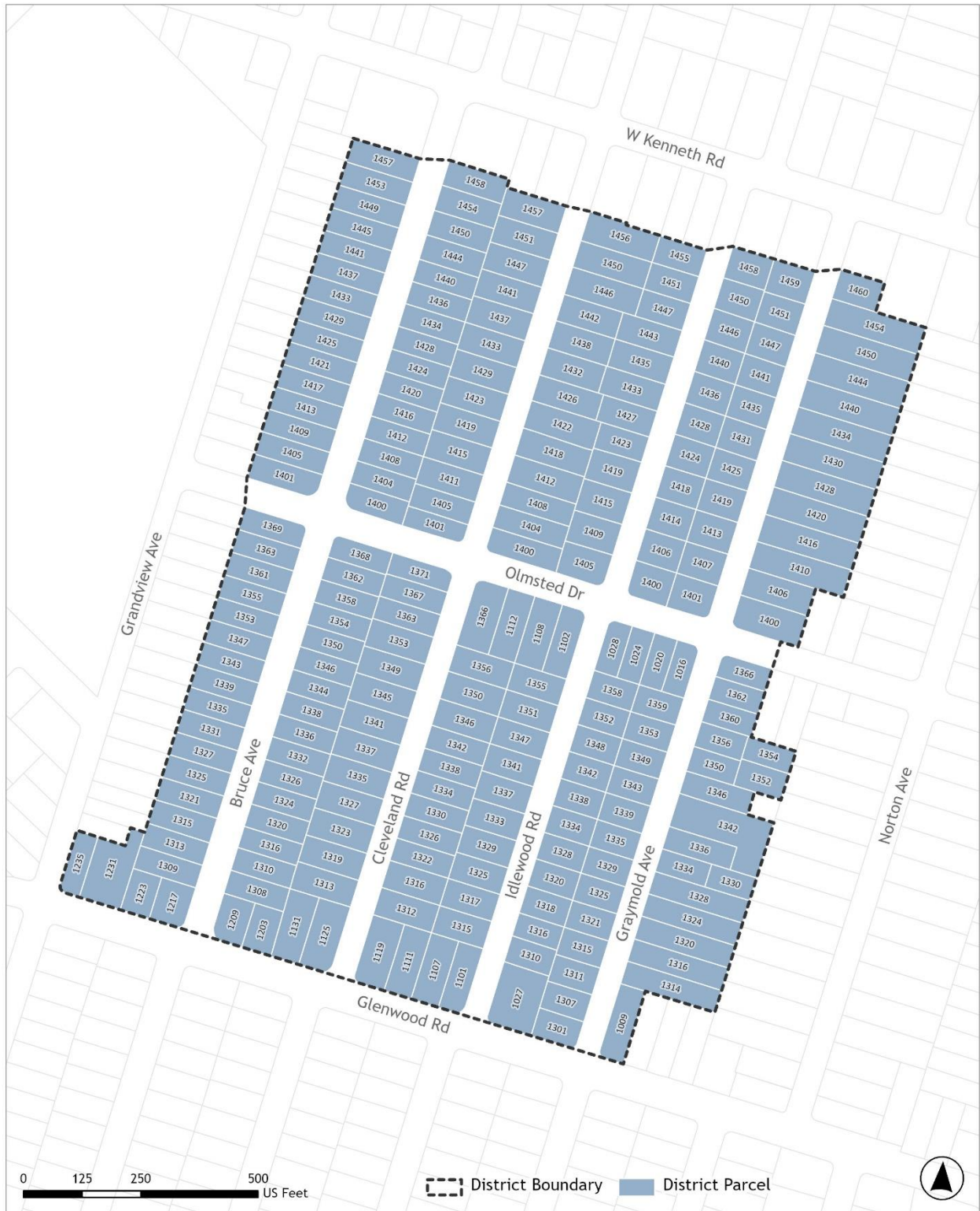


Figure 1. Map of proposed Cleveland Knoll Historic District.

EXECUTIVE SUMMARY

The purpose of this historic resource survey is to identify, document, and evaluate the proposed Cleveland Knoll Historic District (“Survey Area”), assessing its eligibility for listing in the Glendale Register of Historic Resources. The proposed district has not previously been surveyed and therefore has not been determined eligible for any local, state, or national designation. Furthermore, none of the properties within the proposed district are listed in the California Office of Historic Preservation’s Built Environment Resource Directory (BERD). Two properties within the proposed district are listed in the Glendale Register of Historic Resources: the Taylor House at 1027 Glenwood Road, (GR #4; built in 1873) and the Cole-Carothers House at 1235 Glenwood Road (GR #132, built in 1910).

The proposed district – the Cleveland Knoll neighborhood of Northwest Glendale – consists of 232 properties, all of which were originally single-family residences (at least one, 1131 Glenwood Road, was converted to a duplex). Situated immediately east of Grand View Memorial Park Cemetery, the Cleveland Knoll neighborhood witnessed the beginnings of development in the early twentieth century, and was then subdivided and developed in earnest beginning in the 1920s. Development of the neighborhood flourished during the Depression years of the 1930s, with later infill occurring in the postwar era of the 1940s and 1950s.

The project team involved in the preparation of this survey includes architectural historians and preservation planners from Architectural Resources Group (ARG). All ARG staff who contributed to this project meet the *Secretary of the Interior’s Professional Qualification Standards*, 36 CFR Part 61, in the discipline of Architectural History.

Background and archival research was conducted into the history and development of Cleveland Knoll in order to develop a Historic Context Statement that is specific to the area (see Chapter 2). An intensive-level survey was then undertaken that included documentation and descriptions of all 232 properties within the proposed district boundaries. The survey information for each property was recorded on California Department of Parks and Recreation (DPR) 523 series Primary Record (a) forms; information for the district as a whole was recorded on a DPR 523 District Record (d) form. DPR forms are included as Appendix B. The intensive-level survey included the evaluation of the historic district, and of its properties as contributing and non-contributing elements. District properties were not evaluated for significance and eligibility on an individual basis.

Upon completion of this survey and analysis, ARG finds that the proposed Cleveland Knoll Historic District is eligible for designation as a City of Glendale historic district. It satisfies the requirements established by the 2007 Glendale Historic District Overlay Zone Ordinance. Its period of significance begins in 1909, with the construction of the first building here, and ends in 1954, by which time the district’s primary period of development had come to a close. While houses constructed in the postwar

period embody different architectural styles than those dating to earlier decades, they are generally consistent with the prevailing scale, massing, and character of the neighborhood and contribute to its significance and sense of place.

The Cleveland Knoll neighborhood is composed of an eclectic, yet compatible array of architectural styles that were popular during its primary period of development, between the early decades of the twentieth century and the early postwar period. Its earliest buildings typically reflect Craftsman styles, with the exception of the Victorian-era Vernacular 1027 Glenwood Road (moved here from elsewhere). Those dating to the 1920s and early 1930s are generally designed in the medley of Period Revival styles that were popular after World War I. Houses that date to the late Depression era are generally designed in the more chaste and restrained Minimal Traditional style; those that date to the early postwar era are generally designed in an appropriately scaled version of the Ranch style. In addition to its buildings, the district is defined by mature street trees, sidewalks, parkways, and other tract features that contribute to its sense of place. Many of the sidewalks throughout the neighborhood retain their original concrete stamps.

Properties that date to the period of significance and retain integrity are considered to be contributors to the district. The survey determined that 75% of the area's properties are contributors, exceeding the ordinance requirement that over 60% of the properties have this status (see Figure 3). One property (1330 Graynold Avenue) was not visible from the public right-of-way and could not be evaluated.

The district also meets four of the nine designation criteria established by the ordinance, which requires that at least one criterion be met. The survey found that the proposed district meets Criteria A, C, G, and H.

Cleveland Knoll Historic District



Figure 2. Location of proposed Cleveland Knoll Historic District within the City of Glendale. Aerial imagery from Google Maps.

Cleveland Knoll Historic District



Figure 3. Proposed Cleveland Knoll Historic District, map of contributing and non-contributing properties.

1. PROJECT DESCRIPTION AND METHODOLOGY

In September 2024, the Glendale Historic Preservation Commission authorized a historic resource survey for the proposed Cleveland Knoll Historic District. This decision was based on the Commission's determination that the district nomination prepared by area residents suggested that Cleveland Knoll appeared to meet one or more of the designation criteria established by the Historic District Overlay Zone Ordinance.

The proposed historic district consists of 231 single-family residences and one duplex (1131 Glenwood Road) located in the Cleveland Knoll neighborhood of northwest Glendale. It encompasses an area that is moderate in size and roughly rectangular in shape. Its streets slope gently upward toward the north as the terrain gradually ascends into the foothills of the Verdugo Mountains. The proposed district is situated immediately east of Grand View Memorial Park Cemetery and south of the adjacent South Cumberland Heights Historic District.

The proposed Cleveland Knoll Historic District is roughly bound by W. Kenneth Road on the north (rear parcel lines of the south side's properties, some of which are part of the South Cumberland Heights Historic District) and Glenwood Road on the south (inclusive of the properties on the north side). The western boundary is largely the rear parcel lines of properties fronting on Bruce Avenue. The eastern boundary is the rear parcel lines of properties fronting on Graynold Avenue (see **Figure 1**, above).

The following address ranges contain all of the properties proposed for inclusion in the district:

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

This report was prepared by Architectural Resources Group (ARG) and was authored by Brannon Smithwick, Architectural Historian and Mary Ringhoff, Senior Associate, under the supervision of Katie E. Horak, Principal. All meet the *Secretary of the Interior's Professional Qualification Standards*, 36 CFR Part 61, in the discipline of Architectural History. Architectural Historian Kiara Hosseinion provided survey and research support.

Analysis and evaluation of the proposed district is based upon current professional methodology standards and procedures developed by the National Park Service, the California Office of Historic Preservation, and the City of Glendale's historic preservation program.

The project team performed the following tasks as part of the survey methodology:

- Reviewed previously developed historic context statements and historic resources surveys for background information and relevant context narrative, including historic district contexts previously prepared for nearby areas including Cumberland Heights (2004), which was never designated, and the three separate, but contiguous, designated historic districts located within the earlier proposal's boundary: Ard Eevin Highlands (2009), North Cumberland Heights (2012), and South Cumberland Heights (2021).
- Developed a historic context statement for the proposed district, building upon information included in the historic district application.
- Reviewed additional archival information and applicable contexts related to the area.
- Conducted a windshield survey of the proposed district and surrounding area to understand its immediate setting, layout, streetscape, landscape, architectural styles, and general integrity relative to adjacent neighborhoods.
- Surveyed every residence within the proposed boundary, preparing architectural descriptions, noting and researching alterations, identifying character-defining features of the buildings and landscape, and documenting the properties with digital photographs.
- Prepared Department of Parks and Recreation (DPR) 523 series Primary Record (a) forms for each property, and a District Record (d) form for the district as a whole.
- Evaluated the study area for eligibility as a historic district against federal, state, and local criteria.

The team's analysis and findings are detailed in the following pages of this report.

MAPS

Maps of the proposed historic district contained in this report were produced by ARG and contain parcel information obtained from the Los Angeles County Office of the Assessor.

CRITERIA FOR EVALUATION

The main objective of this survey is to determine whether the proposed Cleveland Knoll Historic District appears eligible for designation in accordance with federal, state, and/or local eligibility criteria.

The National Park Service defines a historic district as "a significant concentration, linkage, or continuity of sites, buildings, structures, or

objects united historically or aesthetically by plan or physical development.”¹

Resources that have been found to contribute to the historic identity of a district are referred to as *district contributors*. Properties located within the district boundaries that do not contribute to its significance are identified as *district non-contributors*.

A district may be designated as historic by federal, state, and/or local authorities. In order for a district to be considered historic, it must meet one or more identified criteria for an evaluation of significance. An argument for historic significance must be based upon legally established criteria such as those required for listing in the National Register, the California Register, or for local designation. Furthermore, the district must retain integrity, which is generally defined as the ability to convey its historic appearance and/or the character-defining elements that illustrate its historical significance.

Evaluation of the Survey Area as a historic district is based upon eligibility criteria for the Glendale Municipal Code. Please see Chapter 4 for a complete discussion.

PREVIOUSLY IDENTIFIED HISTORIC RESOURCES

As of the time of this survey, two properties within the proposed historic district boundary are individually listed in the Glendale Register of Historic Resources: the Taylor House at 1027 Glenwood Road (GR #4; built in 1873) and the Cole-Carothers House at 1235 Glenwood Road (GR #132, built in 1910).

The Taylor House was added to the Glendale Register in 1977. It is designed in a vernacular Victorian-era style popular at the time of its original construction and was moved from its original location approximately six blocks east of the Survey Area, near the intersection of Pacific Avenue and Glenwood Road, to its present location ca. 1920 as the Cleveland Knoll neighborhood began to develop.

¹ *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*. Washington D.C.: National Park Service, U. S. Department of the Interior, 1997.



Figure 4. The Taylor House, 1027 Glenwood Road, built in 1873 and listed in the Glendale Register of Historic Resources. Photo by ARG.

The Craftsman-style Cole-Carothers House was added to the Glendale Register in 2019. It was originally built for early Glendale realtor John Cole at 331 S. Orange in 1910, and was moved by later owner Edward Carothers to its current location in 1931, during the development period of the proposed historic district.



Figure 5. The Cole-Carothers House, 1235 Glenwood Road, built in 1910 and listed in the Glendale Register of Historic Resources. Photo by ARG.

2. HISTORIC CONTEXTS AND THEMES

INTRODUCTION

Purpose

In order to understand the significance of historic resources, it is necessary to examine them within one or more historic contexts. By placing built resources in the appropriate historic, social, and architectural context, the relationship between an area's physical environment and its broader history can be established.

A historic context statement is not a comprehensive history of an area; rather, it is intended to highlight trends and patterns critical to the understanding of the built environment. It provides a framework for the continuing process of identifying historic, architectural, and cultural resources. It may also serve as a guide to enable citizens, planners, and decision-makers to evaluate the relative significance and integrity of individual properties.

Acknowledgements

This historic context statement is intended to supplement past efforts by the City and its project consultants to develop an increasingly comprehensive historic context statement for Glendale. The most relevant of these past efforts is the Citywide Historic Context Statement (1993), developed by Teresa Grimes and Leslie Heumann & Associates, and the Historic Resource Survey Report for the Cumberland Heights neighborhood (2004), prepared by Historic Resources Group. In addition, pertinent sections of the survey reports for the Ard Eevin Highlands Historic District (2008), the North Cumberland Heights Historic District (2012), and the South Cumberland Heights Historic District (202) were consulted in the preparation of this survey report, given their proximity to the subject proposed historic district. The nomination for the proposed Cleveland Knoll Historic District was written by neighborhood residents Annette Banks, Jack Chicca, May Kwan, and Lucia Hazrian. Some of the background information included in this survey report was gleaned from their nomination. Lastly, the National Register Bulletin *Historic Residential Suburbs: Guidelines for Evaluation and Documentation for the National Register of Historic Places* (2002) by David Ames and Linda Flint McClelland provided the necessary evaluative framework for the National Register.

DEVELOPMENT HISTORY

Early History

Rancho San Rafael and Early Anglo Settlement

In the Spanish and Mexican eras of California history, the present-day Cleveland Knoll neighborhood was part of the expansive Rancho San Rafael, a 36,403-acre land grant that extended across the present-day communities of Glendale, Burbank, Eagle Rock, and Highland Park.² The *rancho* had been gifted in 1784 by the Spanish Empire to José María Verdugo, a corporal in the Spanish army. Its vast acreage was primarily used for cattle grazing and agriculture.³

California remained a Spanish colony until 1822, at which time it was ceded to Mexico. Under Mexican rule the missions were secularized, and much of the land comprising Alta California was parsed into expansive grants in the same tradition of the Spanish *ranchos* of previous years.⁴ Upon José María Verdugo's death in 1831, ownership of Rancho San Rafael was divided between two of his children, son Julio and daughter Catalina. Rancho San Rafael remained in the hands of the Verdugo family throughout the Mexican era of California history (1822-1848).

In the wake of the Mexican American War (1846-1848), Mexico reluctantly ceded most of the American Southwest to the United States; California became the thirty-first state in 1850. In theory, the owners of Spanish and Mexican ranchos could retain title to their land; in practice, ownership was a muddled and often contentious issue due to discrepancies between Mexican and American title law and policies that by design almost always favored the interests of Americans. Rancho San Rafael was divided several times over in the mid-nineteenth century as members of the Verdugo family used their vast land holdings to repay debts, taxes, and legal fees. The Verdugos eventually lost their *rancho* to foreclosure. In the Great Partition of 1871, one of the most infamous land ownership cases in California history, Rancho San Rafael was divided between 28 different parties.⁵

Following the Great Partition, the area that would eventually become Cleveland Knoll passed into the hands of Rafaela Verdugo de Sepulveda, the granddaughter of José María Verdugo and wife of Fernando Sepulveda, the descendent of another prominent California family.⁶ Rafaela's allotment of land spanned 909.4 acres along the base of the Verdugo Mountains and included the entire Survey Area. Between the 1870s and 1890s, Rafaela subdivided and sold portions of the land. Among the earliest settlers in the area was Jesse D. Hunter, who acquired a swath of land on the south side of present-day Cumberland

² City of Glendale, "Overview of Glendale History," accessed May 2025.

³ Ibid; "Rancho San Rafael: A Land in Transition," *KCET*, Oct. 4, 2010.

⁴ Carey McWilliams, *Southern California: An Island on the Land* (Salt Lake City: Peregrine Smith, 1946), 38-39.

⁵ "Rancho San Rafael: A Land in Transition."

⁶ "Rancho San Rafael: Beaudry and Verdugo de Sepulveda Parcels," map, ca. 1872, accessed May 2025 via The Huntington Library, Solano-Reeve Collection.

Road. The Hunter Subdivision, recorded in 1883, parsed the land into 15 parcels that ranged between 12 and 50 acres in size, several of which later became portions of the Subject Area.⁷ Other early inhabitants of northwest Glendale included Jonathan R. Scott and, later, Leslie C. Brand and brothers Daniel and Arthur Campbell.⁸



Figure 6. Glendale and environs ca.1870s. Source: Los Angeles Public Library Photo Collection.

However, on the whole, the Survey Area remained undeveloped for the duration of the nineteenth century. Located far on the periphery of an established population center, it lacked any true appeal to settlers at the time. The only known permanent structures in what is now northwest Glendale were the Sepulveda Adobe (not extant), located near Brand Boulevard and Stocker Street in the Casa Verdugo neighborhood, and Casa Adobe de San Rafael (1330 Dorothy Drive), which is located about a mile and a half east of the Survey Area. They were built circa 1865 and circa 1871, respectively, by members of the Verdugo and Sepulveda families.⁹

The only major development situated in the immediate surrounds of the Survey Area in the latter half of the nineteenth century was the Glendale Cemetery, which was first developed in the 1880s as a Civil War veterans cemetery. The graveyard remained a rural burial ground prior to the turn of the twentieth century, and was quickly outpaced by nearby Forest Lawn Cemetery when it opened in 1906. In 1919, the cemetery was renamed Grand View Memorial Park, at which time it was purchased by Glendale resident Len C. Davis. In the 1920s, Davis constructed a 1,600-crypt mausoleum for \$1 million along Sonora Avenue between Kenneth and Glenwood Roads. By this time, Grand View Memorial Park became a popular resting place for World War I veterans and civilians alike as suburbanization began to shape the northwest Glendale area.¹⁰ Grand

⁷ Tract map for the Hunter Subdivision, MR 5-395, Nov. 1883, accessed May 2025 via the Los Angeles County Department of Public Works.

⁸ Historic Resources Group, "Cumberland Heights Historic Resource Survey Report," Sept. 30, 2004, 9.

⁹ Ibid, 8.

¹⁰ Katherine Peters Yamada, "Still Standing after all these Years: Part V: Grandview Avenue, Grand View School and Grand View Cemetery, 1880s," The Glendale Historical Society, n.d.; Katherine Yamada, "Verdugo Views: The unlikely origin story of Kenneth Village," *Glendale News-Press*, Nov. 21, 2013, accessed May 2025, <https://www.latimes.com/socal/glendale-news-press/tn-gnp-me-yamada->

View Memorial Park is situated immediately west of the Survey Area, on the west side of Grandview Avenue.

Early Subdivision and Development

Glendale was beginning to take shape to the south and east of the Survey Area in the late nineteenth century. Like many Southern California communities, Glendale can trace its modern-day roots to the 1880s, when the completion of transcontinental rail lines and a subsequent fare “war” between the competing Southern Pacific and Santa Fe Railroad companies opened up previously inaccessible land and ushered in a wave of speculative development activity across the region. In 1887, developers C.E. Thom, Erskine M. Ross, B.F. Patterson, H.J. Crow, and E.T. Byram pooled together land that they had purchased and platted a 150-acre town site that they called “Glendale.”¹¹ The boundaries of the original town site were defined as First Street (now Lexington Avenue) on the north, Fifth (now Harvard Avenue) and south of Sixth (now Colorado Street) streets on the south, Central Avenue on the west, and the Childs Tract (a portion of which is now Chevy Chase Drive) on the east.

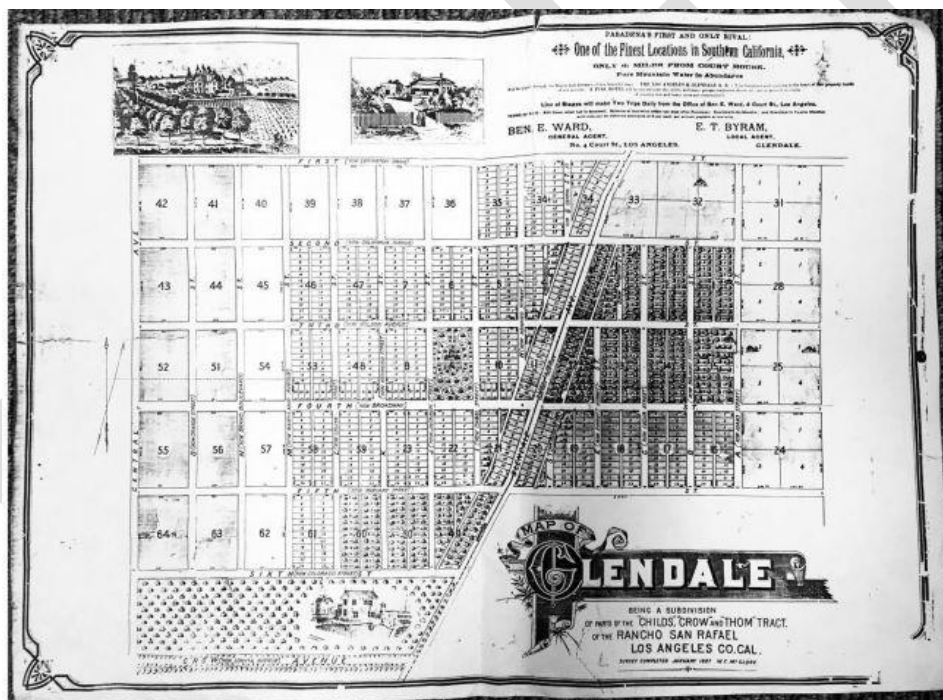


Figure 7. Original plat map of Glendale, 1887. Source: Glendale Public Library Special Collections.

Development within the newly-founded town of Glendale was sluggish for the duration of the nineteenth century. The real estate boom abruptly collapsed shortly after the town was recorded in 1887; consequently, land sales and development activity - once bustling - fell completely flat. A grand, Queen Anne style hotel, intended to be a focal point of the new town,

the-unlikely-story-of-kenneth-village-20131121-story.html; "Incorporations," *Los Angeles Times*, Dec. 24, 1919, 8.

¹¹ Perry, E. Caswell, and Carroll W. Parcher, *Glendale Area History* (Glendale: Eric Schneirsohn, 1981), 11.

closed amid a sea of contractor debt, standing as a stark symbol of the economic collapse.¹² In addition, and perhaps most importantly, Glendale lacked a direct and dependable transportation connection to Los Angeles, making the nascent town difficult to access and thwarting development activity. A spur line affiliated with the San Pedro, Los Angeles, and Salt Lake Railroad had been constructed along Glendale Avenue in 1887, but operated only on a sporadic basis. For the remainder of the nineteenth century, Glendale remained a sparsely developed town “of about 300 people... [with] no gas or electric lights, electric irons or electric cars.”¹³

Figure 8. The Glendale Hotel, open for only a brief period before the collapse of the economic boom of the 1880s. Source: Los Angeles Public Library Photo Collection.



The Survey Area is located about two-and-a-half miles northwest of Glendale and fell outside the boundaries of the original town site. The large, multi-acre parcels in the area that had been included in the Hunter Subdivision of 1883 and adjacent subdivisions remained undeveloped and consisted of small-scale agricultural uses at this time.

Leslie C. Brand and the Campbell Brothers

The early history of northwest Glendale is closely associated with the investments and development pursuits of Leslie Coombs Brand, often dubbed the “father of Glendale.”¹⁴ Born in Missouri in 1859, Brand arrived in Southern California in 1886, at the height of the real estate boom that was brought on by the arrival of transcontinental rail service. Upon arriving

¹² Pacific Coast Architecture Database, “Glendale Hotel, Downtown, Glendale, CA,” accessed May 2025.

¹³ E. Caswell Perry, Shirley Catherine Berger, and Terri E. Jonisch, *Glendale: A Pictorial History* (Norfolk: The Donning Company, 1990), 23.

¹⁴ City of Glendale, “Brand Library/El Miradero,” accessed May 2025.

in California, Brand co-founded the Title Guarantee and Trust Company, established a close working relationship with transit magnate Henry Huntington, and invested heavily in real estate in and around the nascent town of Glendale, as well as in the nearby Burbank and San Fernando areas.¹⁵ Brand's aspirations dovetailed with Huntington's plan to construct a network of electric streetcars between suburban communities and central Los Angeles. Brand was perhaps Glendale's single-greatest civic booster, working tirelessly to promote his vision for Glendale up until his death in 1925. Brand played a pivotal role in bringing water, telephone, and transportation infrastructure to Glendale in the early 1900s.¹⁶



Figures 9-10. Leslie Brand, early developer of Glendale. Source: Calisphere.

In the early twentieth century, Brand acquired several hundred acres along the foothills to the northwest of Glendale - then a remote outpost on the outskirts of town that was undeveloped aside from a smattering of agricultural properties. The *Los Angeles Times*, reporting on Brand's acquisition in 1903, notes that the area is "without improvements," and remarks that "about fifty acres of the land are in bearing oranges and ten in lemons."¹⁷ It also notes that Brand intended to "have the greater portion of the lands planted in strawberries and winter vegetables," made possible by Brand's acquisition of water rights in the area.¹⁸

Shortly after acquiring this foothill acreage, Brand commissioned his brother-in-law, architect Nathaniel Dryden, to design his personal house, perched atop the crest of a hill overlooking Glendale and its environs. Brand called his house "El Miradero," the Spanish word for "viewpoint."¹⁹ Constructed at a then-exorbitant cost of \$60,000, the 5,000-square-foot estate was an exotic edifice that "combined Moorish, Spanish and Indian elements in a palatial structure."²⁰ The unusual, Sarcenic styling of El Miradero was influenced by the East Indian Pavilion at the World's Columbian Exposition in Chicago of 1893, which Brand had attended.²¹ Brand

¹⁵ "Cumberland Heights Historic Resource Survey Report," 9-10.

¹⁶ Ibid.

¹⁷ "Quarter Million Dollars in Land," *Los Angeles Times*, Mar. 27, 1903.

¹⁸ Ibid.

¹⁹ "Brand Library/El Miradero."

²⁰ Susan Vaughn, "Mansion Still Speaks Volumes," *Los Angeles Times*, Jul. 3, 1992.

²¹ "Mansion Still Speaks Volumes."

later bequeathed the residence and its surrounding acreage to the City of Glendale; the property is currently used as a public library and park, and is located about a mile north of the Survey Area off of its westernmost boundary Grandview Avenue.²²

Figures 11-12.
Views of El
Miradero, the estate
of Leslie Brand.
Source: Calisphere.



It was also around this time that another key player in the early planning and development of northwest Glendale, Daniel “Dan” Campbell, arrived in Southern California. Originally from Ireland, Campbell, at the age of 19, came to the United States and sought to strike it rich in the goldfields of the Alaskan Klondike.²³ While there, Campbell became acquainted with Joe Brand, the younger brother of Leslie Brand, who sold the enterprising young Irishman on the merits and economic potential of Southern California’s real estate market. Campbell eventually visited Los Angeles and stayed for a period with the Brand family, at which point he witnessed Leslie Brand’s success in transportation and real estate development firsthand. Brand took a liking to Campbell, and persuaded the young man to purchase 25 acres at the base of the Verdugo Mountains, next to his property.

Campbell erected a house on his newly-acquired property and, like Brand, commissioned architect Dryden to design it. The house, built in 1903, was called “Ard Eevin,” believed to be an Irish name meaning “delightful peak.”²⁴ Its design was expressive and eclectic, incorporating elements of the American Colonial Revival and Craftsman styles as well as features that have been described in contemporary literature as representing the “West Indian Plantation” style.²⁵ Ard Eevin complemented the adjacent El Miradero/Brand residence, which was completed the following year.

Both Ard Eevin and El Miradero reflected the earliest patterns of development in northwest Glendale, in which large country estates peppered an otherwise-virgin landscape along the Verdugo foothills. For their owners, these houses signified wealth and prestige, and also afforded them a degree of physical separation from the bustle of urban life.²⁶ The area surrounding the Brand and Campbell estates remained almost entirely

²² “Brand Library/El Miradero.”

²³ “Cumberland Heights Historic Resource Survey Report,” 10.

²⁴ Ibid, 11; “National Register of Historic Places Registration Form, Ard Eevin,” prepared by Daniel D. Paul, May 13, 2006.

²⁵ “Cumberland Heights Historic Resource Survey Report,” 11.

²⁶ “Cumberland Heights Historic Resource Survey Report,” 11.

undeveloped in the early twentieth century, with the adjacent land being used for agriculture. In 1905, the *Glendale News Press*, reporting on the construction of Campbell's Ard Eevin estate, wrote that "much profit is realized by the owner from cultivating the fertile acres which lie east, south and west of the residence."²⁷



Figure 13. Ard Eevin, the estate of Dan Campbell. Source: City of Glendale Planning Division.

Both residences are located north of the boundaries of the Cleveland Knoll Survey Area; however, they were prominent local architectural landmarks that drew attention to the otherwise-sparse landscape of the northwest Glendale area. Given their prominence and provenance, these houses spurred interest among sightseers, indirectly advertising the area's scenic qualities and opening the door for its future development. "It is well worth the time and expense necessary to get a sight of these homes and the grand view to be obtained of the valleys from this location," remarked the *Glendale News-Press* in 1905. "We predict the coming winter will bring many sightseers and homeseekers to this most favored spot in [the] beautiful San Fernando Valley."²⁸

Arthur Campbell, the brother of Dan Campbell, also arrived in the area at about this time, acquiring property to the east of Highland Avenue and constructing a residence of his own. Like Dan, Arthur Campbell also farmed his land in the early twentieth century. The Campbell brothers both worked for Brand; Arthur managed his utility companies and Dan managed the First National Bank of Glendale, which had been founded by Brand in 1905.²⁹ They also began investing in Glendale real estate, and were heavily involved with the subdivision of areas, some of which are now designated historic districts, situated immediately north of the Survey Area, including North Cumberland Heights, South Cumberland Heights, and Ard Eevin Highlands.

²⁷ "Ard-"Eevin"—Beautiful Heights," *Glendale News-Press*, Oct. 27, 1905.

²⁸ Ibid.

²⁹ "Cumberland Heights Historic Resource Survey Report," 9-11.

Streetcar Suburbanization and the Emergence of a “Community of Homes”

The arrival of dependable inter-urban transportation contributed to Glendale’s growth shortly after the turn of the twentieth century. Between 1902 and 1903, Leslie Brand and E.D. Goode, Secretary of the Glendale Improvement Association, worked collaboratively to secure a right-of-way for an electric railway, which would run along what became Brand Boulevard through a large swath of land that was owned by Brand.³⁰ The right-of-way was then acquired by Henry Huntington’s Pacific Electric Railway Company, which constructed a line that began in downtown Los Angeles and terminated in downtown Glendale. By providing a direct connection between Glendale and downtown Los Angeles with a travel time that averaged 20 minutes, the Pacific Electric (Red Car) line enhanced the accessibility of Glendale and led to its incorporation in 1906.³¹ Additional “spur” lines were added to the Red Car route in subsequent years. The completion of the Red Car line was augmented by the completion of a second, albeit less direct, electric rail line in 1909 that arrived in downtown Glendale from the east. Financed by E.D. Goode, this route connected to a Los Angeles Railway (Yellow Car) line that provided service between downtown Los Angeles and Eagle Rock.³²

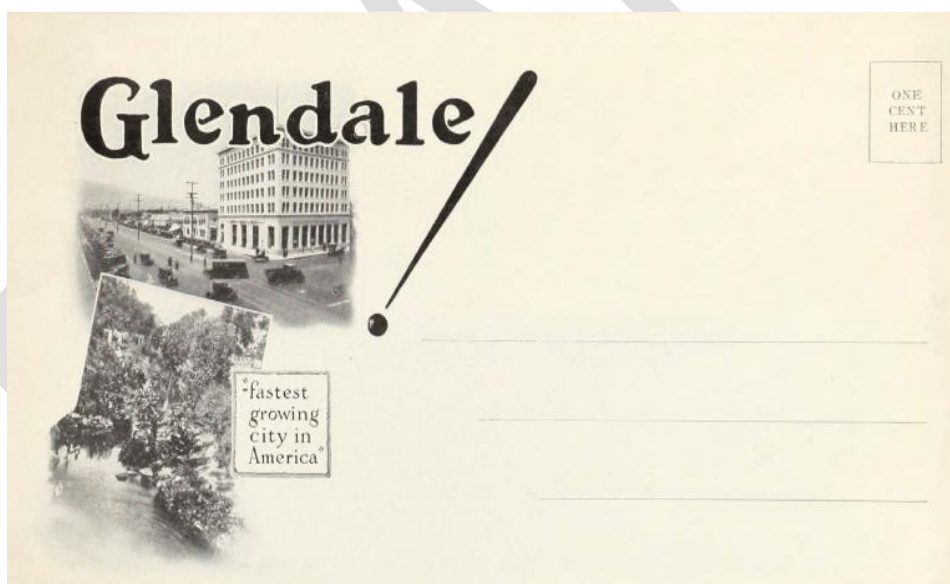


Figure 14. Postcard in promotional leaflet released by the Glendale Chamber of Commerce, c. 1924-25. Source: California Digital Library.

Electric streetcar lines functioned as the primary catalyst for Glendale growth at this time, generating a demand for new houses that were removed from central Los Angeles yet remained within a reasonable commuting distance. Responding to this newfound demand, developers and civic boosters marketed Glendale as a residential suburb - or a “community of

³⁰ Glendale Historical Society, “Glendale History - A Brief Look,” accessed May 2025.

³¹ Perry and Parcher, *Glendale Area History* (1981), 21-23.

³² Perry and Parcher, *Glendale Area History* (1981), 25.

homes” - early in its developmental history.³³ U.S. Census Bureau data indicates that Glendale’s population increased by 393 percent between 1910 and 1920, and “the fastest growing city in America” became the city’s official (albeit disputed) slogan.³⁴ This statistic was touted relentlessly by developers and boosters, who were eager to promote Glendale and attract prospective settlers. The city continued to grow at a swift rate between 1920 and 1930 as the Southern California region came of age and experienced a period of economic prosperity.



Figure 15. Truck sign touting Glendale’s growth, ca. 1923. Source: Los Angeles Public Library Photo Collection.

Development of Cleveland Knoll

Early Subdivision and the Real Estate Boom of the 1920s

Between the turn-of-the-twentieth century and the early 1920s, the Brand and Campbell estates were surrounded by open land, much of it associated with the Hunter Subdivision that had been platted into large parcels in 1883. Apart from small-scale agricultural uses, the only development activity in the area at this time consisted of the sale and re-subdivision of some of the land. As early as 1907, several lots situated in the northerly portion of the Hunter Subdivision, located immediately south of present-day Cumberland Road and north of the Survey Area, were acquired and re-subdivided.³⁵ It was also around this time that two previously unnamed county streets that transected the area were named Grandview Avenue and Kenneth Road.³⁶

Re-subdivision of the original Hunter Subdivision continued southward in a piecemeal manner over the course of the following decade. However, these subdivisions were speculative in nature and existed largely on paper; they did not result in widespread neighborhood development until the 1920s,

³³ Juliet M. Arroyo, Katherine Peters Yamada, and George Ellison, *Postcard History Series: Glendale* (Charleston, SC: Arcadia Publishing, 2007), 9.

³⁴ *Ibid.*, 72.

³⁵ Tract map for the Jones and Valentine Tract, MB 12-155, May 1907, accessed May 2025 via the Los Angeles County Department of Public Works.

³⁶ Tract map for the Jones and Valentine Tract, MB 12-155, May 1907, accessed May 2025 via the Los Angeles County Department of Public Works.

when tracts were established by the Campbell Brothers and others in the greater Cumberland Heights neighborhood north of the Survey Area. The land within the boundary of the proposed Cleveland Knoll historic district were the southwestern Lots 7-10 of the former Hunter Subdivision.³⁷ Only four houses in the Survey Area pre-date the area's initial subdivision beginning in 1922: 1027 Glendale Road (1873, Taylor House, GR #4), 1231 Glenwood Road (1909), 1131 Glenwood Road (1910), and 1235 Glenwood Road (1910, Cole-Carothers House, GR #132).³⁸ The two designated properties were moved to their current location from elsewhere in Glendale during the 1920s and 1930s. It is unclear from available sources whether 1131 Glenwood was also moved from elsewhere or constructed in place; it was at its current location at least as early as 1925. Sources indicate 1231 Glenwood Road was constructed in place in 1909 by the Carothers Family.³⁹

Due to the expansion of the streetcar network and the concomitant establishment of new residential subdivisions as discussed above, the Cleveland Knoll area was primed for development in the early 1920s. Once the Campbell brothers had invested heavily in the subdivision and development of the greater Cumberland Heights area of northwest Glendale - immediately north of the Survey Area - other investors and developers swiftly followed suit. The Cleveland Knoll neighborhood was not the product of any one developer but is rather a patchwork of individual subdivisions that were platted and developed alongside each other, at about the same time, and in the same general manner.⁴⁰

³⁷ Tract map for Tract 1576, MB 20-44, accessed May 2025 via the Los Angeles County Department of Public Works.

³⁸ Hannah and Seth Gravette, "Glendale Register of Historic Resources Application, 1235 Glenwood Road," prepared for the City of Glendale, Permit Services Center, 2019, 10; City of Glendale City Directory, 1923, 194; Sanborn Map Company, Sanborn Fire Insurance Map: Glendale, California, 1925.

³⁹ Sanborn Map Company, Sanborn Fire Insurance Map: Glendale, California, 1925.

⁴⁰ Many of these tract maps have illegible signatures, so in some cases ARG was unable to identify the original tract owners and developers within the Survey Area.

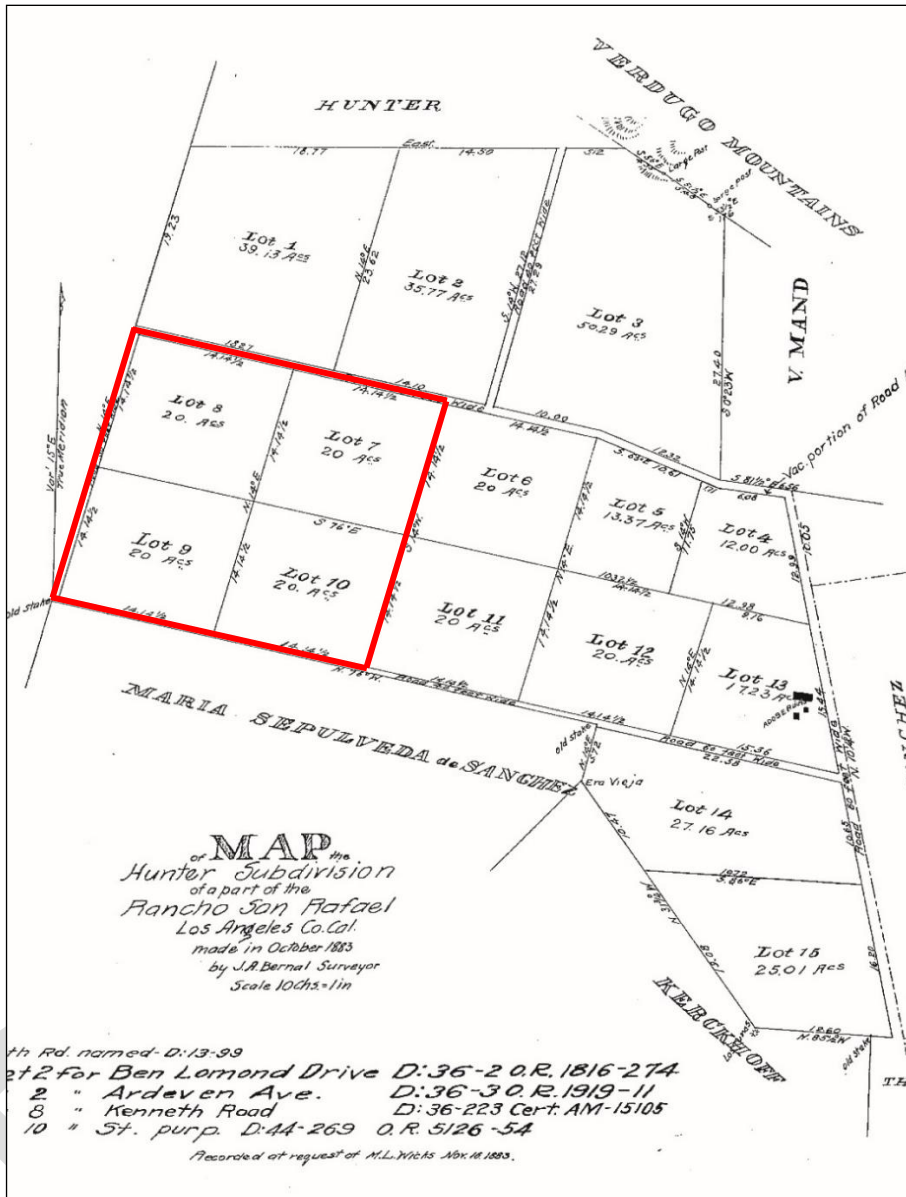


Figure 16. Map of the Hunter Subdivision (1883). Lots 7-10 which comprise the Survey Area are outlined in red. Source: Los Angeles County Department of Public Works.

1920s Tract Subdivision

The proposed Cleveland Knoll Historic District comprises portions of seven different tracts subdivided and platted in a relatively short time period between 1922 and 1926 (see Figure 17). Four of the seven were recorded in 1923, consistent with development patterns elsewhere in the area and reflecting the extraordinary demand for new suburban housing in northwest Glendale at this time. As such, the neighborhood was developed in a piecemeal manner by various developers over the course of the 1920s and '30s, with the last remaining undeveloped parcels infilled with houses during the postwar years of the 1940s and '50s. At least one property, 1231 Glenwood Road (1909), pre-dated the earliest subdivision here. Blocks were improved sporadically throughout the district in the 1920s-30s, generally following a south-to-north development pattern: the southern portion of the

neighborhood south of Olmsted Drive was more densely developed than the north half of the neighborhood by the mid-1930s.

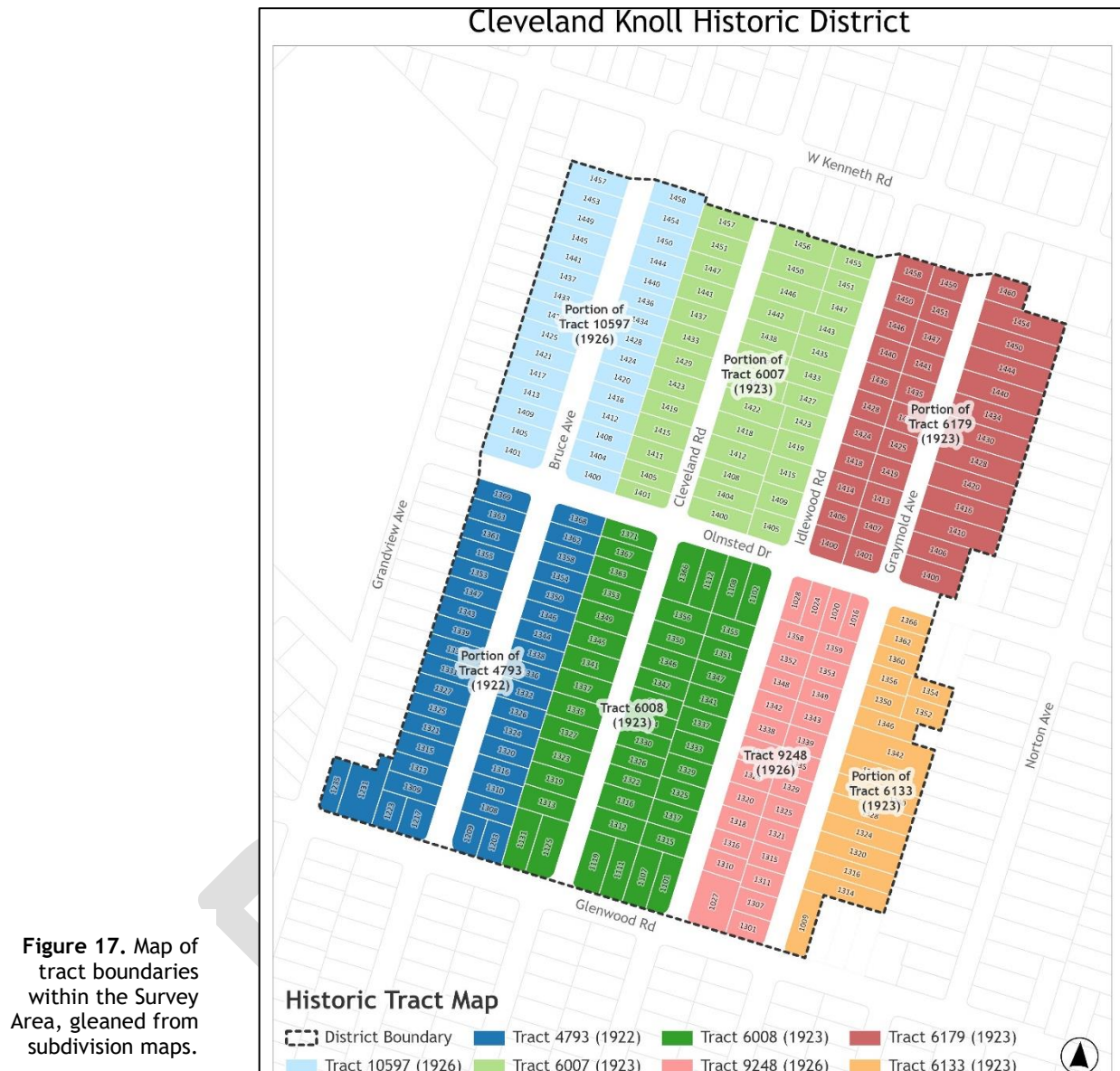


Figure 17. Map of tract boundaries within the Survey Area, gleaned from subdivision maps.

While the entire Survey Area is generally referred to as Cleveland Knoll today, developers advertised at least three subdivisions here: Vista del Mundo, Cleveland Knoll, and Reynolds Kenneth Road (see **Figure 18**). Various real estate maps and advertisements published in newspapers between February and April 1923 indicate Cleveland Knoll originally occupied only the northwest portion of the Survey Area situated above what is now Olmsted Drive and west of Cleveland Road. The southern portion of the Survey Area—everything south of Olmsted Drive—was advertised as Vista Del Mundo in the early 1920s. The area located immediately east of Cleveland Knoll between Cleveland Road and about Highland Avenue (east of the Survey Area) was advertised as Reynolds Kenneth Road. However,

these parcels soon became advertised as part of the Cleveland Knoll subdivision.⁴¹ Therefore, the Survey Area comprises multiple subdivisions, rather than just the one Cleveland Knoll subdivision discussed in the district application. Following is a discussion of each tract's development.

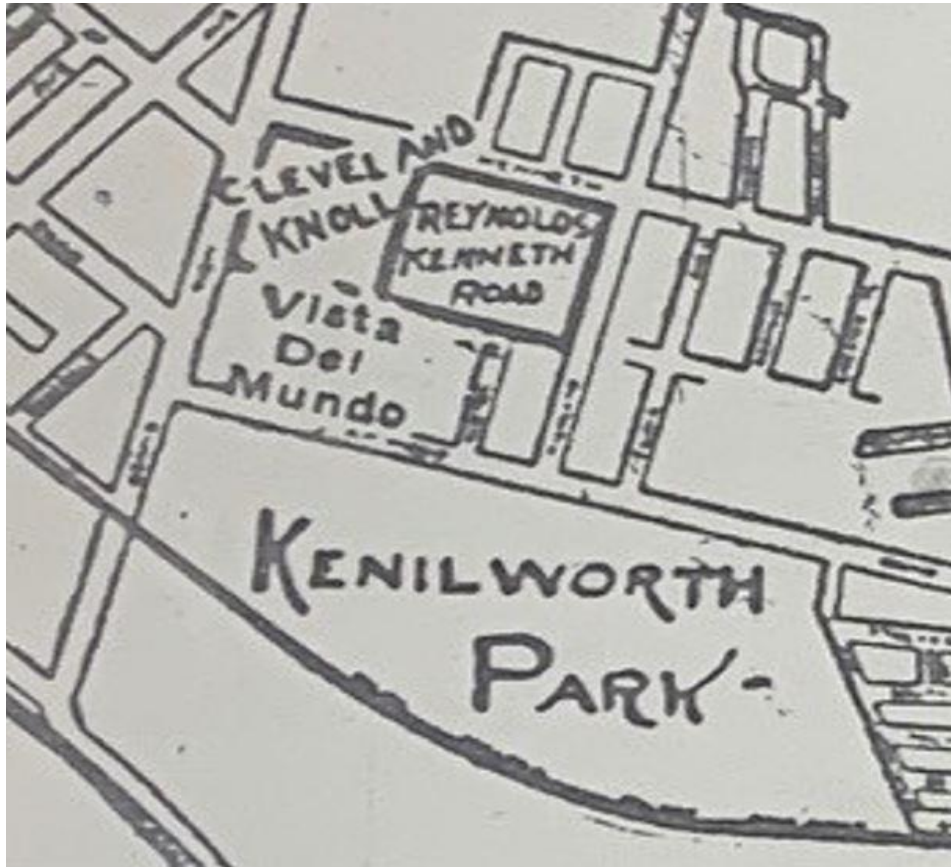


Figure 18. April 7, 1923 map of the Survey Area, including Cleveland Knoll, Reynolds Kenneth Road, and Vista Del Mundo subdivisions. Source: *Glendale Daily Press*, accessed in the Glendale History Room, Glendale Public library.

Tract 4793

The area's first subdivision was Tract 4793 by the Security Trust & Savings Bank Corporation in January 1922. Situated south of 8th Street (renamed Olmsted Drive ca. 1939) and north of Glenwood Road, the new tract occupied a significant portion of the Hunter Subdivision's Lot 9 and contained 51 total parcels, 37 of which are within the Survey Area boundary in the 1300 block of Bruce Avenue. The tract abutted Grandview Avenue on the west.⁴²

⁴¹ Those parcels located within Tract 6197 as described in the tract section below.

⁴² Lots 3-17 of the original Tract 4793 front Grandview Avenue, and are outside of the Survey Area boundary. Tract map for Tract No. 4793, TR0057-097, Jan. 1922, accessed May 2025 via the Los Angeles County Department of Public Works. Tract 4793 was again re-subdivided and named Tract 5621 eight months later in September 1922, however the new map was only created for the purpose of correcting errors in courses and distances on the previous tract map. Therefore, no major changes were made to the tract's parcels and tract features at the time. Tract map for Tract No. 5621, TR0059-032, September 1922, accessed May 2025 via the Los Angeles County Department of Public Works.

Tract 6008

In 1923, tract development continued eastward on the south side of 8th Street with the subdivision of Tract 6008, which included parcels on both sides of the 1300 block of Cleveland Road and on the west side of Idlewood Road. A few lots in Tract 6008 were re-subdivided in 1925 by Italian-born Glendale residents Giuseppe Di Vittorio, Concetta Di Vittorio, Michael Maccario, and Secando Teodo.⁴³ Research did not yield much information about these developers.

Tract 6133

Tract 6133 was also subdivided in 1923, on the east side of the 1300 block of Graynold Avenue. Two of the tract owners at the time of subdivision were Ella E. Gray and Mary G. Poore, a mother and daughter. Research indicates the land on which the tract was subdivided previously belonged to Gray, Poore, and likely a few other relatives of the family (the Engle Family of Pasadena). This is the only known land developed by the family in Glendale. Tract 6133 originally included an additional 19 lots of developable land but has since been subdivided to include a total of 24 lots within the tract.⁴⁴ Most of the additional lots are at the rear of deep parcels.

Tract 9248

Perhaps the most cohesively developed tract within the Survey Area was Tract 9248, first subdivided in 1926 with parcels situated in the 1300 blocks of Idlewood Road (on the east side of the street), Graynold Avenue (on the west side of the street), and fronting 8th Street (Olmsted Drive). At least 16 of the tract's parcels had been fully developed with single-family residences by the end of 1926 (see 1928 aerial image, Figure 19).⁴⁵

Together, Tracts 4793, 6008, 6133, and 9248 totaled 136 developable parcels within the southern half of the Survey Area, some of which were later subdivided. According to a real estate map published in the April 7th edition of the *Glendale Daily Press*, these tracts south of 8th Street together comprised the Vista Del Mundo subdivision.⁴⁶ Advertisements touted the neighborhood's modern improvements (i.e., gas, water, sidewalks, and telephone lines), its proximity to Los Angeles and Downtown Glendale by automobile or streetcar, and its desirable location near the foothills, where "adjoining are some very fine homes of California's prominent citizens."⁴⁷ Like other subdivisions popping up in northwest Glendale at the time, Vista

⁴³ Tract map for Tract Nos. 6008, TR0065-092, Jan. 1923, accessed May 2025 via the Los Angeles County Department of Public Works.

⁴⁴ "Local Woman Reaches Age of Hundred," *City of South Pasadena Foothill Review*, March 20, 1936, 1; Ella E. Gray obituary, *Valley Times*, December 12, 1951, 23; Tract map for Tract No. 6133, TR0064-080, Jan. 1923, accessed May 2025 via the Los Angeles County Department of Public Works. Comparison with modern assessor maps shows flag lots and other parcels at rear of original lots.

⁴⁵ Tract map for Tract No. 9248, TR0124-055, Feb. 1926, accessed May 2025 via the Los Angeles County Department of Public Works.

⁴⁶ "Vista del Mundo Offers Big Values," *Glendale Daily Press*, Apr. 7, 1923, real estate clipping files, Glendale History Room, Glendale Public Library, accessed May 2025.

⁴⁷ "New subdivision is opened here," *Glendale Evening News*, Mar. 17, 1923; "Vista Del Mundo Offers Big Values," *Glendale Daily Press*, Apr. 7, 1923, both accessed via real estate clipping files, Glendale History Room, Glendale Public Library, accessed May 2025.

Del Mundo's 50x135' parcels retained some of the mature citrus trees that had once carpeted the agrarian area - in this case, up to 25 fully-grown trees per lot.⁴⁸ Lots within the subdivision were restricted to residential use only, and were sold by the W.H. Rhees Company of Los Angeles.⁴⁹

Tract 6007

Concurrent with the development of Vista Del Mundo, tracts located north of 8th Street within the Survey Area also began to develop as early as 1923. This portion of the Survey Area, between Grandview and Graynold, was the first to be called Cleveland Knoll.⁵⁰ The first tract subdivided in this portion of the neighborhood was Tract 6007, which was situated in Hunter Subdivision Lot 8 and initially subdivided into 32 parcels situated on the 1400 block of Cleveland Road, as well as on the west side of the 1400 block of Idlewood Road. The tract was also subdivided by the Security Trust & Savings Bank, indicating that portions of both the north and south portions of the Survey Area were owned developed by at least some of the same entities, despite initially being advertised as separate subdivisions.⁵¹ Lots on both sides of Cleveland Road within Tract 6007 were already being graded and subdivided as part of the greater Cleveland Knoll neighborhood by February 1923.⁵²

Tract 6179

Similarly, Tract 6179 in the northeast corner of the Survey Area and including parcels on the 1400 block of Graynold Avenue and east side of Idlewood Road, was also subdivided in 1923. The 20-acre citrus property was formerly owned by longtime Glendale resident William H. Reynolds. Reynolds retired after the tract was subdivided, and no evidence was found to suggest he was involved with subdividing other real estate holdings in Glendale. Tract 6179 was initially part of a subdivision known as Reynolds Kenneth Road, named after the original owner; however, little is known about the Reynolds Kenneth Road neighborhood after the tract was initially subdivided, and it likely became colloquially referred to as part of the Cleveland Knoll subdivision by the late 1920s when construction within the Survey Area was well underway.⁵³

Tract 10597

The last tract to be subdivided in the Survey Area was Tract 10597, subdivided and platted in December 1926. The tract included parcels on both sides of the 1400 block of Bruce Avenue. By 1928, all but the northern stretch of Bruce Avenue (corresponding with Tract 10597) had been laid out and graded as part of the 1920s-era tract development.⁵⁴

⁴⁸ Display advertisement, *Glendale Daily Press* March 17, 1923.

⁴⁹ *Glendale Evening News* and *Glendale Daily Press*, various real estate ads for Vista Del Mundo, 1923.

⁵⁰ Glendale Subdivision map, *Glendale Daily Press*, Apr. 7, 1923.

⁵¹ Tract map for Tract No. 6007, TR0066-036, Jan. 1923, accessed May 2025 via the Los Angeles County Department of Public Works.

⁵² Ibid.; "New Tracts Swing onto the Market with Regularity."

⁵³ Glendale Subdivision map, *Glendale Daily Press*, Apr. 7, 1923.

⁵⁴ 1928 aerial image, University of Santa Barbara, FrameFinder, accessed May 2025, https://mil.library.ucsb.edu/ap_indexes/FrameFinder/.

Tract 10597 subdivided 20 acres of land situated in Lot 8 of the Hunter Subdivision, originally owned by Glendale resident Dr. Kate Black (née Shepardson). Dr. Black purchased the property, which contained citrus groves, in 1885 after relocating to California from Ohio.⁵⁵ She resided in Pasadena for 15 years with her husband, Dr. Stephen S. Black, where they practiced medicine before moving to northwest Glendale around the turn of the twentieth century. By the 1920s, the couple resided at nearby 715 W. Kenneth Road, approximately half a mile east of the Survey Area.⁵⁶

In 1923, the Blacks sold their undeveloped northwest Glendale acreage to a syndicate of developers from Cleveland, Ohio. They included Antonio Farinacci, Joseph Fortunato (of the Glendale Tile & Mantel Company), Michael Maccario, and Secando Teodo, the latter two of whom were later involved with the re-subdivision of Tract 6008 in Vista Del Mundo as mentioned above.⁵⁷ At least three of the developers - Farinacci, Maccario, and Teodo - were later known to have resided within the Survey Area. By 1930, Antonio Farinacci resided with his wife Lena at 1555 Cleveland Road, Michael Maccario resided with his wife Louisa at 1351 Idlewood Road, and Secondo Teodo resided with his wife Mary at 1131 Glenwood Road.⁵⁸ Together, Tracts 6007, 6179, and 10597 totaled 104 developable parcels within the northern half of the Survey Area known as Cleveland Knoll (see Figure 18).

Cleveland Knoll made first page news at the time it was announced; the *Glendale Daily News* described the area in the hyperbolic prose characteristic of real estate practices during this period:

This subdivision is the property [sic] of this wonderful northwest section. It is among the choicest of the choice. The lots, which are being put on sale immediately, will doubtless be snatched up by those who appreciate truly high class property. The Dr. Black property has long been considered among the cream of the valley. The act of cutting it into large sized, building lots will make it even more desirable.⁵⁹

Like Vista Del Mundo, early newspaper ads for Cleveland Knoll touted the development's existing mature citrus trees and planned street improvements, including macadam (asphalt) street surfacing, curb cuts, sidewalks, and streetlights.⁶⁰ Free architectural plans and specifications

⁵⁵ Real estate transfer notices, *Los Angeles Times*, January 31, 1885, 3.

⁵⁶ John Calvin Sherer, *History of Glendale and Vicinity* (The Glendale Publishing Company, c. 1922), 383-84.

⁵⁷ "Cleveland Knoll, Jewel Tract, in Fine Setting," *Glendale Daily Press*, Feb. 2, 1923; "Dream-Tract of Northwest Is Opened to Homeseeker," *Glendale Daily Press*, Feb. 3, 1923, 1; "Cleveland Knoll Attracts Home Seeker," *Glendale Daily Press*, Mar. 31, 1923; "Foothill Realty Sells Beautiful Tract," *Glendale Daily Press*, Mar. 24, 1923.

⁵⁸ City of Glendale City Directory, 1930, 277, 451, 648,

⁵⁹ "Dream-Tract of Northwest."

⁶⁰ *Ibid.*; *Glendale Evening News* and *Glendale Daily Press*, various real estate ads for Cleveland Knoll, 1923. Although street lighting was advertised as a tract feature in several articles, there does not appear to be a uniform street lighting standard in the Survey Area. However, Marbelite electroliers are present on Cleveland Road and appear to date from the time of the neighborhood's subdivision.

designed by Antonio Farinacci, one of the subdivision's developers and a builder by trade, were offered to buyers. "The idea of Mr. Farinacci in offering this service," stated one article, "is not merely to build homes but to build homes that fit families that are going to occupy them. In the planning of the structures the builder's every wish will be considered, and suggestions will be offered here and there that will add to the attractiveness and the serviceability of the home."⁶¹

Lots in Cleveland Knoll were sold by the Foothill Realty Company on an initial payment of 25% on the total price, with the remainder to be paid in three years in equal payments. Lot prices within the development ranged from \$2,000-\$4,000 per lot, depending on size - those on corner parcels and with deeper frontages typically cost more than those situated within the neighborhood's street blocks. In an effort to keep the subdivision "high class," a minimum building cost restriction of either \$4,500 or \$5,000 was placed on all lots.⁶² A March 1923 advertisement made the purpose of the restriction clear: "Nothing in the way of cheap homes will be allowed on this tract. The dwellings to be constructed will range in price from \$4,500 to \$10,000, and some of them may go higher."⁶³ There is no evidence to suggest opportunities for homeownership were made available to non-White residents, as racially restrictive covenants were still a common practice throughout the region.

1920s-30s Construction

Although the majority of tracts that compose the proposed Cleveland Knoll Historic District were subdivided by 1923, the neighborhood remained largely undeveloped until after 1925.⁶⁴ For example, despite the fact that Cleveland Knoll was advertised in local papers as early as 1923 when tracts were first subdivided and platted, research indicates the northwest corner of the Survey Area, the land formerly owned by Dr. Kate Black that composed Tract 10597, remained undeveloped until the mid-1930s.⁶⁵ It was in the mid-1920s that development of the Survey Area began in earnest, when a considerable number of its parcels were constructed and put on the market. Consistent with common practices of the day, parcels within these early 1920s subdivisions were developed incrementally and on an individual basis, rather than all at once and by a single entity. Per this structure, the developers of each tract would sell lots to either individual home seekers or investment companies, and buyers would construct a new dwelling in an architectural style of their choosing. As a result, houses within the subdivision have similar setbacks, massing, bulk, and scale, but exhibit some variety with respect to architectural style.

⁶¹ "Dream-Tract of Northwest."

⁶² Ibid; "New Tracts Swing onto the Market with Regularity, which Absorbs Floating Homeseeking Population of Newcomers," *Glendale Daily Press*, Mar. 1, 1923. As was typical of building restrictions from this time period, the \$5,000 was a minimum amount, not maximum.

⁶³ "Cleveland Knoll Attracts Home Seeker."

⁶⁴ Sanborn Map Company, Sanborn Fire Insurance Map: Glendale, California, 1925.

⁶⁵ "New Tracts Swing onto the Market with Regularity."

Only four of the Survey Area's 232 properties (less than 2%) have construction dates that pre-date 1923, and of these at least two were moved to the Survey Area from their original locations: 1027 Glendale Road (1873, Taylor House, GR #4, moved ca. 1920) and 1235 Glenwood Road (1910, Cole-Carothers House, GR #132, moved 1931). By contrast, 82 of the Survey Area's 232 properties (35%) were constructed between 1923 and 1929, reflecting the emerging surge in new development activity that transformed the area into a suburban enclave during the 1920s and in the decade to follow. Houses in the neighborhood that date to the 1920s are generally designed in the medley of Period Revival styles that had come into vogue and were then seen as barometers of good taste. The Spanish Colonial Revival, Tudor Revival, and American Colonial Revival styles were most commonly applied to the dwellings constructed in the Survey Area at this time. This variety of historically inspired architectural styles was typical of suburban neighborhoods that witnessed considerable development in the 1920s and '30s, with an eclectic yet cohesive visual vocabulary.

Most houses within the Survey Area are relatively modest interpretations of their respective architectural style and were likely designed and constructed by building contractors. No evidence was found indicating any of the homes built in the Survey Area during this time were custom-designed by a notable architect.

Figure 19. Aerial view of the Survey Area, 1928. The general boundary is outlined in red. Cohesive development in Tract 9248 can be seen near the southeast corner of the Survey Area. Source: University of California, Santa Barbara FrameFinder.

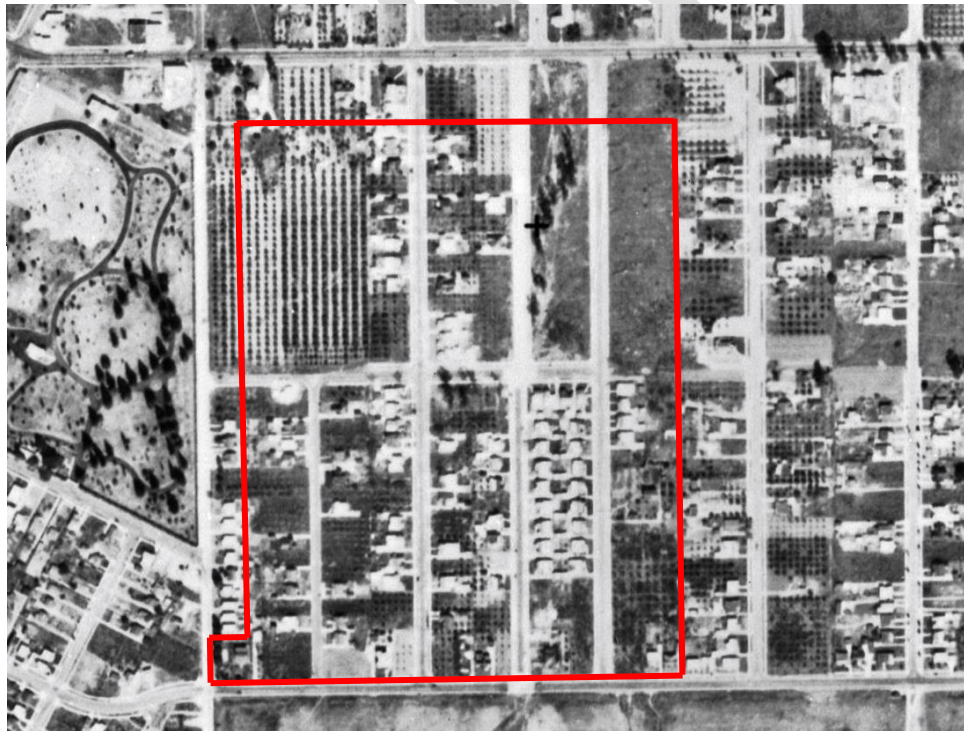




Figure 20. Aerial view of the Survey Area, 1934. The general boundary is outlined in red. Source: University of California, Santa Barbara FrameFinder.

Although the majority of the Survey Area had been re-subdivided and laid out by the end of the 1920s, particularly south of 8th Street (Olmsted Drive), construction within the neighborhood remained sporadic. The greatest amount of development activity had occurred on the northern portion of the 1300 blocks of Idlewood Road and Graynold Avenue, which formed the neighborhood's first cohesive stretch of developed parcels; elsewhere in the Survey Area, development activity remained spotty well into the 1930s, with some parcels improved and others undeveloped. The southern part of the Survey Area saw construction earlier than the northern part.

The Great Depression thwarted development activity in many Southern California communities, but compared to larger nationwide trends development activity remained steady in the Survey Area. Continued residential development in Glendale (and the Greater Los Angeles area) during the Depression years is generally attributed to the presence of entertainment and wartime industries, both of which soldiered on and fueled the local economy.

By 1934, the northern section of Bruce Avenue (north of Olmsted Drive) - the last remaining ungraded portion of the Survey Area - had been developed with street improvements, and homes continued to be constructed in a piecemeal manner throughout the district.⁶⁶ In 1938, Lot 21 of Tract 9248 was carved out and further subdivided into nine adjacent parcels by owner James Conner, who was responsible for relocating the Taylor House to 1027 Glenwood Road within the Survey Area in the 1920s. After leasing the land for most of the 1930s, Conner

⁶⁶ 1934 aerial image, University of Santa Barbara, FrameFinder, accessed May 2025, https://mil.library.ucsb.edu/ap_indexes/FrameFinder/.

subsequently purchased the southern portion of the tract and re-subdivided the land where the Taylor House was situated.⁶⁷

By the end of the 1930s, homes had been constructed on most of the Survey Area's parcels. Of the Survey Area's 232 parcels, 132 (57%) were constructed between 1930 and 1941. Generally, the houses built during the first half of the 1930s reflect the same scale and Period Revival styles as the 1920s. Those built in the latter half of the 1930s and the early 1940s tended to reflect the economic restraint of the era and embodied the more austere Minimal Traditional style, which emphasized economy and efficiency with respect to home design. However, as a whole the area continued to read as a unified entity due to the scale and massing of individual houses and the retention of tract features like parkways and street trees, which contributed to the area's distinctive sense of place. The Cole-Carothers House (1235 Glenwood Road, 1910, GR #132) was relocated to its current address within the Survey Area in 1931.

Development within the Survey Area halted in 1942, when the United States entered into World War II and a moratorium on new residential construction was imposed as the nation redirected its resources to wartime production. It did not resume until after the war, when building moratoria were lifted.

Development after World War II (1946-1957)

Glendale, like many communities in Southern California, experienced a population boom after World War II as scores of military veterans returned home from the war and sought jobs in the nearby aerospace and entertainment industries. This rapid increase in population led to a heightened demand for housing and ushered in a wave of new residential development. Postwar residential development in Glendale consisted of new housing tracts in previously undeveloped areas of the city, in addition to infill development within established residential neighborhoods. The Cleveland Knoll area was largely developed before the onset of World War II, but there remained a few parcels that were unimproved, particularly throughout the southern half of the Survey Area. Consistent with prevailing trends of infill development in Glendale, the few vacant parcels that remained in the neighborhood were developed with new single-family residences.

Only 11 houses were added to the Survey Area between 1946 and 1954, accounting for approximately 5% of its total building stock and completing buildout of the neighborhood. These houses filled in all vacant parcels throughout the neighborhood. They mostly reflected the Ranch style which had emerged as the dominant mode of American residential architecture by the mid-twentieth century. Ranch style houses are characterized by their horizontal silhouettes and incorporation of features such as partial wood siding and front porches. They reflected consumer preferences and society's infatuation with modernity and progress. Given the compact size of lots

⁶⁷ Record of survey for Tract 9248, RS047-001, Dec. 1938, accessed May 2025 via the Los Angeles County Department of Public Works.

within the neighborhood, Ranch houses in the Survey Area tend to be comparatively small in scale and modest in appearance.

The Survey Area was entirely developed by 1986. The last parcels were developed beginning in the 1970s, when two adjacent houses were also constructed on flag lots at the rear of parcels on Graynold Avenue (1352 and 1345 Graynold Avenue, respectively). Two houses were demolished and developed with new construction in the 1980s: 1443 Idlewood Road and 1353 Bruce Avenue. All of these neighborhood improvements occurred after Cleveland Knoll's primary period of development.

Cleveland Knoll Historic District

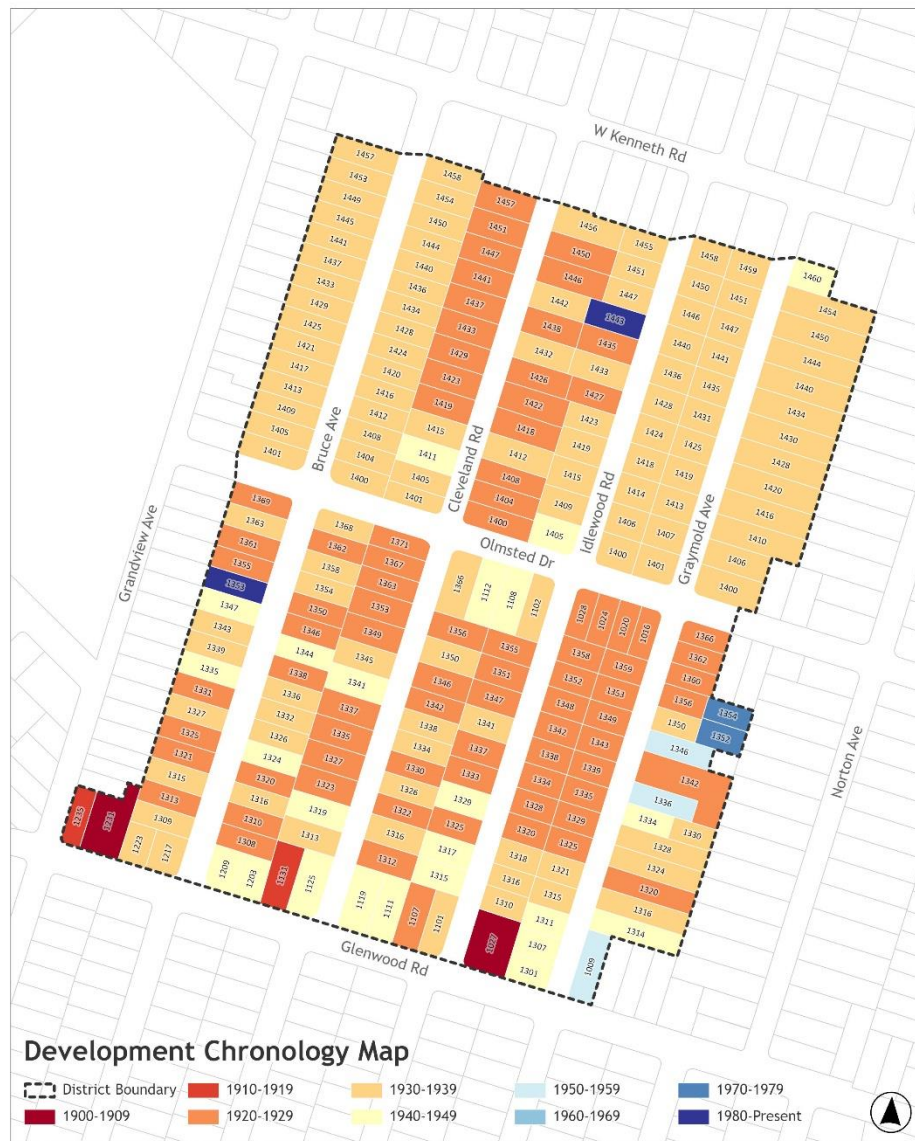


Figure 21. Map indicating construction dates of properties within the proposed Cleveland Knoll Historic District.

RELEVANT HISTORIC CONTEXT AND THEMES

Context: Residential Development and Suburbanization

Theme: The Role of Transportation: Automobile Suburbanization

Development of the Survey Area was made possible by the advent of the automobile as a dominant mode of personal transportation, 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.”⁶⁸ 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

⁶⁸ “National Register Bulletin: Historic Residential Suburbs,” Sept. 2002 (U.S. Department of the Interior, National Park Service, National Register of Historic Places), 38.

Railway, which ran down Glenoaks Boulevard, opened in 1911, providing service to the neighborhoods of northwest Glendale for the first time.⁶⁹ This line was located about half a mile to the south of the Survey Area, 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 Survey Area at that time. Indeed, subdivision maps and aerial photographs indicate that Cleveland Knoll remained very sparsely developed for 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.



Figure 22. Pacific Electric Red Car on the Burbank-Glendale line, 1911. Source: Glendale Public Library Special Collections.

Rather, the development of the Survey Area 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 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.⁷⁰ 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.⁷¹ This, in turn, allowed Ford to continually lower the price of his passenger cars,

⁶⁹ City of Glendale, "Proposed North Cumberland Heights Historic District, Historic Resource Survey Update," prepared Aug. 2012, 17.

⁷⁰ Andrew Wood, "The Rise and Fall of the Great American Motel," Jun. 30, 2017, accessed May 2025.

⁷¹ City of Los Angeles, "SurveyLA, Los Angeles Citywide Historic Context Statement, Context: Commercial Development, Theme: Commercial Development and the Automobile," Aug. 2016, 5.

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, there were 20,000 cars registered in Los Angeles County; this number increased to 141,000 by 1919, and 777,000 by 1929.⁷² 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.⁷³ The car had unequivocally become a way of life in Los Angeles by the 1920s.



Figure 23.
Automobiles on
Broadway and
Orange Street in
Glendale, 1924.
Source: Los Angeles
Public Library Photo
Collection.

Numerous factors unique to the Southern California region coalesced to make this trend possible.⁷⁴ 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

⁷² Robert M. Fogelson, *The Fragmented Metropolis: Los Angeles, 1850-1930* (Berkeley: University of California Press, 1993), 92; Richard Longstreth, "The Perils of a Parkless Town," in Martin Wachs and Margaret Crawford, eds., *The Car and the City: The Automobile, the Building Environment, and Daily Urban Life* (Ann Arbor: University of Michigan Press, 1992), 142.

⁷³ Richard Longstreth, "The Perils of a Parkless Town" (1992), 142.

⁷⁴ This paragraph adapted from the City of Glendale, "Proposed North Cumberland Heights Historic District, Historic Resource Survey Update," prepared Aug. 2012, 17-18.

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.”⁷⁵



Figures 24-25
Wayfinding signage installed by the Automobile Club of Southern California, n.d. Source: Los Angeles Public Library Photo Collection.

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 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.”⁷⁶

⁷⁵ Library of Congress, “Goodyear Rubber Company, 6701 South Central Avenue, Los Angeles, Los Angeles County, CA,” accessed May 2025.

⁷⁶ “National Register Bulletin: Historic Residential Suburbs,” Sept. 2002, 22.

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.”⁷⁷ 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.⁷⁸

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.⁷⁹ 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.”⁸⁰

The Survey Area 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

⁷⁷ Ibid.

⁷⁸ Wachs and Crawford, eds., *The Car and the City: The Automobile, the Building Environment, and Daily Urban Life*, 1992, 304.

⁷⁹ E.g., “Vista Del Mundo” display advertisement, *Glendale Daily Press* March 17, 1923.

⁸⁰ “New subdivision is opened here,” *Glendale Evening News*, Mar. 17, 1923.

within the Survey Area 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.



Figure 26.
Residence at 1432
Cleveland Road in
the Survey Area.
Note porte
cochère and
garage at rear.
Source: Photo by
ARG.

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 1939.⁸¹

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.⁸²

⁸¹ HOLC map for Glendale, Area No. B-17, Mar. 25, 1939, accessed May 2025 via the Testbed for the Redlining Archives of California’s Exclusionary Spaces (TRACES).

⁸² “National Register Bulletin: Historic Residential Suburbs,” Sept. 2002, 23-24.

3. PHYSICAL CHARACTER

NEIGHBORHOOD CHARACTER

The proposed Cleveland Knoll Historic District is located immediately south of the South Cumberland Heights Historic District (designated in 2021). The proposed boundaries of the Survey Area 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 Survey Area 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.

The proposed Cleveland Knoll Historic District includes 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

While it is located approximately one mile south of the Verdugo Mountains, the Survey Area occupies an area that is generally flat. There are some very minor changes in elevation as the north-south streets gently slope up toward the mountains.

Streets within the Survey Area 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 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 with asphalt.

The Survey Area's streets are flanked by concrete curbs, concrete sidewalks, and landscaped parkways. There are some sidewalk stamps indicating the names of various contractors involved with the concrete work at various locations. 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 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 the Survey Area. 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 Survey Area, lighting consists of modern “cobrahead” style streetlights that are free-standing or affixed to utility poles. It is possible that these replaced earlier light standards such as those found on Cleveland Road.

Individual parcels within the Survey Area are all generally rectangular, however parcel sizes vary throughout the district, 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 east-west spanning 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, single concrete driveways at the sides of lots.

The houses 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. 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 the front door from some point along the driveway. .

With the exception of the street trees, landscape features are located on private property and reflect the tastes of individual property owners. None of the mature trees, shrubs, or groundcover species appear 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, with no one species occurring with regularity.



Figure 27. General context and streetscape of the Cleveland Knoll neighborhood. Photos by ARG.



Figure 28. General context and streetscape of the Cleveland Knoll neighborhood. Photos by ARG.

ARCHITECTURAL STYLES

As a community that developed over the course of multiple decades, the Survey Area 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 late 1930s and early 1940s take on a more varied character. Some continued to embody various Period Revival traditions, while others reflected the Minimal Traditional style, introduced as a cost-effective simplification of these earlier 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.

Vernacular Victorian-era

From the 1870s to the early 1900s, much-simplified elements of opulent Victorian-era styles like Queen Anne commonly were applied to modest one-story cottages. These dwellings typically had complex rooflines dominated by either a gable or hipped primary roof, and some adopted features popular in the Arts and Crafts era as well as simplified ornament evoking the more articulated styles of the time. Partial-width or full-width porches are very common features of vernacular Victorian-era buildings. Modest in size and appearance, these dwellings were popular in Glendale at the turn of the 20th century but are now very rare.

Common character-defining features of vernacular Victorian-era architecture include:

- One or one-and-a-half stories
- Box-like shape
- Hipped or gable roof, with or without central dormer
- Wide overhanging eaves, often boxed
- Wood clapboard siding
- Partial or full-width porches
- Single-pane double-hung wood sash windows

The 1873 Taylor House (1027 Glenwood Road), which was moved ca. 1920, reflects the vernacular Victorian-era style and is the only example in the Survey Area.

Craftsman

The Craftsman style was popular in Southern California between 1900 and 1925. Rooted in the Arts and Crafts movement, the style emphasized the use of handcrafted products over machine-made details, and limited ornamentation in reaction to the perceived excess of the Victorian-era styles of previous years. It also emphasized an integral relationship between indoor and outdoor spaces. The Craftsman style was popular nationwide but was especially prolific in Southern California, as the mild climate was conducive to the ideas underpinning the style. It was a common choice for houses

constructed in Glendale during the early twentieth century. The style is commonly expressed in the form of a bungalow - a low-slung, one-story dwelling with a large front porch - though it was applied to some larger houses as well.

Character-defining features of Craftsman architecture include:

- Low building profiles
- Horizontal massing
- Gabled roof with shallow pitch, wide eaves and dormers
- Exposed rafters and purlins
- Exterior walls clad in wood clapboard siding; wood shingles were occasionally used
- Broad entry porches with massive piers, sometimes with low solid walls or open wood railings
- Wood-framed windows arranged in horizontal rows
- Incorporation of stone and other natural materials as an accent material

Seven examples of the Craftsman style were identified in the Survey Area, at least one of which was originally located elsewhere in Glendale and subsequently moved to Cleveland Knoll:

- 1308 Bruce Avenue (1923)
- 1310 Bruce Avenue (1923)
- 1313 Bruce Avenue (1925)
- 1353 Cleveland Road (1923)
- 1131 Glenwood Road (1910)
- 1231 Glenwood Road (1909)
- 1235 Glenwood Road (1910, Cole-Carothers House, GR #132, moved 1931)

Spanish Colonial Revival

The Spanish Colonial Revival style became one of the most prominent architectural styles in Southern California between the 1910s and 1930s. It became popular after its introduction at the Panama-California Exposition, held in San Diego in 1915 to celebrate the opening of the Panama Canal. The chief designer of the Exposition, Bertram Goodhue, rejected the formal Renaissance and Neoclassical architecture that had been used in previous world fairs and instead envisioned an environment that celebrated Southern California's Spanish roots. The style is eclectic and incorporates architectural elements borrowed from Baroque Spain, Mediterranean villages, and the California missions.

Character-defining features of Spanish Colonial Revival architecture include:

- One- or two-story configuration
- Asymmetrical massing
- Red clay tile low or moderate-pitched gable or hip roof, often complex in form

- Smooth stucco wall cladding, with textural variations emulating traditional hand-applied stucco
- Wood casement, wood double hung, or steel casement windows, typically multi-light
- Arched colonnades
- Arched and parabolic door and window openings
- Picture windows, generally at the primary living room
- Grilles of wood, wrought iron, or plaster
- Balconies and patios
- Decorative terra cotta and tile work

One hundred and three examples of the Spanish Colonial Revival style were identified in the Survey Area:

- 1315 Bruce Avenue (1934)
- 1326 Bruce Avenue (1931)
- 1327 Bruce Avenue (1934)
- 1338 Bruce Avenue (1926)
- 1339 Bruce Avenue (1930)
- 1343 Bruce Avenue (1931)
- 1355 Bruce Avenue (1923)
- 1368 Bruce Avenue (1932)
- 1369 Bruce Avenue (1929)
- 1400 Bruce Avenue (1931)
- 1401 Bruce Avenue (1931)
- 1405 Bruce Avenue (1931)
- 1409 Bruce Avenue (1932)
- 1412 Bruce Avenue (1936)
- 1413 Bruce Avenue (1932)
- 1417 Bruce Avenue (1932)
- 1424 Bruce Avenue (1931)
- 1425 Bruce Avenue (1936)
- 1428 Bruce Avenue (1933)
- 1429 Bruce Avenue (1934)
- 1433 Bruce Avenue (1932)
- 1436 Bruce Avenue (1936)
- 1437 Bruce Avenue (1936)
- 1440 Bruce Avenue (1935)
- 1441 Bruce Avenue (1932)
- 1445 Bruce Avenue (1936)
- 1453 Bruce Avenue (1932)
- 1454 Bruce Avenue (1931)
- 1322 Cleveland Road (1925)
- 1323 Cleveland Road (1927)
- 1330 Cleveland Road (1926)
- 1335 Cleveland Road (1925)
- 1337 Cleveland Road (1925)
- 1338 Cleveland Road (1931)

- 1346 Cleveland Road (1928)
- 1349 Cleveland Road (1927)
- 1356 Cleveland Road (1926)
- 1366 Cleveland Road (1933)
- 1367 Cleveland Road (1925)
- 1371 Cleveland Road (1925)
- 1400 Cleveland Road (1928)
- 1404 Cleveland Road (1928)
- 1408 Cleveland Road (1928)
- 1419 Cleveland Road (1925)
- 1422 Cleveland Road (1929)
- 1423 Cleveland Road (1925)
- 1426 Cleveland Road (1927)
- 1429 Cleveland Road (1925)
- 1432 Cleveland Road (1933)
- 1433 Cleveland Road (1925)
- 1441 Cleveland Road (1929)
- 1450 Cleveland Road (1924)
- 1451 Cleveland Road (1923)
- 1457 Cleveland Road (1928)
- 1101 Glenwood Road (1930)
- 1125 Glenwood Road (1941)
- 1316 Graynold Avenue (1932)
- 1320 Graynold Avenue (1929)
- 1324 Graynold Avenue (1936)
- 1325 Graynold Avenue (1926)
- 1329 Graynold Avenue (1926)
- 1335 Graynold Avenue (1926)
- 1343 Graynold Avenue (1926)
- 1349 Graynold Avenue (1926)
- 1356 Graynold Avenue (1927)
- 1360 Graynold Avenue (1926)
- 1400 Graynold Avenue (1935)
- 1406 Graynold Avenue (1932)
- 1413 Graynold Avenue (1934)
- 1416 Graynold Avenue (1934)
- 1419 Graynold Avenue (1934)
- 1420 Graynold Avenue (1934)
- 1425 Graynold Avenue (1934)
- 1428 Graynold Avenue (1931)
- 1430 Graynold Avenue (1932)
- 1431 Graynold Avenue (1934)
- 1434 Graynold Avenue (1935)
- 1435 Graynold Avenue (1934)
- 1440 Graynold Avenue (1933)
- 1444 Graynold Avenue (1933)
- 1450 Graynold Avenue (1933)

- 1454 Graynold Avenue (1934)
- 1320 Idlewood Road (1926)
- 1328 Idlewood Road (1928)
- 1337 Idlewood Road (1928)
- 1338 Idlewood Road (1927)
- 1341 Idlewood Road (1932)
- 1348 Idlewood Road (1928)
- 1351 Idlewood Road (1927)
- 1352 Idlewood Road (1928)
- 1355 Idlewood Road (1926)
- 1358 Idlewood Road (1929)
- 1423 Idlewood Road (1935)
- 1433 Idlewood Road (1934)
- 1435 Idlewood Road (1927)
- 1443 Idlewood Road (1938)
- 1447 Idlewood Road (1933)
- 1451 Idlewood Road (1933)
- 1455 Idlewood Road (1933)
- 1016 Olmsted Drive (1926)
- 1024 Olmsted Drive (1926)
- 1028 Olmsted Drive (1926)
- 1102 Olmsted Drive (1935)

Tudor Revival

The Tudor Revival style is rooted in the architectural traditions of medieval England and emerged as a popular style for residential architecture in Southern California between the 1920s and 1930s. Emphasis was placed on craftsmanship and the rusticity that characterized country houses of the medieval period. Like other Period Revival idioms, the Tudor Revival style is associated with an era in which American architects looked to past traditions for inspiration.

Character-defining features of Tudor Revival architecture include:

- One or two-story configuration
- Steeply pitched roof with front and side gables
- Brick or stone veneer, often in combination with smooth stucco wall cladding (with textural variation to emulate hand-applied stucco)
- False half-timbering
- Tall, narrow windows, arranged in groups with multi-paned glazing
- Leaded glass windows
- Exaggerated, elaborate chimneys with decorative chimney pots
- Arched front door surrounds with Renaissance detailing

Twenty-nine examples of the Tudor Revival style were identified in the Survey Area:

- 1331 Bruce Avenue (1925)
- 1346 Bruce Avenue (1927)

- 1354 Bruce Avenue (1931)
- 1361 Bruce Avenue (1925)
- 1362 Bruce Avenue (1927)
- 1363 Bruce Avenue (1937)
- 1404 Bruce Avenue (1932)
- 1444 Bruce Avenue (1932)
- 1327 Cleveland Road (1925)
- 1342 Cleveland Road (1926)
- 1345 Cleveland Road (1939)
- 1363 Cleveland Road (1925)
- 1418 Cleveland Road (1927)
- 1437 Cleveland Road (1926)
- 1438 Cleveland Road (1927)
- 1446 Cleveland Road (1926)
- 1447 Cleveland Road (1923)
- 1107 Glenwood Road (1925)
- 1339 Graynold Avenue (1926)
- 1359 Graynold Avenue (1926)
- 1362 Graynold Avenue (1926)
- 1441 Graynold Avenue (1936)
- 1447 Graynold Avenue (1938)
- 1325 Idlewood Road (1926)
- 1334 Idlewood Road (1928)
- 1342 Idlewood Road (1928)
- 1347 Idlewood Road (1926)
- 1427 Idlewood Road (1927)
- 1020 Olmsted Drive (1926)

American Colonial Revival

The American Colonial Revival style was commonly used for residences constructed in the first half of the twentieth century. It drew heavily upon historical precedent and aimed to revive many of the architectural styles, forms, and motifs evident in the early American Colonial settlements of the Eastern Seaboard. The style encompassed a variety of architectural traditions used in early America and celebrated the nation's English and Dutch roots. The dissemination of photographs, drawings, and other visual materials showcasing the style in domestic magazines helped perpetuate the style by linking it to a vision of the "ideal American home."

Character-defining features of the American Colonial Revival architecture include:

- One or two-story configuration
- Rectangular, often symmetrical, massing
- Side gable or hip roofs, often with gabled dormers
- Wood shiplap, clapboard and/or brick wall cladding, often in conjunction with areas of stucco

- Accentuated entry porch or front door, with decorative pediment surrounded by pilasters or slender columns
- Doors with overhead fanlights and/or sidelights
- Wood double hung sash windows with multi-light glazing
- Louvered or paneled wood shutters

Three examples of the American Colonial Revival style were identified in the Survey Area:

- 1344 Bruce Avenue (1941)
- 1419 Idlewood Road (1939)
- 1424 Idlewood Road (1938)

Minimal Traditional

First appearing in the 1930s, Minimal Traditional architecture emerged as a dominant style for houses constructed in the years immediately before and after World War II. Minimal Traditional houses were often simplified interpretations of Period Revival styles and assumed a much more modest, stripped-back appearance that reflected the economic austerity of the post-Depression era. Buildings designed in the style, which most often consisted of single-family and multi-family residences, exhibited restraint in the application of detail and ornament. While the style was often used in the design of mass-produced tract houses, it was applied to custom-designed residences as well.

Character-defining features of Minimal Traditional architecture include:

- One story configuration
- Rectangular plan
- Low or moderate-pitched hip or side gable roof with shallow eaves
- Smooth stucco wall cladding, often with wood lap, brick or stone veneer accents
- Wood multi-light windows (picture, double hung sash, casement)
- Projecting three-sided oriel
- Shaped accent windows
- Shallow entry porch with slender wood supports
- Fixed wood shutters
- Minimal decorative exterior detailing, often simplified interpretations of Period Revival features

Sixty examples of the Minimal Traditional style were identified in the Survey Area:

- 1309 Bruce Avenue (1936)
- 1316 Bruce Avenue (1939)
- 1324 Bruce Avenue (1941)
- 1332 Bruce Avenue (1937)
- 1335 Bruce Avenue (1941)
- 1336 Bruce Avenue (1937)

- 1347 Bruce Avenue (1941)
- 1358 Bruce Avenue (1938)
- 1408 Bruce Avenue (1936)
- 1416 Bruce Avenue (1936)
- 1420 Bruce Avenue (1936)
- 1421 Bruce Avenue (1936)
- 1434 Bruce Avenue (1936)
- 1458 Bruce Avenue (1937)
- 1313 Cleveland Road (1936)
- 1316 Cleveland Road (1937)
- 1319 Cleveland Road (1941)
- 1326 Cleveland Road (1936)
- 1334 Cleveland Road (1936)
- 1350 Cleveland Road (1936)
- 1401 Cleveland Road (1936)
- 1405 Cleveland Road (1936)
- 1411 Cleveland Road (1940)
- 1442 Cleveland Road (1937)
- 1111 Glenwood Road (1940)
- 1119 Glenwood Road (1941)
- 1203 Glenwood Road (1948)
- 1209 Glenwood Road (1948)
- 1217 Glenwood Road (1937)
- 1223 Glenwood Road (1937)
- 1307 Graynold Avenue (1940)
- 1311 Graynold Avenue (1941)
- 1315 Graynold Avenue (1937)
- 1321 Graynold Avenue (1936)
- 1334 Graynold Avenue (1937)
- 1342 Graynold Avenue (ca. 1923)
- 1350 Graynold Avenue (1936)
- 1401 Graynold Avenue (1936)
- 1407 Graynold Avenue (1936)
- 1451 Graynold Avenue (1938)
- 1459 Graynold Avenue (1936)
- 1460 Graynold Avenue (1941)
- 1310 Idlewood Road (1939)
- 1315 Idlewood Road (1940)
- 1316 Idlewood Road (1938)
- 1317 Idlewood Road (1940)
- 1318 Idlewood Road (1938)
- 1400 Idlewood Road (1936)
- 1405 Idlewood Road (1940)
- 1406 Idlewood Road (1938)
- 1409 Idlewood Road (1939)
- 1414 Idlewood Road (1938)
- 1415 Idlewood Road (1938)

- 1418 Idlewood Road (1938)
- 1428 Idlewood Road (1937)
- 1436 Idlewood Road (1939)
- 1440 Idlewood Road (1936)
- 1446 Idlewood Road (1938)
- 1450 Idlewood Road (1937)
- 1458 Idlewood Road (1937)

Ranch

Though it originated in the years before World War II, the Ranch style proliferated in the postwar era and became the quintessential California dwelling type. Multiple iterations of the Ranch house prototype emerged over time; in addition to the ubiquitous, sprawling Traditional Ranch, Ranch houses often took borrowed characteristics from other architectural styles including the Minimal Traditional and Mid-Century Modern styles. Ranch houses that incorporate these styles are referred to as Minimal Ranches and Contemporary Ranches, respectively. Buildings that embody the Ranch style are almost always single-family residences, and they vary from grand (rambling custom Ranch houses) to modest, such as the Ranch tract houses that were common in post-World War II subdivisions.

Character-defining features of the Ranch style include:

- One-story configuration
- Asymmetrical, rectangular massing
- Low-pitched gable or hip roof with wide eaves and exposed rafters
- Horizontal, rambling layout
- Wood multi-paned sash or casement windows, aluminum sliding windows, and picture windows
- Attached garage
- Wood board-and-batten, wood lap, and shingle wall cladding, stucco wall cladding, decorative brick wall cladding
- Fixed wood shutters
- Recessed entry porch with roof supports

Ten examples of the Ranch style were identified in the Survey Area:

- 1341 Cleveland Road (1949)
- 1009 Glenwood Road (1950)
- 1301 Graynold Avenue (1949)
- 1334 Graynold Avenue (1947)
- 1336 Graynold Avenue (1951)
- 1346 Graynold Avenue (1954)
- 1410 Graynold Avenue (1935)
- 1329 Idlewood Road (1947)
- 1108 Olmsted Drive (1946)
- 1112 Olmsted Drive (1946)

4. EVALUATION AS A POTENTIAL HISTORIC DISTRICT

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. 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.

LOCAL ELIGIBILITY EVALUATION

The Glendale Historic District Overlay Zone Ordinance (pursuant to Chapter 30.25 of the Glendale Municipal Code) defines a historic district as follows:

a geographically definable area possessing a concentration, linkage or continuity, constituting more than sixty (60) percent of the total of historic or scenic properties, or a thematically related grouping of properties.

Those properties must "contribute to each other and be unified aesthetically by plan or historical physical development." One of the main purposes of this historic resource survey is to determine which properties "contribute" to the district and which do not.

The ordinance also identifies nine criteria that may qualify an area as a district, stipulating that a proposed district must meet at least one criterion to be eligible for listing. The proposed Cleveland Knoll Historic District meets both of these requirements:

- 75% of its properties are contributors, exceeding the 60% requirement.
- Four out of the nine designation criteria are met, exceeding the requirement that at least one criterion be met.

Therefore, it is recommended that the proposed Cleveland Knoll Historic District is eligible for local designation. This assessment is discussed in detail in the sections below.

Contributors and Non-Contributors

The proposed district consists of 232 residential properties, all of which are single-family residences, except for one multi-family duplex (converted from single-family) located at 1131 Glenwood Road. This survey identified 174 of these as contributors, representing 75% of the properties. This exceeds the City's requirement that at least 60% of properties be contributors for a historic district application to continue through the designation process. Fifty-seven properties were identified as non-contributors, representing approximately 25% of the total. One property (1330 Graynold Avenue) was not visible from the public right-of-way and could not be evaluated.

Contributing status is determined by three factors:

- 1) the property was built within the Period of Significance,
- 2) it relates to historic contexts and themes identified in the historic context statement, and
- 3) it maintains enough physical integrity to allow it to continue to convey its historic meaning.

Non-contributing properties were either built outside the period of significance, do not relate to relevant historic contexts and themes, or have been altered in a manner that significantly reduces their architectural and historic character, resulting in the loss of their ability to physically convey their significance.

The field survey for this report analyzed each property to determine the level of change over the years, if any. Glendale's Historic District Design Guidelines only apply to the portions of a property visible from the street, so the field assessment is based only on those areas. Integrity is assessed at three levels:

High

The property has few, if any, alterations and retains all or nearly all character-defining features. For instance, a property with minor, reversible alterations, such as a non-conspicuous replacement window while all other originals remain, may still have high integrity. One larger-scale change - the replacement of wood shake roofs - is now mandated by building code and the installation of appropriate new roofing will not affect the integrity determination.

Moderate

The property is somewhat altered but retains most character-defining features. A few character-defining features may be altered or lost, but the overall historic form and character of the property remain. Examples would include replacement windows in existing openings that do not match the originals or the application of new stucco cladding with a different texture.

Low

The property is dramatically altered from its original condition by changes to massing or scale, or through alteration or loss of multiple character-defining features.

In general, properties with high or moderate integrity may be considered contributors, while those with low integrity would be considered non-contributors.

Period of Significance

According to National Register Bulletin #16A, “period of significance” is defined as follows:

Period of significance is the length of time when a property was associated with important events, activities, or persons, or attained the characteristics which qualify it for National Register listing. Period of significance usually begins with the date when significant activities or events began giving the property its historic significance; this is often a date of construction.

The period of significance for the Cleveland Knoll Historic District is identified as 1909 to 1954. The earliest contributing house that is original to the neighborhood dates to 1909, and several others pre-dating the 1920s were moved there in the 1920s and ‘30s. These houses represent the early agricultural phase of the area’s development, predating the residential streetcar and automobile suburban development that followed. Although the neighborhood no longer conveys the overall character of Glendale’s early agricultural history, the homes that were constructed in place represent and maintain characteristics of the period, such as larger lots and deeper setbacks. Further, the homes that were moved to the neighborhood represent a broader established pattern of relocating Victorian-era and early Craftsman homes to newly subdivided Period Revival neighborhoods as they began to develop in the first decades of the 20th century. The Cleveland Knoll area began to develop in earnest and assume its present-day character in the early 1920s, when it saw its first tract subdivisions.

Development within the district continued at a steady, yet tempered pace for the next several decades, with the majority of parcels developed by the onset of World War II; the few remaining parcels that were undeveloped were subsequently improved in the early postwar period, with the last contributing houses constructed in 1954. Despite the relatively long spread of construction dates and variety of architectural styles, houses within the district are visually compatible with one another, and together they are demonstrative of the broad patterns of residential development and associated trends in architecture that shaped Glendale neighborhoods in the first half of the twentieth century.

Boundary Justification

The proposed 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, Vista Del Mundo, and Reynolds Kenneth Road neighborhoods as described above. The boundaries of the proposed 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 north (excluding those north-facing parcels fronting W. Kenneth Road). The north boundary of the proposed historic district is coterminous with the southern boundary of the adjacent South Cumberland Heights Historic District, 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 Survey Area 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 boundary that was identified in the historic district application, and upon research and field inspection, ARG it appropriate.

California Historic Resource Status Codes

The California Office of Historic Preservation (SHPO) has created a list of “status codes” that are used to categorize properties identified in historic resource surveys. The present survey assigns each property one of three codes. The first two are standard California Historic Resource Status Codes and the third was developed by the City of Glendale, in consultation with SHPO, to better reflect the City’s review process:

5B: Contributor to a local historic district and listed or determined eligible for listing on the Glendale Register of Historic Resources; subject to design review per Glendale Historic Preservation Ordinance. Of the 174 contributing properties, two were assigned this code: the Taylor House at 1027 Glenwood Road (1873, GR #4) and the Cole-Carothers House at 1235 Glenwood Road (1910, GR #132).

5D1: Contributor to a local historic district; subject to design review per Glendale Historic District Ordinance; not evaluated for individual eligibility for Glendale, California, or National Registers. The other 172 contributing properties were assigned this code.

7DNC: Non-contributor to a local historic district; subject to design review per Glendale Historic District Ordinance; not evaluated for Glendale, California, or National Registers. Of the 232 properties, 57 were assigned this code.

7R: Not evaluated. One property (1330 Graynold Avenue) was not visible from the public right-of-way and could not be evaluated.

The City of Glendale developed the 7DNC code to identify non-contributing properties in a way that best reflects their treatment under the Historic District Design Guidelines. It acknowledges that these properties are still subject to design review, though at a reduced level of scrutiny with regard to historic features. It also allows for future, property-specific research that may determine a non-contributing structure has historic or architectural significance and is possibly individually eligible for the Glendale Register of Historic Resources.

The California Department of Parks and Recreation survey forms (DPR forms) prepared for each property as part of this survey utilize these codes, which can be found near the top right corner of the first page of each form (see Appendix B). The codes are also included in the master address table included in Appendix A. Figure 3 (p. 4) depicts all contributors and non-contributors.

Glendale Designation Criteria

To be eligible as a historic district, an area must meet at least one of the criteria established by the Glendale Historic District Overlay Ordinance. Based on research and field documentation, the Survey Area appears to meet four of the nine local criteria (A, C, G, and H):

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 Survey Area 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 indicate the impact that the car had on residential development at the time during which Cleveland Knoll was subdivided and developed.

The Survey Area 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, a period of extraordinary growth and expansion for the city. Collectively, houses within the Survey Area reflect 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 Survey Area 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 Survey Area, 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 Survey Area to developers in 1923. She did not live in the Survey Area. 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 77.⁸³

Research did not indicate that any of the other developers, builders, or residents of the Survey Area 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 Survey Area 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 1920-30s 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 Survey Area, and generally complement the Period Revival styles that prevail within the neighborhood. The Survey Area 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.

⁸³ "Deaths, Funeral of Mrs. Black," *Eagle Rock Sentinel*, Mar. 19, 1926, 4.

The Survey Area 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 Survey Area 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 Survey Area. Houses within the area were designed by numerous architects and builders over the span of its history, none of whom 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 Survey Area does not meet this criterion. It is one of many established residential neighborhoods in northwest Glendale, and is generally consistent with the overall character and development patterns that prevail in this area of the city. There is nothing particularly unique or picturesque about the neighborhood to suggest that it may be eligible under this criterion. The area 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.

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 Survey Area does not meet this criterion. As discussed in the evaluation against Criterion C, the Survey Area 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 area'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 styles 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 Survey Area 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 Survey Area 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 Survey Area conveys a sense of historic and architectural cohesiveness through the relatively consistent scale, 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 Survey Area 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 Survey Area 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.

Master tables of all surveyed properties are included as Appendix A of this report, and DPR 523 forms (one District Record and 232 Primary Records) are also included as Appendix B.

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APPENDIX A: PROPERTY DATA TABLES

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APPENDIX B: SURVEY FORMS (DPR 523)

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