

# **NORTH GLENDALE COMMUNITY PLAN**

**City of Glendale, California**



## **CITY OF GLENDALE, CALIFORNIA**

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Ara Najarian  
Frank Quintero  
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Art Simonian  
Yong Yoo

### **Design Review Board Two**

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Mike Geragos  
Alen Malekian  
April Sakai  
Alek Zarifian

## North Glendale Community Plan Advisory Committee

The North Glendale Community Plan Advisory Committee was created in June 2009 following a series of community-wide visioning workshops and open houses. Comprised of residents, business and property owners, city commissioners and other interested individuals, the Advisory Committee met over fifteen times between 2009 and 2011 to consider specific issues relevant to the Community Plan. All Advisory Committee meetings were advertised and open to the public, and the Committee hosted three open houses to specifically share their discussion with the Crescenta Valley community. More detailed information on the public process and role of the Advisory Committee is discussed in Chapter 5 of this Plan.

Ruben Amirian, Historic Preservation Commissioner  
Rick Barnes, Real Estate One  
Terry Beyer, North Glendale Resident  
Susan Bolan, North Glendale Resident  
Stuart Byles, Crescenta Valley Heritage  
Nancy Comeau, Highway Highlands  
David Gardner, North Glendale Resident  
Sarah Hill, Whiting Woods Property Owners Association  
Al Hofmann, Montecito Park Neighborhood Association  
Terry Kappen, Foothill Restaurant Committee  
Jeff Kiesendahl, Stil-Mor Automotive  
Joe Kroening, Sparr Heights Business District  
Chang Lee, Planning Commissioner  
Alen Malekian, Design Review Board member  
Jean Maluccio, Crescenta Valley Chamber of Commerce  
Marilyn Masters, Glenwood Oaks Homeowners Association  
Roberta Medford, Montrose / Verdugo City / Sparr Heights Neighborhood Association  
Dave Meyers, Friends of Mountain Oaks  
Judy Palmer, Design Review Board member  
Alyce Russell, Montrose Shopping Park Association  
Jim Schatte, North Glendale Resident  
Hank Scheetz, Planning Commissioner  
Pete Smith, Bob Smith Toyota  
Randy Stevenson, Stevenson Real Estate  
Sherry Stubbs, Crescenta Valley Community Association  
Chris Waldheim, J's Maintenance  
Bill Weisman, Transportation & Parking Commissioner  
Sharon Weisman, Far North Glendale Homeowners Association  
Yvonne Wolfe, North Glendale Resident  
Alex Woo, Board of Fire Appeals  
Yong Yoo, Design Review Board member  
Alek Zarifian, Design Review Board member

## **CITY STAFF**

### **Jim Starbird, City Manager**

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Tiffany Barrios, Library Supervisor

#### **Fire Department**

Fire Captain Jeff Ragusa

#### **Police Department**

Police Officer Matt Zakarian

#### **Glendale Water and Power**

Raja Takidin, Senior Civil Engineer

#### **Michael Garcia, City Attorney**

**Resolution No. 11-230 Glendale, California**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GLENDALE, CALIFORNIA,  
ADOPTING THE NORTH GLENDALE COMMUNITY PLAN**

**WHEREAS**, the Council has conducted a noticed public hearing pursuant to the provisions of Section Chapter 30.61 of the Glendale Municipal Code and Chapter 3, Title 7 of the Government Code of the State of California; and

**WHEREAS**, the Council adopted a North Glendale Community Plan in 1974 and the horizon for that plan has now passed; and

**WHEREAS**, the Council has initiated the update of the General Plan through a series of community plans beginning with preparation of a new North Glendale Community Plan; and

**WHEREAS**, the Council directs that additional new community plans be prepared to address remaining areas in Glendale not served by Specific Plans, following the format of the North Glendale Community Plan; and

**WHEREAS**, the Council has found that the North Glendale Community Plan is consistent with the elements of the General Plan and aids in implementing citywide policies at the neighborhood level; and

**WHEREAS**, the Council has found that the North Glendale Community Plan promotes the public health, safety, comfort, convenience, and general welfare of the citizens of Glendale; and

**WHEREAS**, the Council has found that the North Glendale Community Plan blends citywide development policy with the neighborhood vision for implementing that policy, including identification of public improvements and design guidelines to assist in providing predictability for development while promoting sustainable, creative and appropriate public infrastructure, public services, and private development, and

**WHEREAS**, the Council has reviewed and considered all materials, communications, public testimony and exhibits of current record relative to the North Glendale Community Plan; and

**WHEREAS**, the Council has taken into consideration the recommendation of the City of Glendale Design Review Boards and Planning Commission on the North Glendale Community Plan; and

**WHEREAS**, pursuant to the California Environmental Quality Act, the City Council adopted a Negative Declaration for the project.

**NOW, THEREFORE, BE IT RESOLVED** by the City Council of the City of Glendale that the North Glendale Community Plan is hereby approved and adopted and supersedes the 1974 North Glendale Community Plan and that this Resolution shall take effect immediately.

**Adopted this 29th day of November, 2011**

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# TABLE OF CONTENTS & SUMMARY

**Chapter 1: Introduction** – Explains the purpose and organization of the North Glendale Community Plan and how to use it. Pages 1-5

**Chapter 2: Community Vision** – Provides a vision statement created by the North Glendale community, which reflects how the community desires its future to be guided. Pages 7-9

**Chapter 3: Principles** – Identifies citywide Glendale principles and provides general direction for how those principles apply to the Community Plan area. Pages 11-35

**Chapter 4: Places** – Forms the heart of the North Glendale Community Plan with its vision for residential neighborhoods and commercial districts. Describes primary characteristics of each area, its vision, and how this vision will be implemented. This Chapter includes design guidelines for these various places in North Glendale. Pages 37-109

**Chapter 5: Policy Framework** – Summarizes the community process that developed the Community Plan and explains its relationship to other planning documents such as the General Plan, regional plans, and State Law. Pages 111-121

**Appendix: Historic Context** – Assists in the identification and protection of historic resources and provides a basis for future resource surveys by outlining the key themes and stories of North Glendale’s transformation from unsettled wildland to today’s modern suburb.

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# Chapter 1

## INTRODUCTION

The North Glendale Community Plan is the official guide to development within the neighborhoods and commercial districts of La Crescenta and Montrose areas of Glendale.

The Plan constitutes the City's goals and policies for stewardship of the places and people that make up North Glendale. The Plan is intended to shape positive community change and foster sustainable land use patterns, while balancing the unique character of the community with citywide policies and regional initiatives.

The Plan is used by City Council, Planning Commission, Design Review Board, other concerned government agencies, residents, property owners, business owners, investors, as well as nonprofit and private agencies to evaluate future investment in the community.

With other community plans, it forms a portion of the City's General Plan, as governed by applicable state laws.

This Plan was developed between 2008 and 2011 through multiple public workshops and advisory committee meetings and adopted in late 2011.

## 1.1 What is a Community Plan?

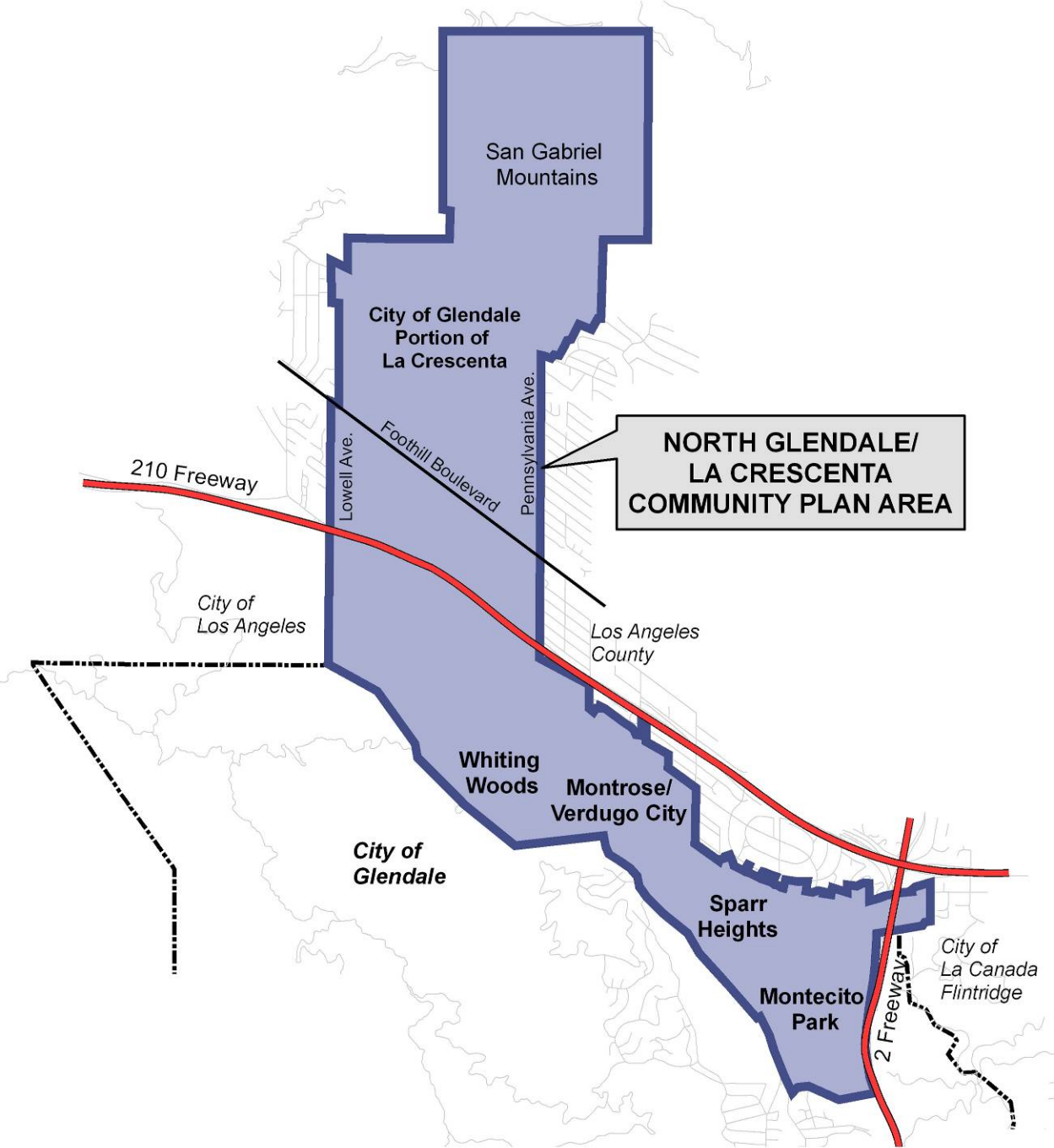
The North Glendale Community Plan is the first of several community plans which will describe Glendale's development policy for various neighborhoods and districts in the city. This community plan coordinates a wide range of policies from various sources into one cohesive document to provide specific guidance for the future growth of the La Crescenta and Montrose areas of Glendale (see Figure 1.1 opposite).

The Community Plan promotes an arrangement of land use, infrastructure, and services intended to enhance the economic, social, and physical health, safety, welfare, and convenience of the people who live, work and invest in North Glendale. It serves to:

- Outline a vision for North Glendale's long-term physical development and community enhancement;
- Provide strategies and specific implementing actions that will allow this vision to be accomplished;
- Establish a basis for judging whether specific development proposals and public projects are in harmony with Plan policies and standards;
- Direct City departments, other public agencies, and private developers to design projects that enhance the character of the community, taking advantage of its setting and amenities; and
- Provide the basis for establishing and setting priorities for detailed plans and implementing programs, such as the Zoning Ordinance, design overlays, historic districts, Glendale Register nominations, historic resource surveys, development standards, the Capital Improvement Program, facilities plans and sustainability programs.

By serving to guide development, the Community Plan builds upon North Glendale's economic strengths and opportunities and encourages balanced and appropriate growth to meet the community's anticipated needs and circumstances while protecting the physical, economic, and social investments to the extent reasonable and feasible. The North Glendale Community Plan's importance lies in its ability to shape positive change and foster sustainable land use patterns while balancing the unique character of the community with citywide policies and regional initiatives.

The North Glendale Community Plan constitutes the City's goals and policies for stewardship of the places in North Glendale, and by extension, the people who live in these places.



## 1.2 How to use this Community Plan

The North Glendale Community Plan is designed to function as a manual for residents, property and business owners, investors and developers, as well as staff and officials of government agencies involved in guiding the future development of North Glendale through individual public and private projects and initiatives. Anyone proposing development in North Glendale should review this plan. If you are using this Community Plan for the first time, it may be useful for you to know the main components of the document and how to navigate it.

### Chapter 2: Community Vision

The Community Plan is based on a Vision Statement. This Vision is the broadest, most expansive and inclusive statement of how the community desires its future to be guided. The Vision Statement is grounded in an understanding of what makes North Glendale unique in comparison to other communities within Glendale and surrounding cities. Chapter 2 outlines the important regional and local features that create the unique identity of North Glendale.

### Chapter 3: Principles

Chapter 3 identifies the citywide Glendale principles and policies through maps and short discussion and provides general direction for how those principles apply to North Glendale. The principles reflect the recommendations of the community's 2006 Long-Range Plan and create the framework for developing each community plan. This Chapter is organized by topical area and includes such information as applicable historic development patterns, complete streets, location of community facilities, infrastructure, and sustainability goals for the community.

The Sections in this Chapter can be used to identify how specific areas of North Glendale are affected by citywide policies. For example, Section 3.2 Manage Growth and Section 3.3 Economic Development identify areas of North Glendale where future investment is desired. Section 3.5 Urban Design & Land Use translates these policies into more detailed land use designations. The Mobility section designates specific streets and corridors for unique transportation considerations such as bus stops, bike lanes, and/or additional design standards for pedestrian priority streets. Other sections map natural features and different community facilities such as parks, libraries, schools and fire stations.

### Chapter 4: Places

Chapter 4 is the heart of the Community Plan and describes North Glendale's neighborhoods and business districts. The Crescenta Valley has a variety of places of unique character from different single- and multi-family neighborhoods to neighborhood-oriented commercial districts, such as the vibrant Montrose Shopping Park. In addition, the area includes numerous parks and a substantial amount of open space, including Deukmejian Wilderness Park.

Chapter 4 is organized into seven areas, comprised of neighborhoods and districts that have a similar character, or that have a common identity as understood by the community. This chapter describes primary characteristics of each area, the vision for that area's growth into the future, and the implementation of citywide and community-wide goals as applied to these

neighborhoods and districts. Specific recommendations are included for those areas where some type of enhancement or transformation is desired. In addition, Chapter 4 also includes the fundamental design guidelines necessary to implement the desired vision for the neighborhoods and districts of North Glendale.

As such, while Chapter 2 (Community Vision) and Chapter 3 (Principles) provide an overall planning context for the Community Plan area, it is Chapter 4 (Places) where the vision and goals for individual neighborhoods are described.

### **Chapter 5: Policy Framework**

This chapter explains the relationship of the Community Plan to General Plan Elements and other local, regional, and state planning laws and policy documents. Consistent with California Land Use Law, Chapter 5 also describes the public participation process for creation of the Community Plan. To ensure consistency between the Community Plan and the General Plan, the General Plan elements will be amended concurrent with the adoption of this Plan.

### **Appendix: Historic Context**

The Historic Context provides the key themes and stories related to North Glendale's transformation from unsettled wildland to today's modern suburb. The Historic Context will assist in the identification and protection of historic resources as other aspects of the Plan, such as policy recommendations, zoning changes and design review are implemented. Additionally, the context is also intended as the basis for future historic resource surveys in North Glendale.

### **Comprehensive Design Guidelines**

The foundational basis for design review in North Glendale is the Community Plan, plus the vision and goals tailored to each unique neighborhood and district described in Chapter 4. As needed, the Community Plan is supplemented by the Comprehensive Design Guidelines. This separate document provides additional design direction to architects, designers and the Design Review Boards for specific building types, such as single-family residences and commercial buildings. However, where the Comprehensive Design Guidelines are inconsistent with the Community Plan, the Community Plan shall prevail.

### **Glendale Municipal Code, Title 30: The Zoning Ordinance and Zoning Map**

The Zoning Ordinance and Zoning Map are tools to implement the Community Plan and are separate from the Plan. The Zoning Ordinance specifies land uses and standards for development. The Zoning Ordinance also identifies the applications and processes involved in seeking specific development or planning entitlements, including historic districts. Additionally, the Zoning Ordinance outlines the rules for zoning interpretations. Where the Zoning Ordinance or Zoning Map is inconsistent with policy expressed in the Community Plan, the Community Plan shall prevail.

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# Chapter 2

## COMMUNITY VISION

“We value and embrace a rural suburban lifestyle which allows us to live and work close to nature, offers unique and varied neighborhood-based shopping opportunities, quality schools, a variety of recreational opportunities, and recognizes our connection to the mountains, neighboring communities, and our history. We seek to protect open space, advocate sustainable and responsible development, preserve and enhance neighborhood character, provide transportation options, and balance land uses.”

## 2.1 Vision

The preceding Community Vision – developed and adopted by the Community Plan Advisory Committee – is the broadest, most expansive and inclusive statement of how the North Glendale community desires its future to be guided. The Vision is grounded in an understanding of what makes North Glendale unique in comparison to other communities within Glendale and surrounding cities.

North Glendale lies within the Crescenta Valley, which is clearly defined by the San Gabriel and Verdugo Mountains. Although the valley is a single geographic feature, it is served by multiple governmental agencies including the City of Los Angeles, City of Glendale, Los Angeles County and La Canada Flintridge. Nonetheless, many residents see the valley as a single cohesive place, not as a series of separate jurisdictions.



The Crescenta Valley has an abundance of unique parklands and historic features. Open space, recreational and cultural facilities, and historic preservation are issues important to North Glendale residents. Existing public parks, recreational opportunities and open spaces are desirable amenities. The community supports expansion of public trails, active parklands, open space, and cultural programs. Additional joint-use agreements with schools, increased recreational trails, more bike lanes, improvement in community facilities, and attainment of open space issues are supported by the community. The most important and valued regional feature in the Crescenta Valley is the view of the mountains, which is echoed in the Vision Statement.





There are many wonderful, varied and stable residential neighborhoods in North Glendale, and they are the community’s most important assets. The proximity to nature, abundance of parkland, and view of the mountains make North Glendale a great place to live. Maintaining the stability and charm of these neighborhoods is of utmost importance for this Community Plan.

The Crescenta Valley has a variety of neighborhood-oriented village centers and commercial districts, including Sparr Heights Business District, Verdugo City and the suburban corridor of Foothill Boulevard. The most intense of these is the “town center” surrounding the vibrant and popular Montrose Shopping Park.



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# Chapter 3

## PRINCIPLES

Glendale follows guiding principles in its operation as a full-service City. These guiding principles represent core values for Glendale for long-range planning. They function as a tie between actions citywide and actions within the North Glendale Community Plan area. Each of these principles is described in the following pages, with illustrative maps.

- **Manage Growth**
- **Economic Development**
- **Housing**
- **Urban Design and Land Use**
- **Mobility**
- **Infrastructure and Sustainability**
- **Community Services and Parks**
- **Access to Government Services and Community Facilities**
- **Wellness and Safety**
- **Natural Resources**
- **History**

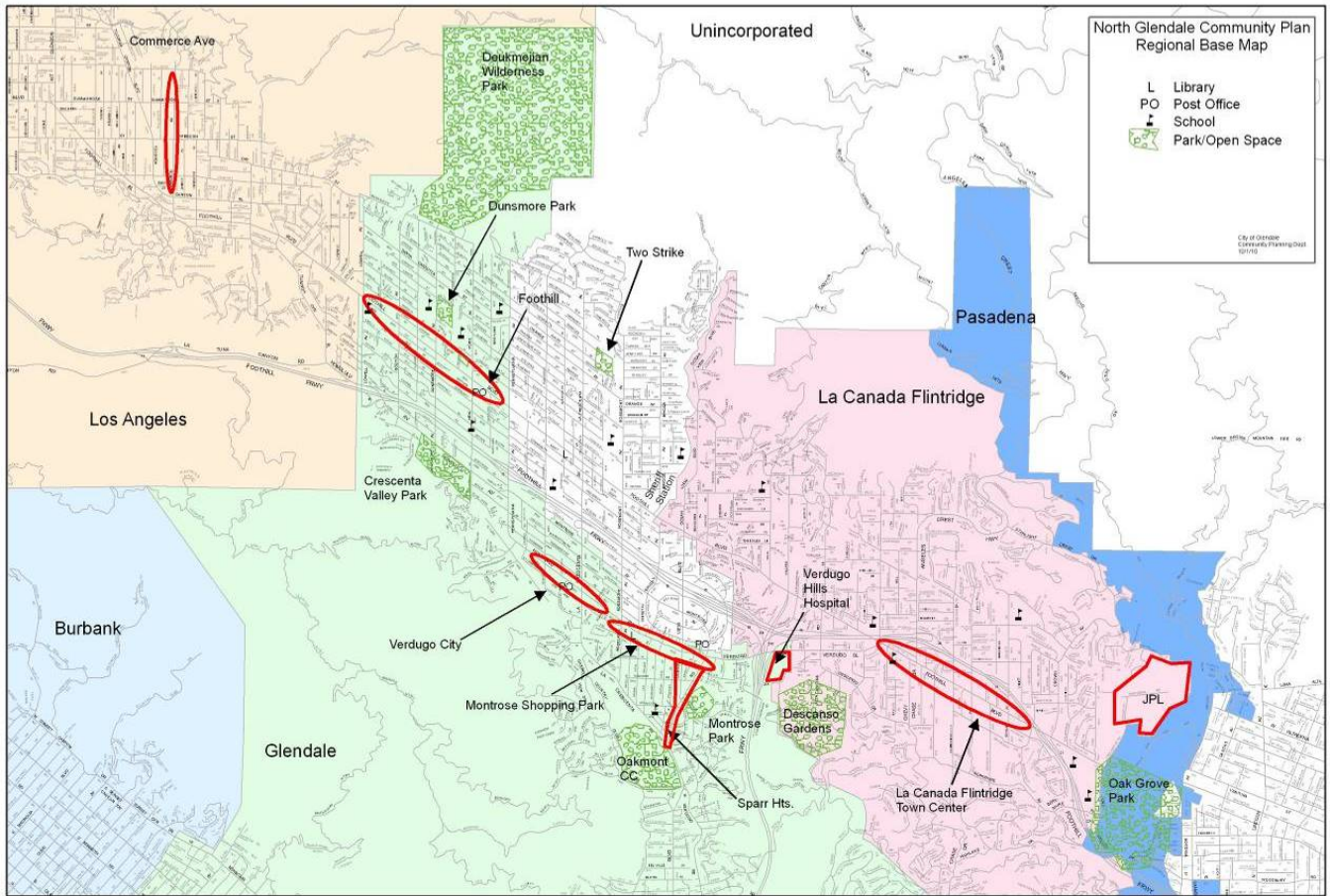
### 3.1 The City of Glendale and the Crescenta Valley

The Crescenta Valley is a distinct place with multiple jurisdictions, including a portion in the City of Glendale. Valley residents who live in North Glendale may have a postal address of La Crescenta, Montrose, Verdugo City or Glendale but primarily identify themselves as being part of the Valley. The North Glendale Community Plan recognizes these dual identities and promotes cooperation among jurisdictions for service delivery and encourages compatibility for infrastructure and development standards.

While the mountains that frame the Crescenta Valley provide the common backdrop for all jurisdictions in the valley, other physical ties are also evident and direct the area's land use pattern. Freeways cross the Crescenta Valley and link eastward into La Canada Flintridge and Pasadena, westward into the City of Los Angeles and southward into downtown Glendale and the City of Los Angeles. In addition to the freeways, Foothill Boulevard serves as a primary east-west cross-valley connector as well as the commercial "spine" of the Valley. Verdugo Road provides an arterial connection between the Crescenta Valley and other parts of Glendale.

The mountains and alluvial topography of the Crescenta Valley have also led to the development of an extensive drainage system, managed by the Los Angeles County Department of Public Works. While the primary manmade features evident in aerial photos of the Valley are the freeways, the drainage system is nearly as prominent and pervasive a feature. The physical threat from earthquake, flooding, debris flow, and wildfire also tie Valley jurisdictions and point to the importance for maintaining emergency response systems and cooperation.

Parks, trails, school facilities, and libraries in the valley serve all residents, regardless of jurisdiction. The trail network connects the Crescenta Valley to other regional trails, including the Rim of the Valley Trail and the Verdugo Trail. Parks and open space provide opportunities for both active and passive recreation. Publicly-owned open space provides areas for habitat protection and restoration, wildlife corridors, and groundwater recharge. As expressed in the Community Vision in Chapter 2, the Crescenta Valley offers the opportunity to live and work close to nature, provides a variety of residential neighborhoods and commercial activities including good public schools and services, and offers opportunities to interact with the natural environment.



## 3.2 Manage Growth

### 3.2.1 Citywide Principle

Focus development along existing commercial corridors, where infrastructure and transportation is already provided. This principle is supported by the following goals:

- Create and support thriving neighborhoods and districts that encourage quality development sensitive to the surrounding context.
- Incorporate sustainable principles into land use planning, configuration, design, construction and materials.
- Develop within the existing urban footprint, where infrastructure and service capacity is available to accommodate growth, and recognize the existing “greenbelt.”
- Encourage growth in Downtown Glendale and along established transportation corridors.

### 3.2.2 Linking Citywide Principles to North Glendale

Growth management encompasses public infrastructure and service improvements, as well as private activities and investment. Growth management is expressed through identification of areas to enhance or improve, areas to maintain, and open space areas to conserve. Commercial areas are identified for enhancement, whereas conservation is the direction for residential neighborhoods. New development should be respectful of historic resources identified as important to the community.

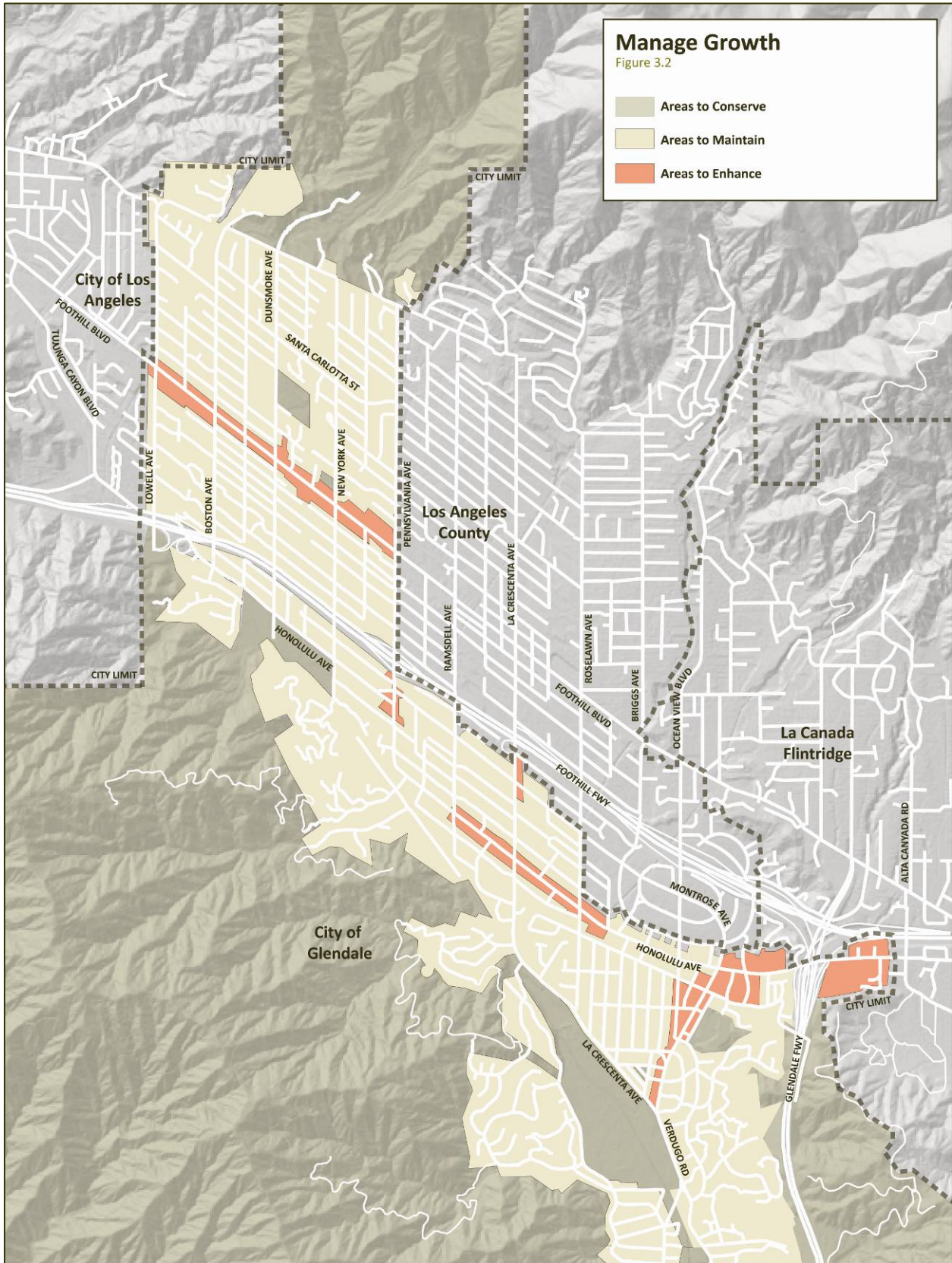
Within North Glendale, enhancement efforts will focus on specific commercial districts:

- Foothill Boulevard
- Sparr Heights Business District
- Portions of Honolulu Avenue
- Indian Springs
- Gateways into the City at Pennsylvania Avenue, La Crescenta Avenue and Lowell Avenue

Foothill Boulevard is a mix of land uses and building forms that with additional design guidance and enhancements could undergo a positive transformation to become a thriving and attractive commercial destination. The Sparr Heights Business District and the commercial areas east and west of the Montrose Shopping Park would benefit from improved design standards and an extension of the Montrose Shopping Park experience. In all these commercial areas, care must be taken not to push out existing small, local businesses while these areas redevelop.

Another policy important for growth management is to focus development within the existing urban footprint. This is particularly true for North Glendale which is ringed by open spaces with steep topography and hillside neighborhoods with limited access. This approach encourages infill in existing neighborhoods rather than sprawl into raw land. Such a policy furthers governmental fiscal responsibility by encouraging infrastructure expansion where it is cost effective by minimizing residential expansion into wildland areas, thereby reducing exposure of residents to safety hazards, and by encouraging preservation of open spaces for resource conservation, recreation, groundwater recharge and other public needs.

Chapter 4 describes the desired growth and appropriate design guidelines for North Glendale’s commercial districts and residential neighborhoods in greater detail.



## 3.3 Economic Development

### 3.3.1 Citywide Principle

Create and enhance vibrant commercial areas to meet the wide range of economic needs of residents, businesses, and the City; provide employment opportunities; and take advantage of Glendale's proximity and connections to surrounding areas. This principle is supported by the following goals:

- Create vibrant areas that promote diversity and economic opportunities scaled to the needs and economic potential of the various community areas.
- Support a diversity of business and job opportunities supported by a skilled labor and educated labor force and a fiscally prudent and financially healthy government.
- Take advantage of Glendale's geographic proximity to regional destinations, economic and transportation centers.

### 3.3.2 Linking Citywide Principles to North Glendale

North Glendale provides a mix of low-scale retail and office uses, typical of suburban neighborhoods. A primary goal, as identified by the community, is the preservation of existing independent, small businesses. Major transformation of the economic base is not anticipated, but rather economic opportunities are projected to build upon the existing land uses.

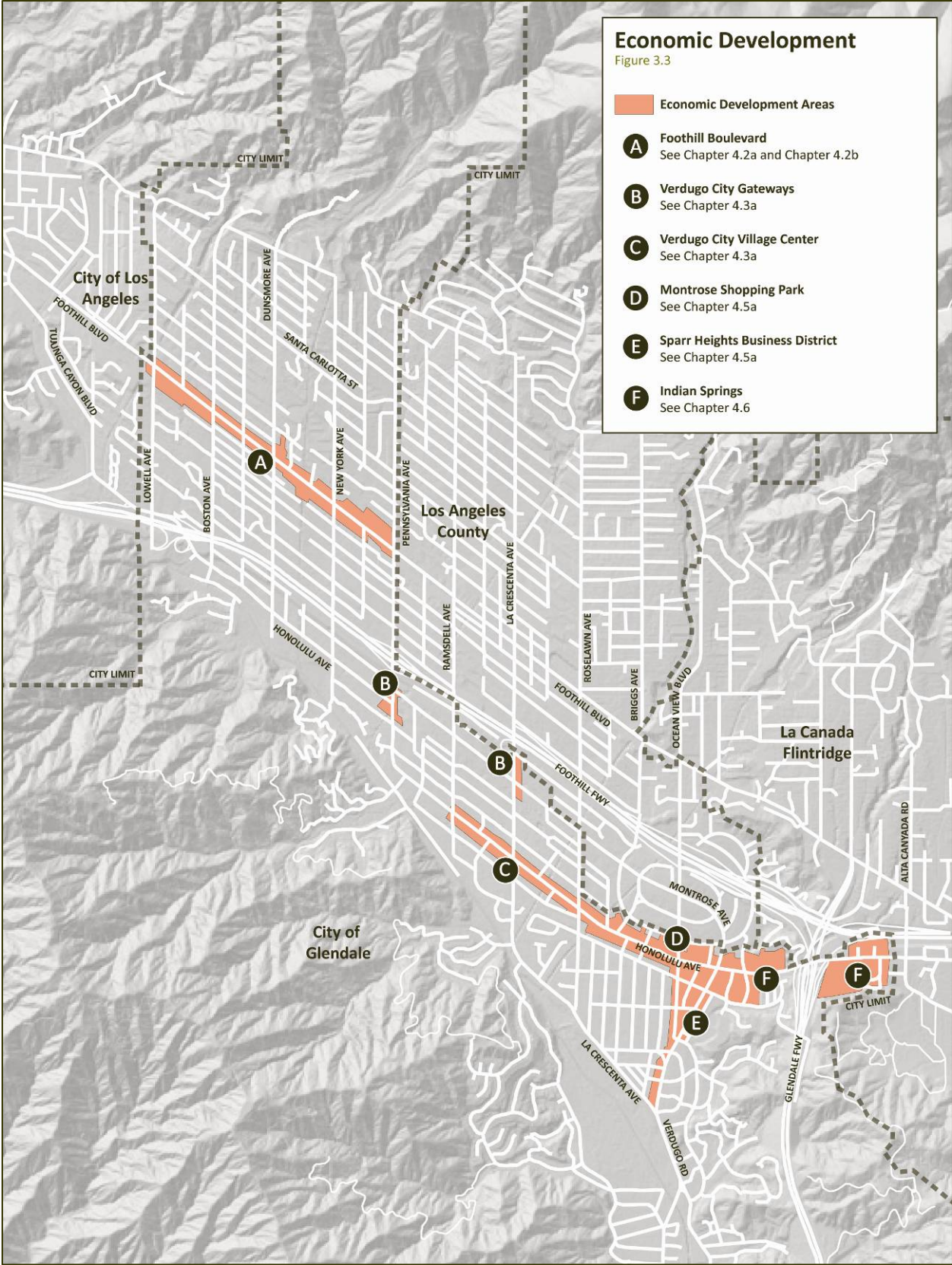
Foothill Boulevard provides for the day-to-day shopping needs of the community and is characterized by many small businesses and shopping centers located in a typical, auto-dependent suburban pattern. A portion of Foothill Boulevard has a different development pattern, with buildings located at the sidewalk, and may be suitable for greater pedestrian activity and improvements. The Sparr Heights commercial area is characterized by local-serving retail and service uses, including many small professional offices and home improvement services. Both Foothill and Sparr Heights have a large number of vehicle repair facilities, which provide a core business base for the community, but present design challenges for neighborhoods.

By contrast the Montrose Shopping Park commercial area provides pedestrian-friendly, destination shopping and dining supported by public parking lots, wide sidewalks and shade trees. Montrose Shopping Park is a low-scale destination shopping area that draws customers from regions beyond the Crescenta Valley. Extending the shopping park to the west to encompass new commercial development is identified in the plan.

Providing a focus for Verdugo City serves both urban design and commercial needs. No professional office core exists in North Glendale, although there are several small office buildings clustered in Verdugo City, with scattered office buildings on Foothill Boulevard, Montrose Shopping Park, Sparr Heights and along Verdugo Road. Providing a village center identity to this area through signs, streetscape or landscape improvements may provide recognition for this area and encourage local investment as buildings in this area change over time.

Within Indian Springs, the Verdugo Hills Hospital is a major employer and provides an opportunity to generate new jobs. Encouraging land uses to support the hospital, such as medical offices, would be consistent with city-wide economic development goals. These commercial districts are identified on the opposite map as Economic Development areas and discussed in greater detail in Chapter 4.





## **3.4 Housing**

### **3.4.1 Citywide Principle**

Provide a balanced mix of housing opportunities and services available and affordable to all current and future residents, including those with special needs. This principle is supported by the following goals:

- A city with a wide range of housing types to meet the needs of current and future residents.
- A city with high-quality residential neighborhoods that are attractive and well designed.
- A city with increased opportunities for homeownership.
- A city with housing services that address groups with special housing needs.
- A city with equal housing opportunities for all persons.
- A city with housing that is livable and sustainable.

The City's Housing Element is the primary document for housing policy in Glendale and is in compliance with State of California requirements, as certified by the State Department of Housing and Community Development. Guiding principles for housing are directly from the City's adopted Housing Element.

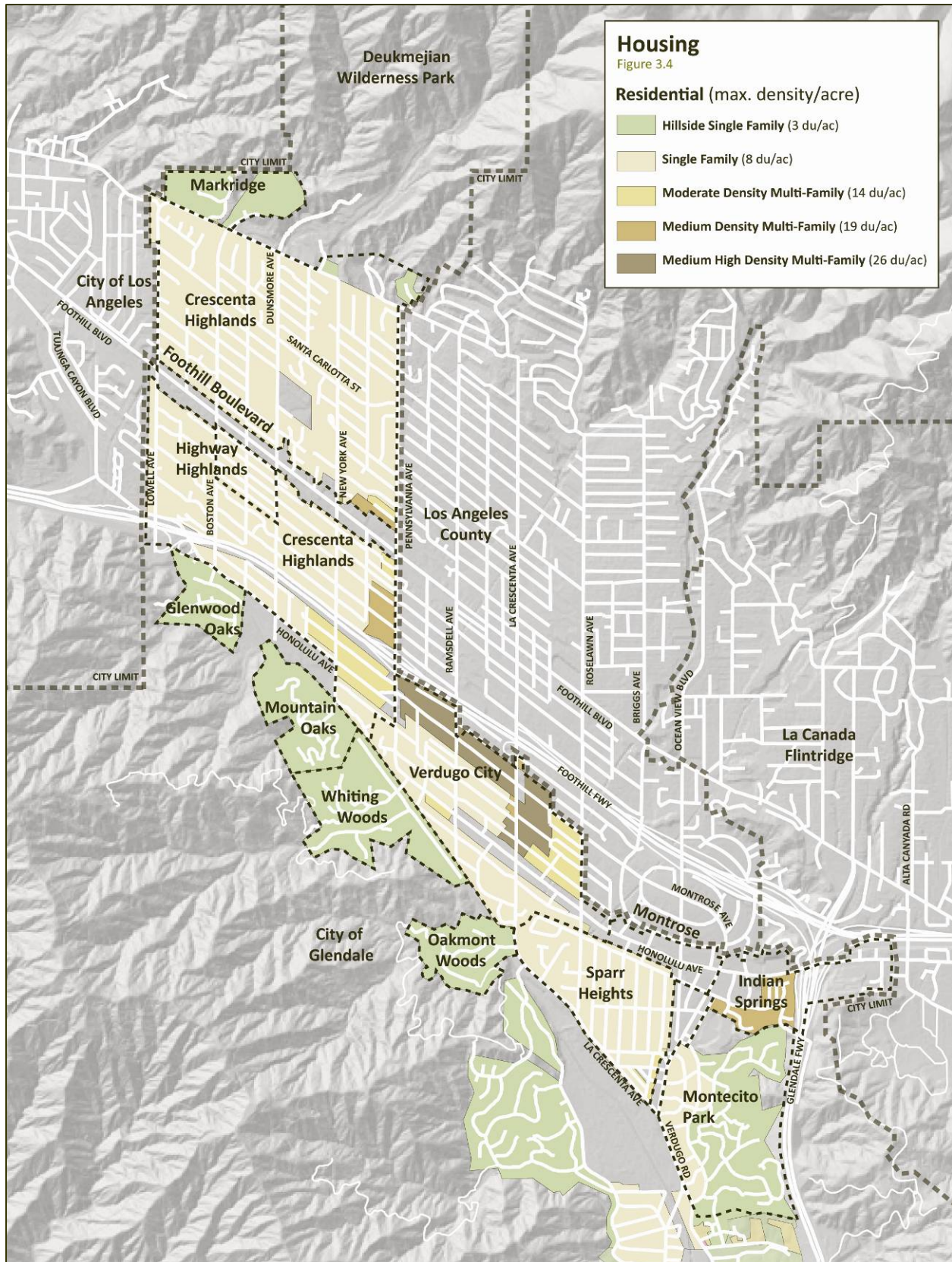
### **3.4.2 Linking Citywide Principles to North Glendale**

North Glendale is known for its residential character, with typical grid-street single-family residential development in the Crescenta Highlands, the Avenues, Sparr Heights, and distinctive hillside residential neighborhoods in Glenwood, Whiting Woods, Oakmont Woods and portions of Montecito Heights. Many hillside residential neighborhoods adjoin public and private open spaces, providing opportunities for recreation typical of rural neighborhoods.

Areas of multi-family residences, with densities ranging up to 40 units per acre, are primarily clustered on streets such as Montrose, Honolulu and Piedmont, which run parallel to the I-210 Freeway and in areas of Sparr Heights, adjacent to the Montrose Shopping Park. Multi-family residential areas have limited capacity for future growth, with zoning capable of accommodating approximately 200 units at maximum.

North Glendale has a variety of publicly-sponsored and private special needs housing opportunities, including housing for seniors and assisted living facilities on Honolulu Avenue and on Verdugo Road. Historically, the area was favored for development of this type of housing because of the good air quality. The remnant of this history is evident in the number of assisted living facilities serving this area, such as Twelve Oaks Lodge.

Mixed-use buildings successfully integrate into commercial neighborhoods in North Glendale, providing housing for senior and special needs populations. An example is a senior housing project on Honolulu Avenue at the edge of the Montrose Shopping Park that combines a pharmacy and medical lab with inexpensive senior apartments.



## **3.5 Urban Design and Land Use**

### **3.5.1 Citywide Principle**

Provide a policy framework that recognizes the capacity of existing and proposed infrastructure, promotes vital and attractive commercial areas, preserves the character of existing residential neighborhoods, and encourages a healthy lifestyle for the community. This principle is supported by the following goals:

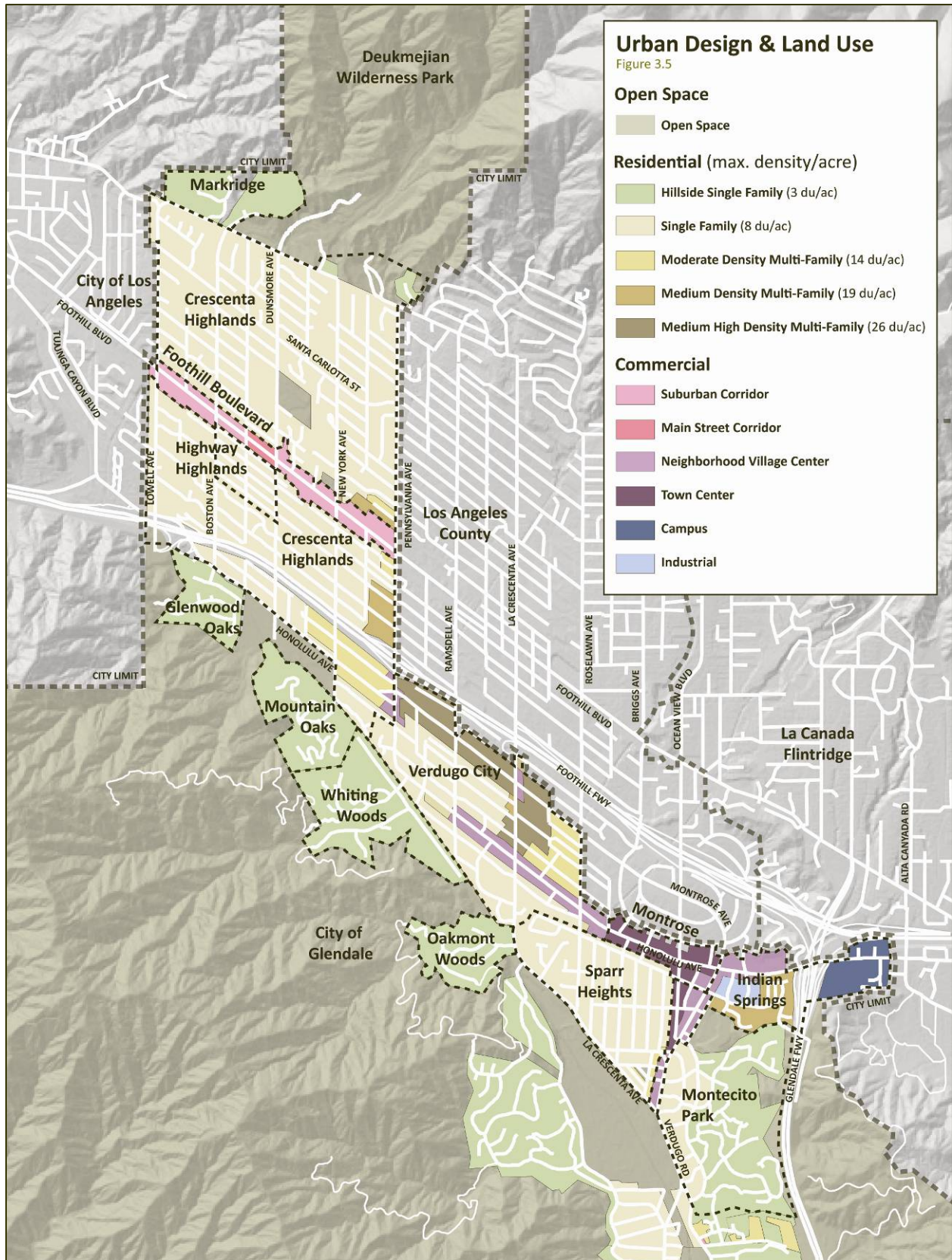
- Respect the visual character of neighborhoods through architectural design and attractive, well-maintained public and private structures.
- Provide for the improvement of commercial, industrial, and mixed-use districts through the expansion of compatible land uses, addition of parking facilities, and façade improvements.
- Provide for a variety of land uses to serve the needs of the community, ensuring public safety while minimizing the creation of non-conforming uses.
- Support designation of individual historic resources and historic districts when merited.

### **3.5.2 Linking Citywide Principles to North Glendale**

The residential neighborhoods in North Glendale are stable and attractive, so conservation of neighborhood character and protection of these areas are the focus of this plan. Infill of existing lots allows for growth, without infrastructure and service area expansion. Residential neighborhoods, particularly Markridge, Glenwood Oaks, Mountain Oaks, Whiting Woods, Oakmont Woods, and Montecito Heights, are at the urban-wildland interface. Safety from hazards such as fire, flooding and debris flow is a design consideration for these neighborhoods. Chapter 4 identifies important characteristics of each neighborhood, with particular attention to design quality.

Due to the sloping topography in North Glendale, the community has many concerns related to transitions between neighboring uses. This is particularly evident along Foothill Boulevard and portions of Ocean View Boulevard where commercial and single-family residential zones adjoin. Buffering, landscaping, walls and setbacks are important design issues between neighboring uses. Chapter 4 provides design guidance for these commercial areas in North Glendale where new growth is desired and identified in the Manage Growth section.

The Urban Design and Land Use map identifies residential neighborhoods and commercial and industrial districts which are described in Chapter 4. While the Land Use Element identifies basic land use designations for residential, commercial, industrial and mixed uses, it does not provide design direction for them. To address this gap between land use designations and urban design for commercial areas, the Community Plan identifies commercial design district designations for the plan area including Main Street, Suburban Corridor, Village Center and Town Center.



## **3.6 Mobility**

### **3.6.1 Citywide Principle**

Foster a well-planned, comprehensive and safe transportation system that enhances mobility through infrastructure, technology, design and multi-modal options. This principle is supported by the following goals:

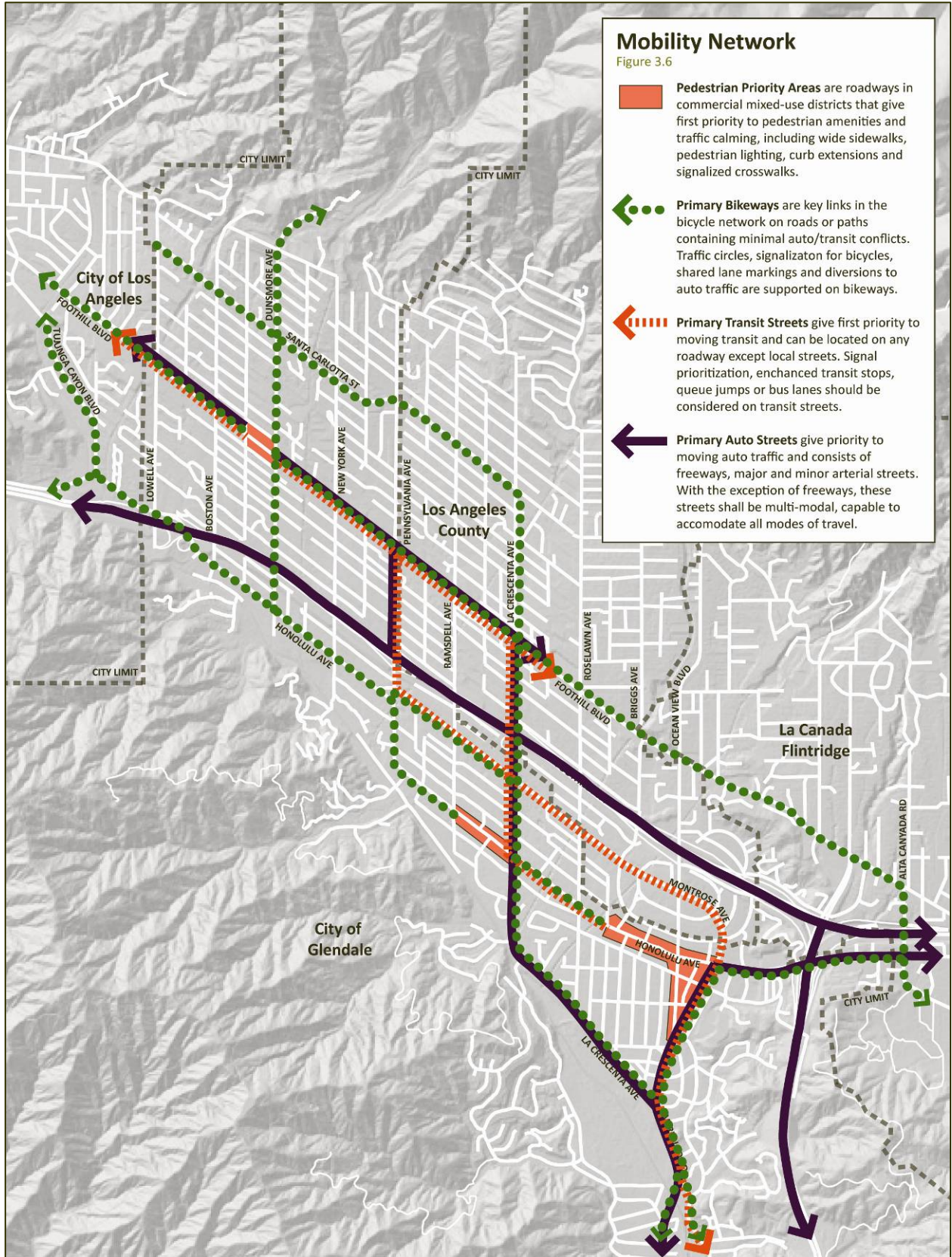
- Provide an alternative to automotive transportation by designing healthy, attractive, safe streets for all users.
- Implement the Safe and Healthy Streets Plan, Bikeway Master Plan, Safe Routes to School and other multi-modal policies and programs.
- Support best practices in parking management.
- Support flexibility in local street improvements (i.e. sidewalks, lighting, access) to meet neighborhood needs.

### **3.6.2 Linking Citywide Principles to North Glendale**

Collaborating with other jurisdictions adjacent to North Glendale has been important in assembling a coordinated mobility network in the Crescenta Valley. The network allows for a safe, efficient movement for travelers of all modes and provides recreational opportunities for people to become more physically active, with linkages to public facilities including parks and trails. This “Complete Streets” policy aims to accommodate all users, improving safety, public health and quality of life.

Increasing pedestrian safety was of primary importance, with support to expand Safe Routes to School programs to all schools in North Glendale. Pedestrian Priority Areas are proposed to focus pedestrian improvements on transit and bicycle corridors to support mixed-use and commercial areas. Safety enhancements to the road network in North Glendale are also supported, including signalized crosswalks, drainage swales, landscape buffers and curb extensions. Implementing the Bikeway Master Plan and establishing a network of Primary Bikeways that connect to neighborhood commercial centers and the regional roadway network will offer an alternative to automotive commuting, while connections to parks and trails will expand recreational opportunities. Maintaining local and regional transit on existing corridors is supported, with improved amenities at transit stops when feasible. While traffic calming programs are supported, the community stressed an importance on maintaining flexibility for local street improvements. Regarding parking management, allowing reciprocal access agreements among adjoining properties may improve the function of commercial streets, encouraging shared parking facilities and providing areas for landscaping and street trees.

The mobility network map illustrates the hierarchy and priority of modes on existing streets, outlining the primary routes in the city’s transportation network. The map establishes street classifications which include Primary Pedestrian Areas, Primary Bikeways, Primary Transit Streets and the Primary Auto Network. These classifications will serve as a guide for streetscape, landscape, intersection, bicycle and transit infrastructure improvements described in Chapter 4.



## **3.7 Infrastructure and Sustainability**

### **3.7.1 Citywide Principle**

Manage change to the built environment, providing high-quality, reliable Glendale services and infrastructure without compromising options and needs of future generations. This principle is supported by the following goals:

- Provide high-quality, reliable utility and public infrastructure for Glendale that takes advantage of new technologies to improve energy efficiency, water conservation, air quality, and recycling, resulting in a higher quality of life.
- Manage development within the capacity constraints of realistic public infrastructure in a fiscally responsible manner, with new development paying the cost for its infrastructure needs.

### **3.7.2 Linking Citywide Principles to North Glendale**

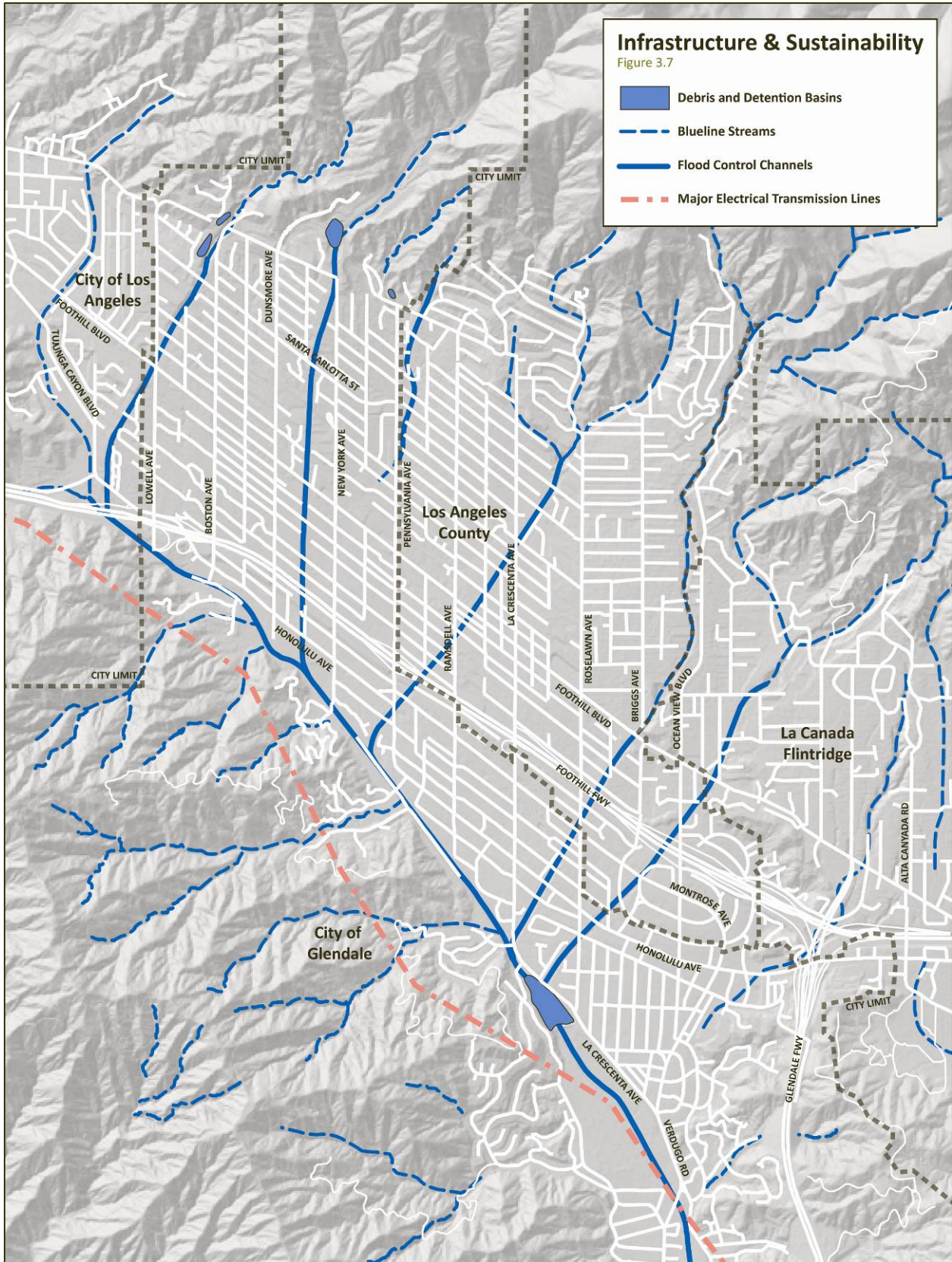
North Glendale enjoys public utility service from Glendale Water & Power, Glendale Public Works, Southern California Gas, AT&T and Charter Cable. Within the Crescenta Valley are a number of additional public and private service providers, including but not limited to Southern California Edison, Los Angeles Department of Water and Power, Crescenta Valley Water Company, and the Los Angeles County Sanitation Districts. Glendale Smart Grid technology and public benefits programs to improve service, energy-efficiency and conservation efforts are available to Glendale customers.

Electrical service on Foothill Boulevard differs between Glendale and unincorporated Los Angeles County. Glendale electrical service uses above-ground power poles, while Foothill Boulevard service in unincorporated areas is underground. While many in North Glendale favor underground utilities if provided by the City, the cost of such improvements is prohibitive without outside funding. Streetscape improvements including enlarging planter areas and adding landscape are desired to improve the visual character of Foothill Boulevard and are described in Chapter 4. Flexibility for streetscape improvements for sidewalks and street lights is supported within residential neighborhoods, with decisions determined by environmental constraints, funding availability and block-level support. Similar flexibility is desired for fencing, with decisions also determined by funding availability and block-level support.

The Mobility section and Community Services, Parks and Trails section provide information concerning roadway, transportation, trails and parks infrastructure. The Los Angeles County Department of Public Works provides flood control management.

Developed portions of North Glendale are surrounded by undeveloped open spaces. These green spaces form a natural green belt around the Crescenta Valley and are reflective of the natural topography. Development occurred on the hillsides up to the level where it was economically feasible to develop. Due to the cost of infrastructure expansion and public services coupled with the community's desire to limit new hillside development, the City's focus is on infill development and limiting sprawl into wildland areas. Thus, preservation of open space has the advantages of limiting expense for infrastructure expansion allowing the City to provide more efficient services. It also maintains natural beauty, preserves habitats, protects areas for groundwater recharge, and is consistent with the City growth policy as identified in Section 3.2.





## 3.8 Community Services and Parks

### 3.8.1 Citywide Principle

Provide and enhance a variety of high-quality parks, trails, community centers and open space, regionally integrated, equitably distributed and accessible to all, to contribute to the character of the community and offer personal enrichment, educational and recreational opportunities. This principle is supported by the following goal:

- Foster a community that values, celebrates, and engages the City’s rich diversity and shared humanity through opportunities for a variety of arts and cultural experiences throughout the community.

### 3.8.2 Linking Citywide Principles to North Glendale

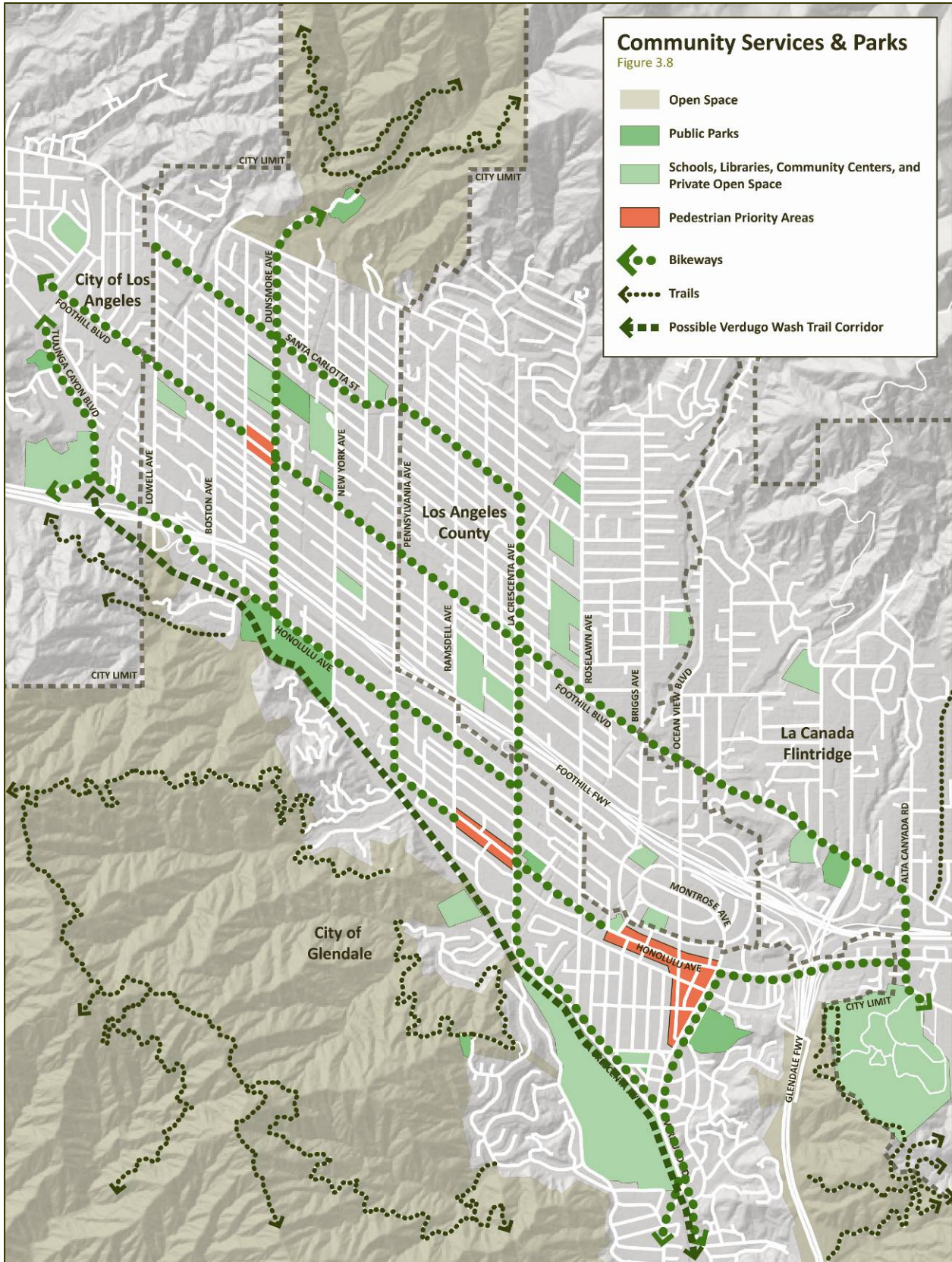
Proximity to mountains, parks and multi-use trails provides opportunities to enjoy active lifestyles. Dunsmore Park, Montrose Community Park, New York Park, Crescenta Valley Park and Deukmejian Wilderness Park provide opportunities for recreation. Wilderness trails at Deukmejian Wilderness Park and fire roads in the San Rafael and Verdugo Mountains connect to a wider trail network, including the Rim of the Valley Trail. Improvements to access and maintenance of parks and trails are encouraged, as well as construction of new infrastructure in North Glendale, including a multi-use trail in the Verdugo Wash and transforming the Oakmont debris basin into a park.

Adjacent jurisdictions also provide opportunities for recreation such as Two Strike Park in unincorporated La Crescenta, private recreational facilities such as the Crescenta-Canada YMCA in La Canada Flintridge and Verdugo Hills Golf Course in Tujunga. La Tuna Canyon, Big Tujunga Canyon and Angeles National Forest are also popular recreation areas. Descanso Gardens near Montrose is a prominent botanical garden that offers both a peaceful setting and also a regular schedule of programs and events.

Schools provide North Glendale with additional active and passive recreational open space. Cultural activities and recreation programs are provided at Sparr Heights Community Center and Dunsmore Park. Cultural and interpretive programs are also offered at Deukmejian Wilderness Park which has the historic Le Mesnager Barn and winery site, plus an outdoor amphitheater.

Local organizations provide a range of recreational activities including The Homenetmen, Montrose Scout House and Camp Max Strauss. The McGroarty Arts Center in Tujunga and the Lanterman Auditorium in La Canada Flintridge provide many classes and programs for the community. Religious institutions such as the Anada Ashrama and Center for Spiritual Living offer fellowship and spiritual activities in addition to recreational amenities.

Improved connections to the community services, parks and trails described above are supported through expanding the network of sharrows, dedicated bike lanes and multi-use trails throughout the Crescenta Valley. The map following this page identifies parks, community centers, schools, libraries and other open space within North Glendale. It also identifies current and potential linkages between these amenities, including all existing and proposed bikeways.



## **3.9 Access to Government Services and Community Facilities**

### **3.9.1 Citywide Principle**

Ensure that all community members have open access to government, high-quality public institutions, meaningful participation in governmental actions, and take responsibility for their neighborhoods and City. This principle is supported by the following goals:

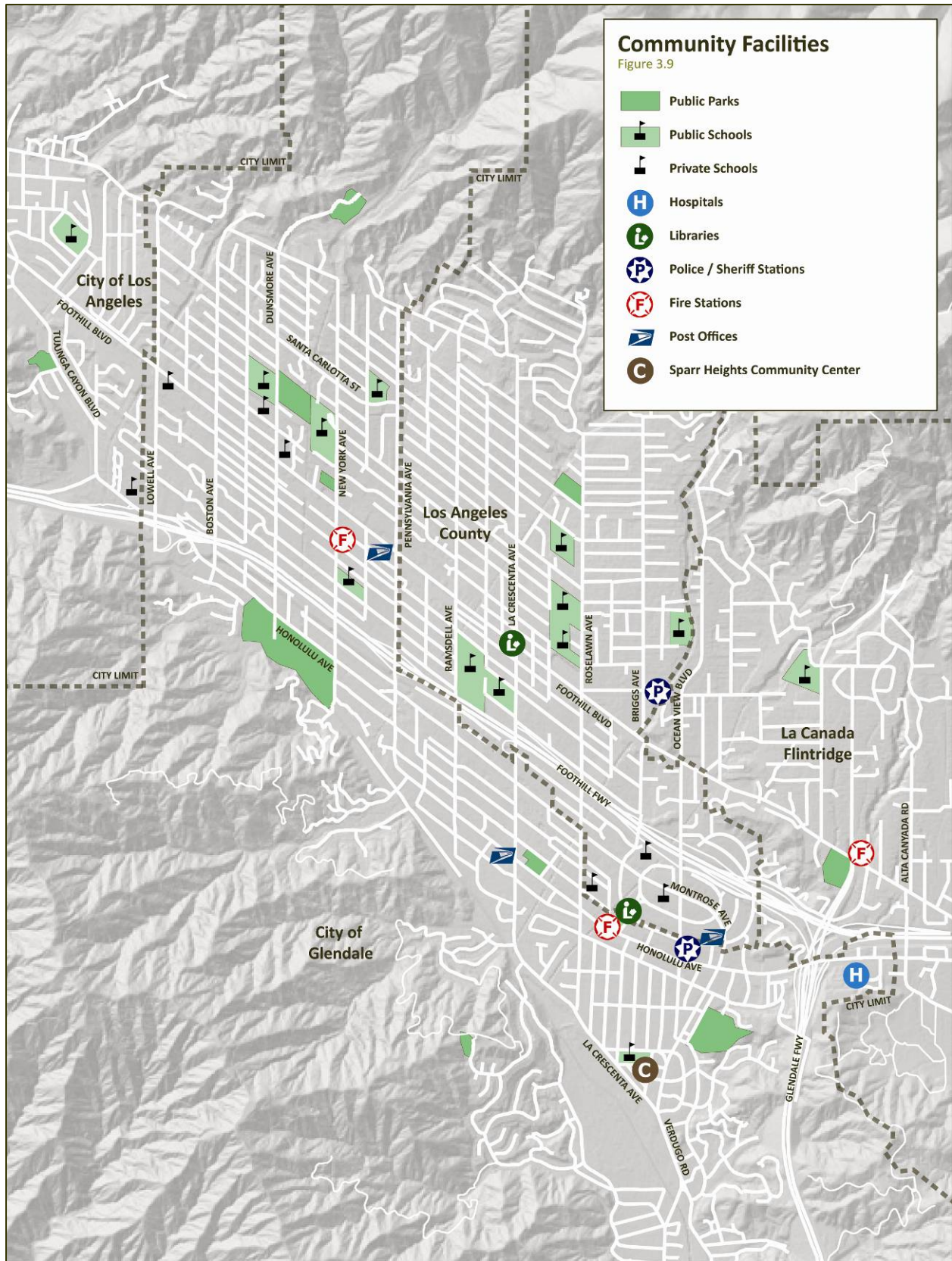
- Conduct government business in the best interest of the public, with integrity, openness, inclusion and support for governmental decision making that is fair, understandable, predictable, and transparent.
- Support comprehensive, educational opportunities accessible to all segments of the community, including high-quality schools and libraries.
- Create a sense of belonging for the entire community where residents can take pride and responsibility for their neighborhood and City.

### **3.9.2 Linking Citywide Principles to North Glendale**

North Glendale residents enjoy access to high-quality government, schools and libraries. The Glendale Unified School District serves residents in North Glendale, as do private educational institutions such as the Chamlian Armenian School , Saint James the Less School, and various preschools. Crescenta Valley is served by the Montrose Library in Glendale, the La Crescenta Library in unincorporated Los Angeles County, the La Canada Flintridge Library, and the Sunland-Tujunga Library.

Most neighborhoods within North Glendale have access to community meeting rooms, programs and activities within their own immediate neighborhoods, as illustrated on the opposite map. Community rooms are available at Sparr Heights Community Center, Dunsmore Park and Montrose Library. Public meetings are also often held at Clark Magnet High School and Crescenta Valley High School. Community functions are also held at the Crescenta Valley Sheriff's Substation, La Crescenta Library, the Crescenta Valley Women's Club and American Legion Hall.

The City of Glendale conducts business in open meetings, encouraging public participation. Agendas and minutes for meetings of the City's boards and commissions are posted on the City's website, and the meetings are televised. Public meetings in the Crescenta Valley are often held at the community centers, libraries, and at the various public schools in North Glendale. The Montrose Library has a bulletin board where community events are advertised.



## **3.10 Natural Resources**

### **3.10.1 Citywide Principle**

Protect, restore and enhance the city's natural environment and resources. This principle is supported by the following goals:

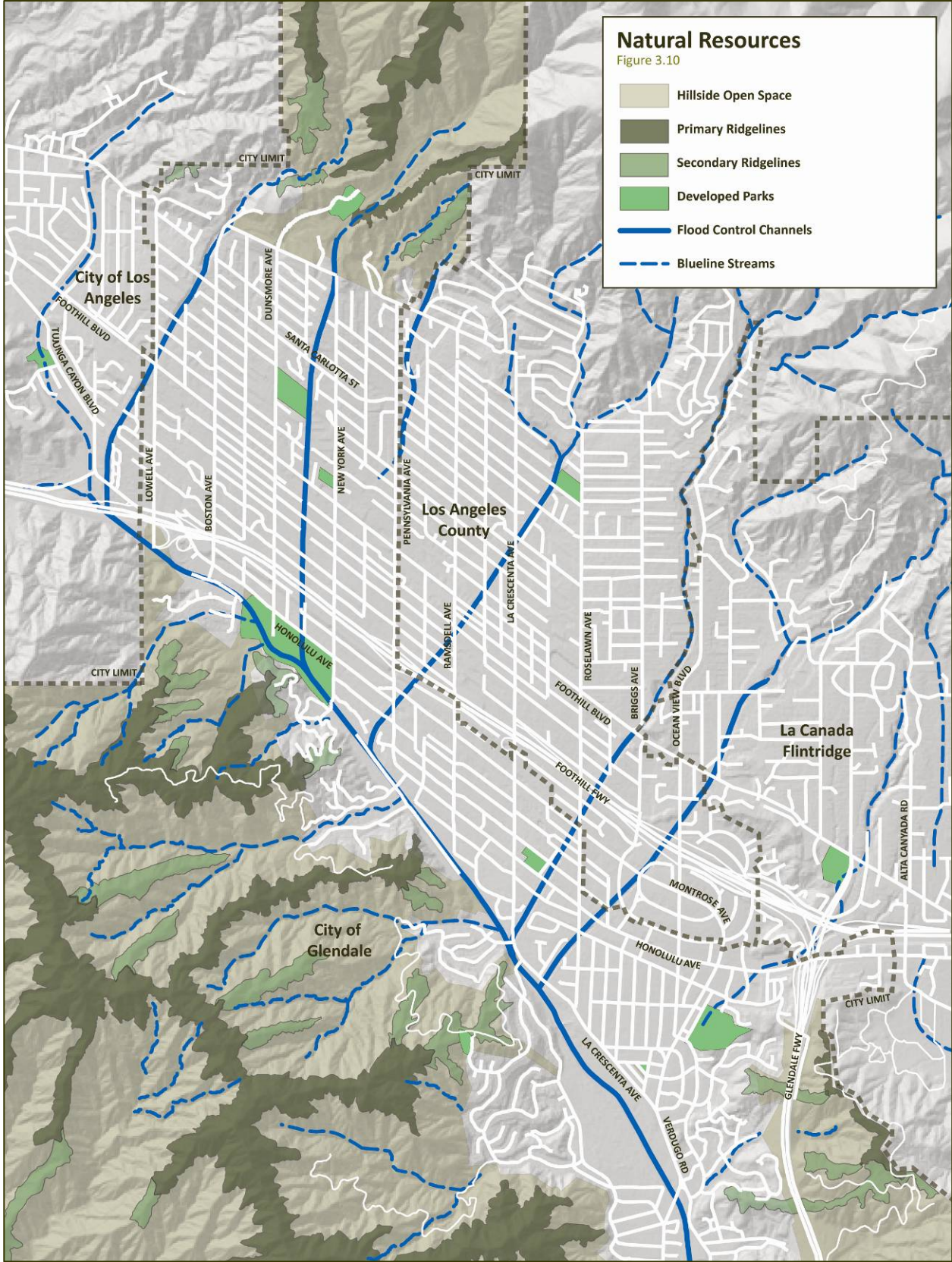
- Limit new development in natural areas by protecting indigenous trees and habitats and by prohibiting new development on ridgelines and in areas of mapped intermittent or perennial streams with habitat value (blueline streams).
- Raise awareness of linkages between behavior and pollution to provide for greater sustainability and higher quality of life.

### **3.10.2 Linking Citywide Principles to North Glendale**

North Glendale benefits from its location between the San Gabriel Mountains to the north and the Verdugo Mountains to the south. The San Gabriel Mountains are designated as a mineral resources conservation area by the State. This area is primarily in public ownership including Deukmejian Wilderness Park and the Angeles National Forest. North Glendale has a substantial groundwater supply and good air quality which greatly enhances the quality of life in this area.

Residential development in hillsides is limited in elevation due to the limits of infrastructure available to serve new development and public ownership of land. In North Glendale natural hazards from steep hillsides, flooding hazards, and debris flow also limit locations suitable for new development.

Mountain Oaks is an old subdivision at the southerly terminus of New York Avenue, next to Crescenta Valley Park. Both the park and Mountain Oaks are part of a natural oak woodland, and large coastal live oak trees are evident throughout North Glendale, particularly along the southerly hillsides and in neighborhoods such as Whiting Woods. Preservation of the oak woodlands and the wildlife it supports is important to North Glendale.



## 3.11 Wellness and Safety

### 3.11.1 Citywide Principle

Ensure that the City remains a healthy community by supporting social services and health care opportunities and by preparing for emergencies and natural disasters through good planning, providing an environment that is physically safe. This principle is supported by the following goals:

- Provide a community that is physically safe and prepared for emergencies, creating a sense of security for all.
- Support a physically and mentally healthy community with quality health care services for all residents.
- Expand opportunities for the provision of social services by both public and service organizations.
- Reduce environmental hazards to life and property.

### 3.11.2 Linking Citywide Principles to North Glendale

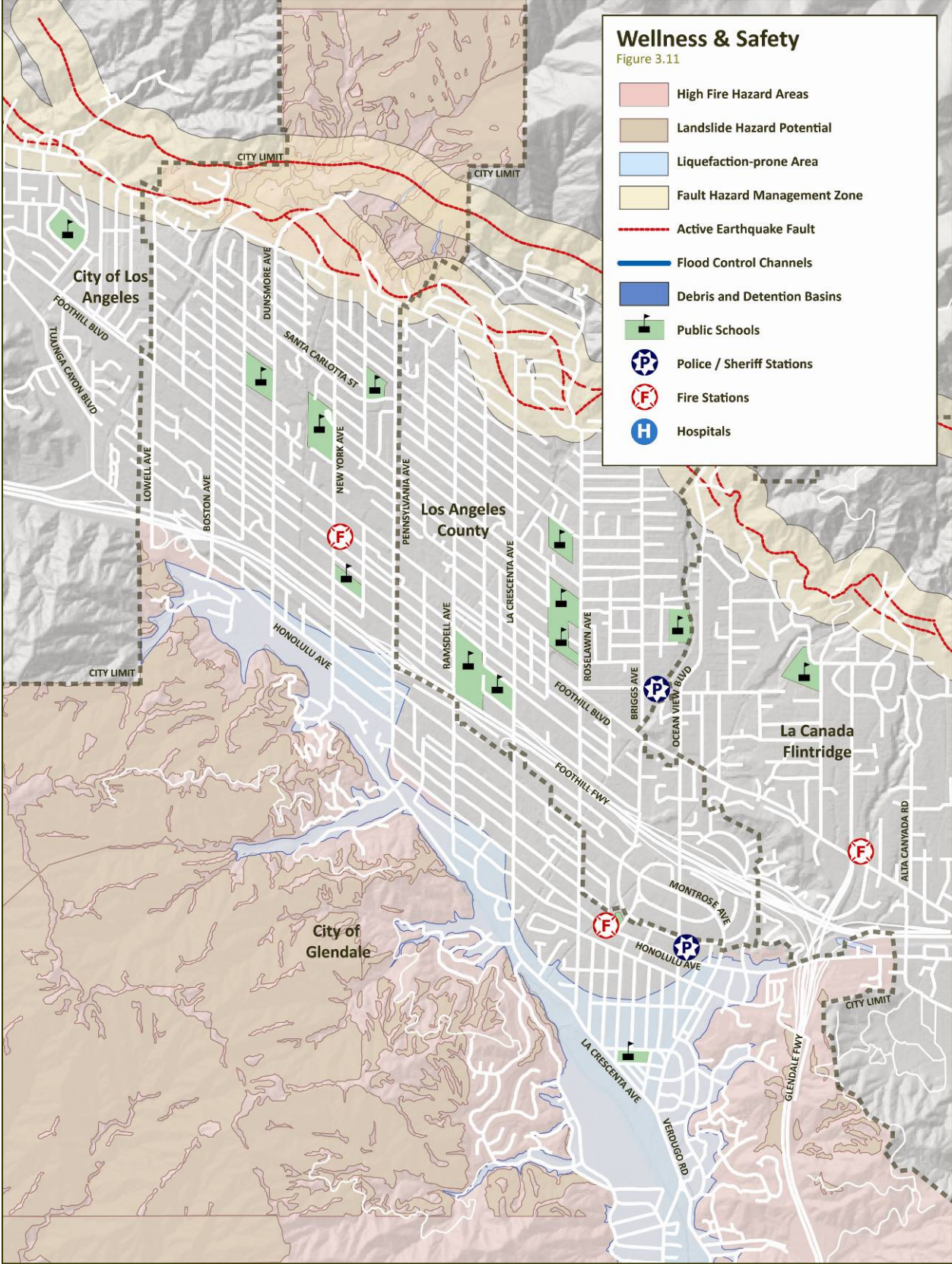
Fire, flooding, debris flow and earthquakes are hazards that periodically face North Glendale residents. The State has identified a fault hazard management zone for the San Gabriel earthquake fault generally located parallel to and north of Markridge Road. Portions of this fault run through the Markridge neighborhood and Deukmejian Wilderness Park. Known earthquake faults, landslide hazards and liquefaction hazards associated with earthquakes are identified on the accompanying map.

Freeways crossing the Crescenta Valley are a major source of noise and were built after the Valley was developed with housing. As a result of freeway development, many residences in close proximity to the I-210 and SR-2 freeways are impacted by freeway noise. Many residential neighborhoods have requested the State provide noise walls for their neighborhoods, although the shape of the Valley may limit their effectiveness. Many residents in North Glendale oppose extension of the I-710 freeway over concerns of additional traffic noise impacts in North Glendale.

Glendale provides fire, paramedic and police services to the North Glendale community and maintains mutual aid agreements with neighboring jurisdictions. Glendale Public Works, Glendale Fire Department, and the Los Angeles County Department of Public Works reduce community hazards by maintaining brush clearance and stormwater facilities. Drainage facilities crisscross the Crescenta Valley and are owned by the Los Angeles County Department of Public Works. Glendale Fire maintains two fire stations and Glendale Police maintains one substation in North Glendale. The Los Angeles Sheriff's Crescenta Valley Substation, Los Angeles Police Department station in Sunland-Tujunga and the California Highway Patrol are available for mutual aid assistance for events in North Glendale.

A variety of wellness services are offered in North Glendale. Medical services are available for residents in North Glendale at Verdugo Hills Hospital, which also provides emergency services. Services for the elderly and disabled operate in North Glendale, such as dial-a-ride, meals-on-wheels and limited senior services such as senior lunches are provided at the Sparr Heights Community Center. Many private health care offices exist in North Glendale, primarily in Sparr Heights, on Verdugo Road, in Verdugo City and on Foothill Boulevard.





## 3.12 History

### 3.12.1 Citywide Principle

Identify and protect cultural, historical, archaeological and paleontological resources that are important to the community. This principle is supported by the following goal:

- Identify and protect significant cultural, historical, archaeological and paleontological resources that are important to the community through education, designation, conformance with state environmental laws, and sound preservation practices.

### 3.12.2 Linking Citywide Principles to North Glendale

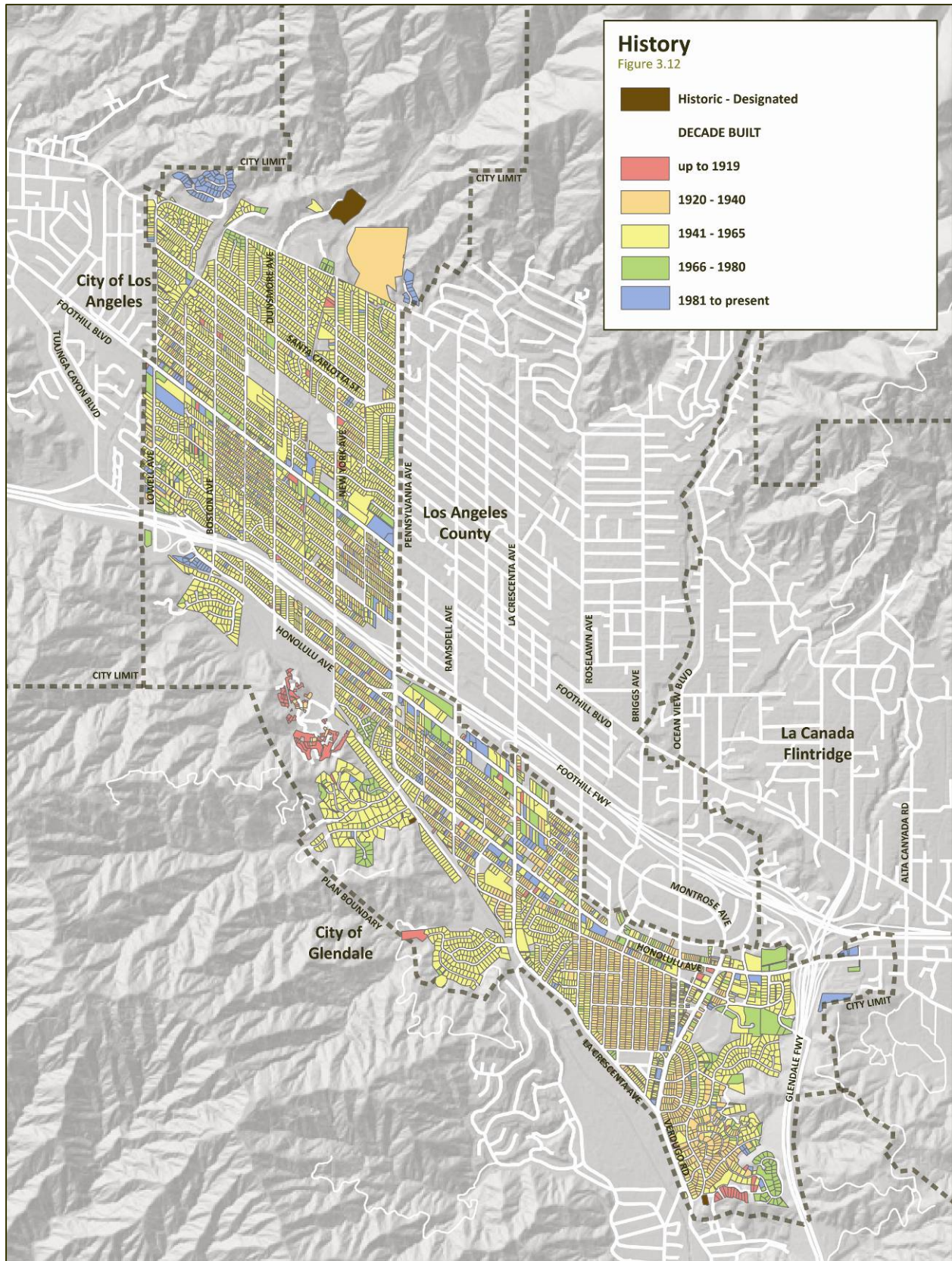
The City of Glendale is committed to the preservation of its historic buildings, neighborhoods, and sites as part of its overall goal of planning for the future. By looking back and preserving key places that contribute to the shared history of all city residents - past, present, and future - we establish a framework that allows the city to develop, grow, and prosper without erasing the heritage that helps define Glendale and its people.

The history of North Glendale is reflected in its built environment, its development patterns, and in the significant cultural resources built over the years. Sparr Heights, Highway Highlands, and Montecito Park are among the oldest residential areas, subdivided in the 1920s and largely built out by World War II. Other areas, including Crescenta Highlands and the hillside neighborhoods, were largely developed after the war to accommodate the region's booming population growth. Commercial development grew to meet the needs of residents, with today's Montrose Shopping Park and the Sparr Heights business district still retaining some of early structures dating to the 1920s. Multiple annexations of former unincorporated areas brought North Glendale into the City of Glendale. Sparr Heights and Montecito Park were annexed early on, in 1925, but the majority of North Glendale did not become part of the city until 1952.

The Community Plan area contains significant historic resources including the Le Mesnager Barn, Rockhaven Sanitarium, the many houses and walls constructed of alluvial stones, and the distinctive Montrose Shopping Park. While a few North Glendale properties are listed on the Glendale Register of Historic Resources, and several small-scale historic resource surveys have identified other properties of potential historic significance, numerous other potential historic sites have yet to be surveyed or identified.

The opposite diagram maps North Glendale's key development periods, which are discussed in greater detail in the North Glendale Historic Context (Appendix A).

Specific historic resources that define community character, such as stone walls and houses, are discussed in greater detail in Chapter 4.



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# Chapter 4

## PLACES

North Glendale is a unique collection of varied neighborhoods and districts. It includes commercial and residential places, such as Montrose Shopping Park, Sparr Heights and Highway Highlands. Each has a unique development pattern created during various time periods. The North Glendale Community Plan seeks to preserve and enhance each area's distinct character, while identifying the vision for each area and potential improvement.

## 4.0 Introduction

While Chapter 2: Community Vision and Chapter 3: Principles provide an overall planning context for the Community Plan area, it is in this Chapter 4: Places where each neighborhood and district in North Glendale is described. This Chapter groups the neighborhoods together into seven major areas based on similar characteristics, or a common identity as understood by the community. For example, the Glenwood Oaks, Mountain Oaks, Whiting Woods, and Oakmont Woods neighborhoods are grouped together because they are single-family residential neighborhoods located on the northeast face of the Verdugo Mountains, with like climate and vegetation. Commercial and residential areas are combined where they are seen to function together as a whole, such as the Montrose and Sparr Heights neighborhoods.

The seven areas are:

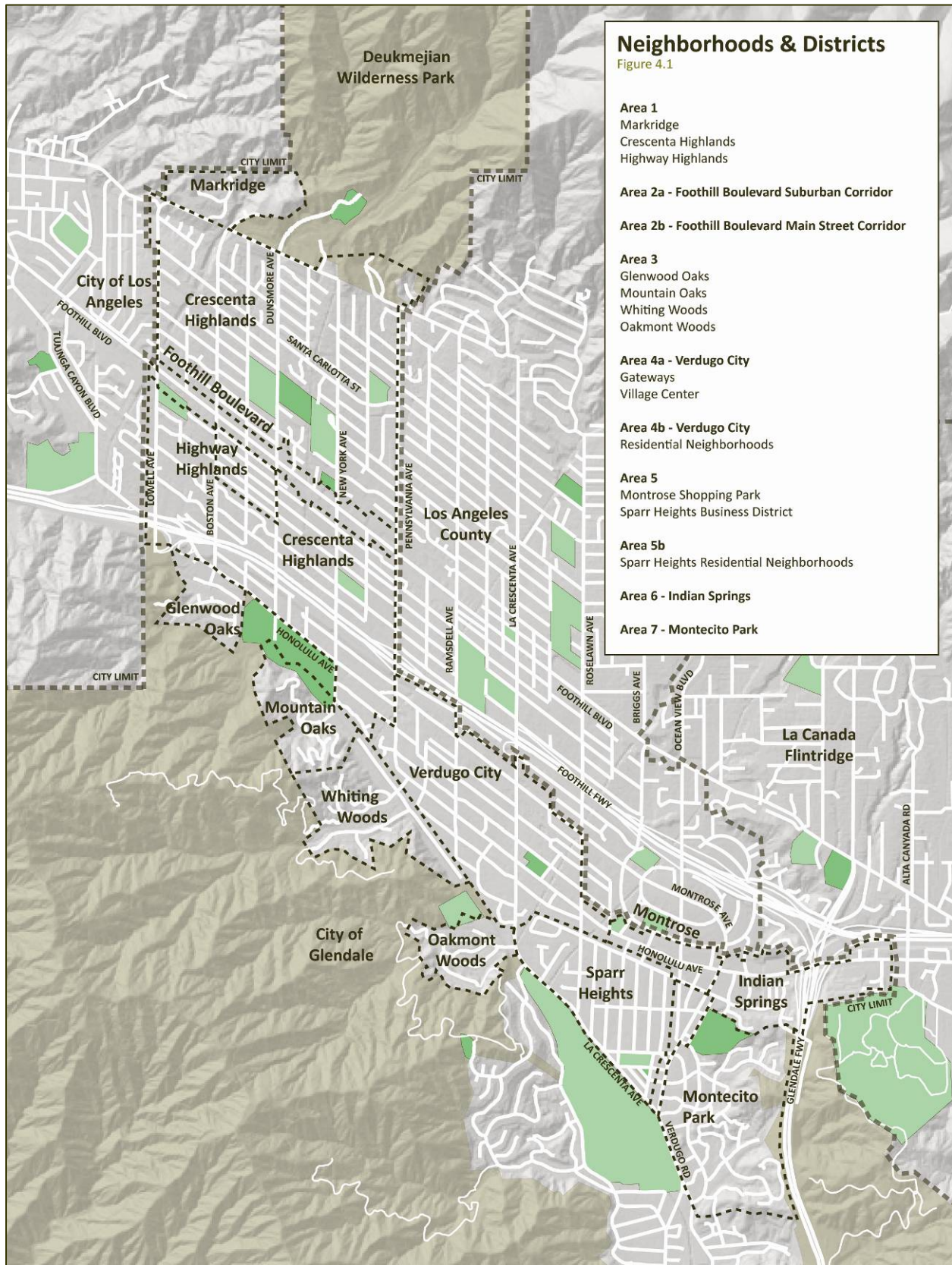
- Area 1 - Markridge, Crescenta Highlands, Highway Highlands Residential Neighborhoods
- Area 2 - Foothill Boulevard, described in two sections:
  - A – “Suburban Corridor” Commercial District
  - B – “Main Street” Commercial District
- Area 3 - Verdugo City, described in two sections:
  - A – “Gateways” and “Village Center” Commercial Districts
  - B – Residential Neighborhoods
- Area 4 - Glenwood Oaks, Mountain Oaks, Whiting Woods, and Oakmont Woods Residential Neighborhoods
- Area 5 - Montrose and Sparr Heights, described in two sections:
  - A – Montrose Shopping Park and Sparr Heights Business Districts
  - B – Sparr Heights Residential Neighborhoods
- Area 6 - Indian Springs Commercial and Residential District
- Area 7 - Montecito Park Residential Neighborhood

Each area includes the following sections to guide future development:

A **Vision** for the future based on existing characteristics together with community desires and expectations. The Vision is intended to describe the growth and land use policies outlined in Chapter 3.

**Public Improvements** to the street system, transit network, bikeways, utilities, and parks that will assist in implementing the Vision.

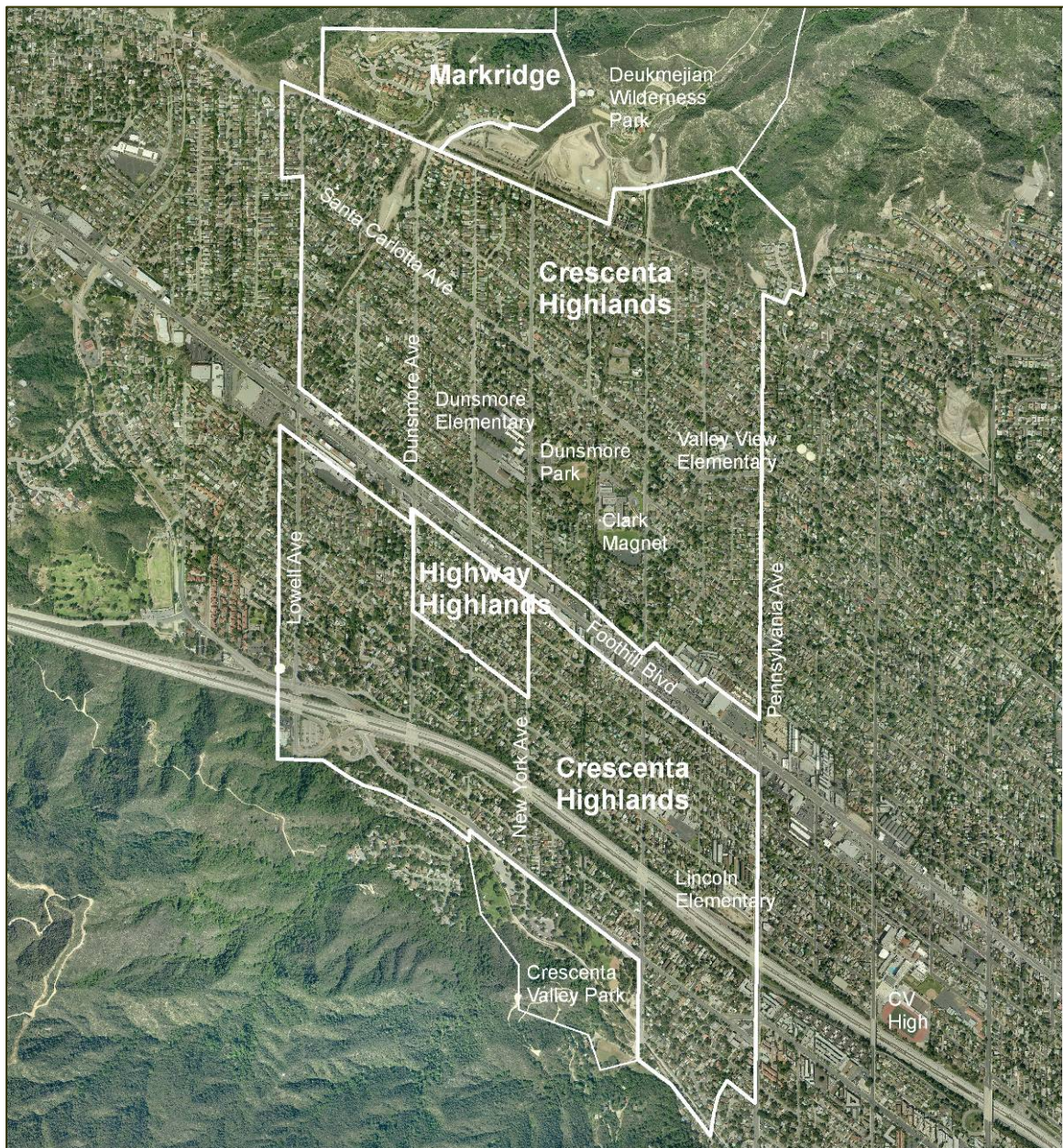
**Design Guidelines** specific to each area, necessary to help implement the Vision. It is intended that the design guidelines of Chapter 4 will be implemented for every proposed addition or new building. The design guidelines are intended to convey overall best practices. However, conditions vary from site to site, and there may be a more appropriate solution that is not included in the guidelines. Innovative design solutions consistent with the spirit of the neighborhood vision will be considered and even encouraged. As needed, these guidelines can be supplemented by the applicable section(s) of the Comprehensive Design Guidelines.



## 4.1 Markridge, Crescenta Highlands and Highway Highlands

### 4.1.1 Vision

These three single-family residential neighborhoods are located in the northernmost portion of Glendale, mostly between the City boundaries of Lowell Avenue to the west and Pennsylvania Avenue to the east. They are grouped together because of their low density and location. Although these neighborhoods share many similarities, they were developed during different time periods and each has unique characteristics that will be maintained. New homes or additions should be sensitive to the overall scale of the neighborhood and incorporate natural materials, but are not expected to mirror existing designs. These areas also share access to open spaces, including Deukmejian Wilderness Park.





**Markridge** is located on the south face of the San Gabriel Mountains with valley views. This 42-home hillside subdivision is designated by entry signs at Markridge Road and is designed around “restricted use” areas that follow the Sierra Madre Fault. The neighborhood features flat lots cut into the hillside with two-story homes of similar design that are generally larger than others in North Glendale. The steep streets with curbs, sidewalks (but no parkway), street trees located at the edge of the sidewalk, and tennis courts will be maintained. Parkways may be added with community input.. New houses, additions or remodels should fit into the neighborhood but are not expected to copy existing designs.



*Houses in Markridge have similar one- or two- story porticos and front-facing 3-car garages*

**Crescenta Highlands** neighborhoods feature an eclectic mix of design styles. Setbacks, massing, garage location, sidewalks, curbs, street lights and utilities vary from street to street. Expansion of existing homes and new homes should be sensitive to the overall scale of the surrounding context and maintain the mix of styles that gives the area its charm. Many streets have a rural character, and the construction of sidewalks and street lights should be done when desired by residents.



*Eclectic collection of buildings with stone walls is characteristic of the Crescenta Highlands*

**Highway Highlands** is a distinct neighborhood set within the larger Crescenta Highlands neighborhood. The angled street grid is unique, with streets that typically do not feature sidewalks or mid-block street lights. This neighborhood contains a concentration of historic stone houses built in the 1920s, along with considerable lengths of stone retaining walls at the front of many upsloping properties. This charming variety of architectural styles and the pattern of mostly small-scale homes on small parcels should be maintained within this neighborhood.



*Street facing houses with open front yards are typical in Crescenta Highlands*



*Small lots with stone retaining walls are characteristic of Highway Highlands*

### **4.1.2 Public Improvements**

Many streets in these neighborhoods do not have sidewalks, parkways, lighting and/or curbs. These improvements should be made only when interest is clearly expressed by the residents. This area is characterized by drainage channels which bisect the neighborhoods.

### **4.1.3 Design Guidelines**

In addition to the policies noted in Chapter 3, and the Vision for the future listed above, the following design guidelines are specific to Markridge, Crescenta Highlands and Highway Highlands neighborhoods. As needed, these may be supplemented by the Comprehensive Design Guidelines. The design guidelines are intended to convey overall best practices. However, conditions vary from site to site, and there may be a more appropriate solution that is not included in the guidelines. *Innovative design solutions that are consistent with the spirit of the community vision will be considered and even encouraged.*

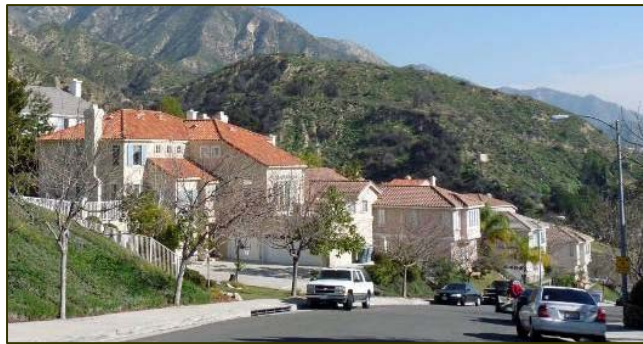
**Site Planning** involves a careful analysis of the opportunities and constraints of the site, including existing features such as mature trees, topography, and drainage patterns. The components of site development extend beyond building placement and configuration, including surrounding uses, retaining walls, landscape design, hardscape considerations, and parking.

**A. Building Location**

1. When there is a clearly distinguishable neighborhood pattern, new development should respect the established pattern with building location, pedestrian and vehicular access. When the development pattern varies, new development should be designed to fit into the immediate context.



*Open front yards with mature landscaping are common in Crescenta Highlands.*



*Curvilinear streets with sidewalks and open front yards characterize Markridge.*

**B. Yards and Usable Open Space**

1. Front yards in this area are open to the street, with the exception of some sloping sites which require retaining walls.

**C. Garage Location and Driveways**

1. Much existing development has parking and garages directly facing the street. However, the garage may face away from the street, toward the interior lot line.

**D. Landscape Design (Including Hardscape)**

1. Large mature trees are often characteristic of these properties. Existing trees should be maintained. New landscape design should include canopy trees of substantial size to maintain this characteristic. In areas with few trees, native and California-friendly trees should be considered.

**E. Walls and Fences**

1. The front yard should maintain its open appearance toward the street. Fences may be appropriate, where permitted. Design, materials and details must meet design and zoning criteria.

**F. Retaining Walls**

1. Further use of retaining walls to create level front yards should be minimized, and when used cobble or native rock should be used where possible. Other natural materials may be used if necessary.

**Mass and Scale** – New projects should fit well with surrounding building fabric. While new projects need not copy existing development, mass and scale should respect adjacent building context.

**G. Relate Buildings to Existing Context**

1. Much of the existing development in Crescenta Highlands and Highway Highlands is single story. Second stories in these neighborhoods should be sensitive to the existing context.
2. Consider setting back a new second story from the front face of the ground floor.

**H. Relate Buildings to Existing Topography**

1. Sites in this area slope in one or two directions. Design should be sensitive to hillside topography and lot configuration. Locate the taller portions of the buildings on the upslope portion of the site so the building profile reflects the topography in one or both directions.

**I. Scale, Proportion and Monumentality**

1. These neighborhoods currently consist of homes that appear relatively modest as viewed from the street, regardless of their size. Larger homes should respect the existing context and not appear monumental, especially as viewed from the street.



*Modest homes on small lots and block wall retaining walls are a typical on up-sloping lots in Highway Highlands.*



*Designs should be sensitive to hillside topography and lot configuration.*

**J. Roof Forms**

1. Existing roof forms are varied and most are pitched roofs. Due to the variety of styles, there are no preferred roof forms. Flat roofs are not inappropriate and should be designed with consideration for the existing context.

**Design and Detailing** of buildings is paramount to a quality environment. Detailing and choice of materials should reinforce the overall project design. Architectural design elements, details and materials should be consistent throughout a project, recognizing that a building is 3-dimensional and must be well designed on all sides.

**K. Overall Design and Detailing**

1. Existing residences are well crafted, typically well detailed with two or three high quality materials. New structures DO NOT need to match the design or style of existing structures, but should be equally well crafted.

**L. Entryways**

1. Entries should be well integrated into the overall design, open to and visible from the street, but not monumental in scale or character.

**M. Finish Materials**

1. Natural and local materials should be used wherever possible.
2. Stone walls and stone houses characteristic of this area should be retained.

**N. Wall Thickness**

1. For traditional architectural designs, exterior walls should be thick enough to provide a window recess.



*Natural stone and local materials should be used wherever possible*



*Stone walls well-crafted windows and a variety of materials provide texture and detail characteristic of Crescenta Highlands*

## 4.2a Foothill Boulevard “Suburban Corridor”

### 4.2a.1 Vision

Foothill Boulevard provides a continuous link from the San Fernando Valley to Pasadena as it runs through the four jurisdictions of the Crescenta Valley (Tujunga in the City of Los Angeles, City of Glendale, Los Angeles County and City of La Canada Flintridge). It is the spine or backbone that ties the Valley community together. The majority of Foothill Boulevard is a typical “Suburban Corridor” characterized by land uses and development oriented towards automobile access. However, building design, landscaping and streetscape should be enhanced to provide a more visually pleasant experience for all users, creating an environment where existing and new businesses thrive. This suburban corridor, with a variety of uses, should be attractive and vibrant in the future.





*Foothill Boulevard Suburban Corridor*



*Building set back from street with landscaping and outdoor dining*

The **Foothill Boulevard Suburban Corridor** accommodates a variety of uses, building heights, architectural styles, and site configurations and is characterized by larger lots and auto-oriented development. Building setbacks and parking lot locations vary from lot to lot, and there is no consistent street edge. Commercial activity will continue to be neighborhood and community service oriented, including automotive sales and repair. The street should continue to have an eclectic feel with variations in building location, style, parking location and open space.

Streetscape improvements should have a consistent pattern to increase visual appeal and pedestrian comfort. Complete street principles should be used to accommodate all users, from pedestrians to cyclists, buses, automobiles, and delivery trucks. Such improvements must also address safety features including new crossings and improved drainage. This new streetscape will create a business district even more successful than today's.



*Landscape buffer creates welcoming pedestrian environment*



*Landscaping, street furniture, trees and wide sidewalks provide a comfortable pedestrian environment*

## 4.2a.2 Public Improvements

The Foothill Boulevard Suburban Corridor is a prime example of a “Complete Street.” While this corridor is part of the Primary Auto Network as an alternate to the 210 Freeway, it is also a Primary Bikeway connecting through the Crescenta Valley, as well as a Primary Transit Street with Metro bus service connecting to the Northern San Fernando Valley and Glendale. Mobility improvements on Foothill Boulevard aim to increase mobility, access, and safety for all users while maintaining the existing number of auto travel lanes, minimizing the removal of street parking and maintaining the center turn lane. However, the street section may need transformation to provide the necessary improvements.

### A. Streetscape, landscape and intersection improvements for all users

1. Consider the following enhancements within the right-of-way: (a) curb extensions with parkway landscaping and widened sidewalks, (b) landscaping with drainage swales, (c) dedicated travel lanes for buses, (d) limited, raised landscape center medians at entry points to Glendale.
2. Provide adequate ADA clearance for all street and mobility infrastructure improvements.
3. Coordinate street tree planting, sidewalk widening and replacement trees with any future development site or street improvement projects along Foothill Boulevard.
4. Consider coordinating and connecting infrastructure improvements associated with the Safe Routes to School Program to Foothill Boulevard, including improvements at Dunsmore and Valley View Elementary Schools.
5. Support a signalized pedestrian crossing on the Foothill Boulevard and Maryland Avenue intersection adjacent to the Post Office and other areas as deemed necessary by future traffic studies.



*Enhanced crosswalks at intersections along Foothill Boulevard increase visibility and safety for pedestrians.*



*Curb extensions at crosswalks are supported along Foothill Boulevard to increase safety and enhance mobility for all users.*



*Curb extensions at midblock locations can be used to increase parkway landscape and provide wider sidewalks with benches and other pedestrian amenities.*



**B. Improvements to the Primary Bikeway Network**

1. Maintain the existing Class 2 dedicated bike lane on Foothill Boulevard.
2. Provide conveniently located bicycle parking.
3. Support enhanced bicycle infrastructure as supported in Chapter 5 of the Safe and Healthy Streets Plan on streets identified as Primary Bikeways, including Foothill Boulevard and New York Avenue.

**C. Improvements to the Primary Transit Street Network**

1. Maintain existing transit service on Foothill Boulevard; consider opportunities for providing additional service when feasible.
2. Consider relocating all bus stops after intersections or provide queue jumps for bus stops located before intersections for enhanced mobility.
3. Enhance bus stop amenities where possible, including shelters and/or shaded waiting areas, landscaping, benches and trash cans.

**D. Improvements to Parking Management and Resources**

1. Consider lifting existing time restrictions for on-street parking.

**E. Public Utilities**

1. Pursue funding sources, excluding assessment districts, to underground overhead utilities.
2. Provide drainage improvements in cooperation with the Los Angeles Dept of Public Works and NPDES.
3. Support use of purple pipe water for landscaping where available.



*Maintaining the existing Class 2 dedicated bicycle lane along Foothill Boulevard is supported, as it is an important link in the region's bicycle network.*



*Bus stops along Foothill Boulevard should include amenities such as shelters, trash cans and benches.*

### 4.2a.3 Design Guidelines

In addition to the policies noted in Chapter 3, and the Vision for the future listed above, the following design guidelines are specific to the Suburban Corridor portion of Foothill Boulevard. As needed, these may be supplemented by the Comprehensive Design Guidelines. The design guidelines are intended to convey overall best practices. However, conditions vary from site to site, and there may be a more appropriate solution that is not included in the guidelines. *Innovative design solutions that are consistent with the spirit of the community vision will be considered and even encouraged.*

**Site Planning** involves a careful analysis of the opportunities and constraints of the site, including existing features such as mature trees, topography, and drainage patterns. The components of site development extend beyond building placement and configuration, including surrounding uses, retaining walls, landscape design, hardscape considerations, and parking.

#### A. Building Location

1. In the Suburban Corridor portion of Foothill Boulevard, buildings may be located near the front of the lot with parking behind, or toward the back of the lot with the parking in front.
2. Regardless of building location, the ground floor facing the street should have an open appearance.
3. If the proposal is for a corner site, the building should be located at or near the corner.
4. Coordinate building improvements with trees, bus stops and other elements in the public right-of-way.



*If the proposal is for a corner site, buildings should be located at or near corner.*



*Building set back with sidewalk dining provides and inviting streetscape.*

#### B. Usable Open Spaces

1. Consider exterior open space at or near the street to enhance the pedestrian experience, but allow flexibility for open space for new development.
2. Well-planned, exterior open space with well-designed landscaping is important to the overall project design.



*Sidewalk landscaping creates a welcoming pedestrian environment*



*Landscape to screen parking from the sidewalk is encouraged for all new development sites along Foothill Boulevard.*

**C. Parking**

1. Parking may be in front of or behind the building.
2. Use of permeable paving, swales, and other techniques for storm water percolations is highly encouraged.

**D. Landscaping**

1. Landscaping should be provided near sidewalks to improve the pedestrian experience.
2. Provide a landscape buffer between sidewalks and surface parking.
3. Provide sufficient landscaping between commercial development and adjacent residential zones.

**E. Retaining Walls**

1. Provide for stepped retaining walls and/or minimize the use of retaining walls to alter grades.



*Retaining walls should be terraced with landscaping between.*



*Retaining walls should be terraced with landscaping between.*

**Mass and Scale** – New projects should fit well with surrounding building fabric. While new projects need not copy existing development, mass and scale should respect adjacent building context.

**F. Relate Buildings to Existing Context**

1. As new development is often larger in size and mass than existing neighboring structures, a building may need to be expressed as a series of separate volumes.
2. To provide massing to fit with surrounding residences and a human scale, long, continuous segments of building walls facing the public street should be avoided.
3. New development should reflect the existing development pattern.
4. Buildings with greater than 100 linear feet of frontage should include significant breaks and/or sufficient architectural interest to reflect existing development pattern.
5. Building massing should assist in providing effective transitions between commercial and residential zones.



*Buildings can be set close to the street. A variety of building sizes and forms that relate well and visually appealing streetscape.*



*Building roof lines and massing should be terraced to echo the topography.*

**G. Relate Buildings to Existing Topography**

1. Building heights should follow existing topography.

**H. Roof Forms**

1. Encourage buildings with varying roof heights, allowing for architectural elements that may exceed base height where appropriate.
2. Architectural elements may be usable space (floor area) and should be limited to a percentage of overall floor area. This will promote different roof heights, allow view corridors to occur, and discourage large, solid walls, particularly on wide properties.



*The building at Foothill and Pennsylvania features a variety of roof heights and forms, from gabled ends, hipped roofs, flat parapets and a circular rotunda.*

**Design and Detailing** of buildings is paramount to a quality environment. Detailing, choice of materials, etc. should reinforce the overall project design. Architectural design elements, details and materials should be consistent throughout a project, recognizing that a building is 3-dimensional and must be well designed on all sides.

**I. Overall Design and Detailing**

1. Encourage a variety of architectural styles.
2. Continue to allow the street to have an eclectic feel.
3. Do not prescribe building location, style, open space, etc.
4. New development should have greater architectural interest than existing buildings; a variety of shapes and forms and variation in roof height and form is important.
5. Surface detailing should not serve as a substitute for well integrated and distinctive massing.
6. Provide effective transitions between commercial and residential zones. This could be in the form of well-designed building envelopes and/or providing sufficient landscaping as a buffer.
7. The ground floor of all buildings on Foothill Boulevard should be well crafted, using quality materials.
8. Elevations that face the street should be open and transparent toward the street, even if set back on the site.



*Entries should be evident while well integrated into overall building.*



*The street façade and especially the ground floor of all buildings should be well-crafted, using quality materials.*

**J. Entryways**

1. Entry design should be evident while well integrated into overall building.

**K. Windows**

1. Utilize aluminum or commercial quality storefront windows for all commercial buildings.

**L. Finish Materials**

1. Utilize quality materials throughout the development.
2. Use a change in materials to emphasize design features.

**M. Wall Thickness**

1. Window design should be appropriate to the architectural style.
2. For traditional style buildings, provide sufficient wall thickness to allow windows to be recessed.
3. For modern or contemporary buildings, flush windows are also appropriate.

**N. Color**

1. Natural colors should be used for buildings and structures along Foothill Boulevard.
2. Use of warmer tones rather than cool colors is encouraged.

**O. Awnings**

1. Awnings may be used to provide shade and identify entries.
2. Canvas awnings are appropriate, but other materials are also encouraged, depending on the architecture and details of the building.

**P. Paving Materials**

1. Decorative paving should be used for walkways as well as outdoor areas. Permeable paving is encouraged.

## 4.2b Foothill Boulevard “Main Street”

### 4.2b.1 Vision

This one-block stretch of Foothill Boulevard, from Lauderdale to Dunsmore Avenues, features a variety of intimate-scale retail, restaurant and service uses located within traditional storefronts. Originally subdivided with the Highway Highlands neighborhood to the south, this section of Foothill Boulevard is uniquely characterized by steep, shallow, narrow lots with limited parking and curb cuts. Structures in this block sit at or near the property line, creating a “building street edge” on both sides of the street. This “Main Street” urban form encourages neighborhood-serving retail business and similar pedestrian-oriented activities.





The one-block **Foothill Boulevard Main Street** commercial district should feature a variety of retail, restaurant and service uses. Building design in this area should pay specific attention to the pedestrian with use of entryways, windows, details and finish materials. Outdoor dining is encouraged here.

Streetscape improvements should include wide sidewalks, curb extensions, and consistent landscaping to increase visual appeal and pedestrian comfort. Complete street principles should be used to accommodate all users, from pedestrians, cyclists, buses, automobiles, and delivery trucks. Such improvements work together to develop a unique commercial district.



*Landscaping, awnings and outdoor dining provide a pedestrian-oriented environment*



## 4.2b.2 Public Improvements

The Foothill Boulevard Main Street Corridor is a Pedestrian Priority Area within a street that accommodates a variety of users. This corridor is distinguished from the rest of Foothill Boulevard with its small storefronts and blocks, as well as its proximity to community amenities including parks and schools. Mobility improvements on Foothill Boulevard “Main Street” should focus on pedestrian safety and traffic calming measures recommended in the City’s Safe and Healthy Streets Plan. Improvements will allow all modes to easily access and enjoy the amenities offered within this walkable area. While it is anticipated that the street section will be transformed to allow for these improvements, it is recommended that loss of on-street parking be minimized and existing auto and bicycle travel lanes maintained.

### A. Streetscape, Landscape and Intersection Improvements for all Users

1. Consider the following enhancements within the right-of-way: (a) curb extensions with parkway landscaping and widened sidewalks, (b) dedicated travel lanes for buses, (c) street furniture amenities such as benches, pedestrian lighting and trash cans, (d) median refuges, (e) signalized mid-block pedestrian crossings.
2. Provide adequate ADA clearance for all street and mobility infrastructure improvements.
3. Consider connecting infrastructure improvements associated with the Safe Routes to School Program to Foothill Boulevard, including improvements at Dunsmore Elementary School.



*Widened sidewalks, pedestrian lighting and a consistent planting of street trees all are supported in creating a more vibrant, pedestrian friendly Foothill Boulevard.*



*Drainage swales should be considered where possible along existing parkways.*



*Installing mid-block crosswalks along the Foothill Boulevard Main Street Corridor are supported to improve the shopping experience for pedestrians.*

### B. Improvements to the Primary Bikeway Network

1. Maintain the existing Class 2 dedicated bike lane on Foothill Boulevard.
2. Provide conveniently located bicycle parking, including bicycle corrals.
3. Support enhanced bicycle infrastructure as supported in Chapter 5 of the Safe and Healthy Streets Plan on streets identified as Primary Bikeways, including Foothill Boulevard and Dunsmore Avenue.



*Transit enhancements including queue jumps, dedicated deceleration and acceleration lanes and bus stop shelters should be encouraged along Foothill Boulevard where possible.*

**C. Improvements to the Primary Transit Street Network**

1. Maintain existing transit service on Foothill Boulevard; consider opportunities for providing additional service when feasible.
2. Consider relocating all bus stops after intersections or provide queue jumps for bus stops located before intersections for enhanced mobility.
3. Enhance bus stop amenities where possible, including shelters and/or shaded waiting areas, landscaping, benches and trash cans.



*Enhanced crosswalks for bicyclists and pedestrians are supported.*



*Bicycle parking is encouraged and should be located conveniently next to shops and dining.*



*The existing Class 2 dedicated bicycle lane should be maintained along the Foothill Boulevard Main Street Corridor.*

**D. Improvements to Parking Management and Resources**

1. Consider lifting existing time restrictions for on-street parking.
2. Encourage consolidation of driveways to maximize the amount of available on-street parking. Support reciprocal access agreements to aid in implementation of driveway reductions.

**E. Public Utilities**

1. Pursue funding sources, excluding assessment districts, to underground overhead utilities.
2. Provide drainage improvements in cooperation with the Los Angeles Dept of Public Works and NPDES.
3. Support use of purple pipe water for landscaping where available.

### 4.2b.3 Design Guidelines

In addition to the policies noted in Chapter 3, and the Vision for the future listed above, the following design guidelines are specific to the Main Street portion of Foothill Boulevard. As needed, these may be supplemented by the Comprehensive Design Guidelines. The design guidelines are intended to convey overall best practices. However, conditions vary from site to site, and there may be a more appropriate solution that is not included in the guidelines. *Innovative design solutions that are consistent with the spirit of the community vision will be considered and even encouraged.*

**Site Planning** involves a careful analysis of the opportunities and constraints of the site, including existing features such as mature trees, topography, and drainage patterns. The components of site development extend beyond building placement and configuration, including surrounding uses, retaining walls, landscape design, hardscape considerations, and parking.

#### A. Building Location

1. Locate all new development at or near the front property line.

#### B. Usable Open Spaces

1. Due to shallow lots and a strong street edge, there is less opportunity for usable outdoor space.
2. Where buildings have more than 100 linear feet of frontage, usable open space should be incorporated into the design to break up the building massing as viewed from the street.



*Buildings at property line, with wide sidewalks and landscaping create a pedestrian-oriented street*

#### C. Parking

1. Locate parking behind buildings.
2. Use of permeable paving, swales, and other techniques for storm water percolations is highly encouraged.

#### D. Landscaping

1. Maximize landscaping if the building is not located at the front property line.
2. Provide landscape design complementary to site design in all open spaces on the site.
3. Provide pedestrian amenities, including landscaping and seating along the sidewalk if the building is not located at the property line.

#### E. Retaining Walls

1. Provide for stepped retaining walls and/or minimize the use of retaining walls to alter grades.

**Mass and Scale** – New projects should fit well with surrounding building fabric. While new projects need not copy existing development, mass and scale should respect adjacent building context.

**F. Relate Buildings to Existing Context**

1. Relate new buildings (even if larger than existing context) to existing adjacent buildings through use of proportion, transition, or other design features.
2. Typical properties along the street vary from 50 to 100 feet. Building massing and articulation should reflect the development pattern of the neighborhood.
3. To provide appropriate massing with surrounding residences and a human scale, long, continuous segments of building walls facing a public street should be avoided.



*Although the buildings vary in size, they appear to be similarly scaled*



*A variety of building heights and styles can relate well together, and create an eclectic and appealing streetscape.*



*Building massing should reflect the development pattern and heights should follow existing topography.*

**G. Relate Buildings to Existing Topography**

1. Building heights should follow existing topography.

**H. Roof Forms**

1. Encourage buildings with varying roof heights, allowing for architectural elements where appropriate.
2. Roof forms should be consistent with the building design and facilitate mechanical screening.

**Design and Detailing** of the buildings is paramount to a quality environment. Detailing and choice of materials should reinforce the overall project design. Architectural design elements, details and materials should be consistent throughout a project, recognizing that a building is 3-dimensional and must be well designed on all sides.

**I. Overall Design and Detailing – Storefront Character**

1. Develop a more pedestrian-oriented commercial center for this section of Foothill Boulevard by providing high-quality design and materials for the ground floor storefront design.
2. Encourage a variety of architectural styles to maintain the eclectic nature of the street.
3. Continue façade improvements and upgrades.
4. Storefronts should maximize openness to the street with a goal of providing 65% transparency at the ground floor.

**J. Entryways**

1. Face building entrances and openings onto the sidewalk to promote pedestrian activity.
2. Consider highlighting building entries for visual interest and to provide a sense of arrival to the structure.
3. Provide maximum transparency (windows, pedestrian entrances) on first floor facades, with the objective to obtain 65% transparency in this pedestrian area.



*Provide high-quality design and materials for the ground floor storefront design*



*Recessed storefronts and canopy design provide quality detailing*

**K. Windows**

1. Face display windows toward the sidewalk to create a spatial rhythm that heightens the interest at the pedestrian level.
2. Design windows to coordinate with the architectural design of the building:
3. Use of opaque and reflective glass surfaces is discouraged.
4. Use of "security bars" is discouraged, especially along the street front.

**L. Finish Materials**

1. Create an active street-front environment that provides a variety of color, textures and variations in building plane.

**M. Wall Thickness**

1. Expression of wall thickness can be achieved by providing recessed windows and entries to exaggerate wall thickness.

**N. Color**

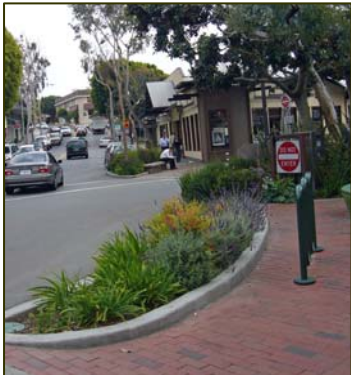
1. Use colors complementary with adjacent structures and natural environment (earth tones are encouraged).
2. Use of the following colors/materials is discouraged: Highly reflective materials and colors, especially those that produce glare, and large expanses of dark colored surfaces.

**O. Awnings**

1. If awnings are proposed, they should coordinate with the building, generally avoiding long and continuous treatments.

**P. Paving Materials**

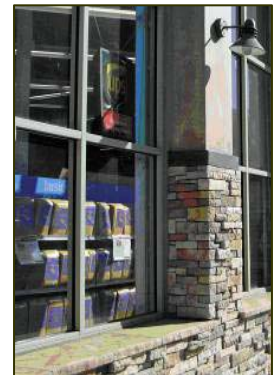
1. Use of decorative paving treatments is encouraged at building entrances, walkways and at automobile and pedestrian contact zones.
2. Keep paving patterns simple.



*Decorative paving is encouraged to highlight building and site features*



*Create an active street-front with opportunities for outdoor dining, awnings, and a variety of color and materials*



*Recessed windows with sills and stone base provide quality details*

## 4.3a Verdugo City “Gateways” and “Village Center” Districts

### 4.3a.1 Vision

Verdugo City features a mixture of single- and multi-family residential areas served by commercial districts of neighborhood shopping, services, restaurants, professional offices, and community services west of the Montrose Shopping Park from Orangedale Avenue to Ramsdell Avenue. These uses will continue to function together as one community, but with a new visual identity.







*Potential for signage and streetscape improvements to provide a sense of identity*

Identifiable **Gateways** into Verdugo City should be created at Pennsylvania and La Crescenta Avenues with streetscape improvements and well-designed buildings. These small neighborhood shopping centers are encouraged to enhance their properties with additional landscaping, façade improvements or new development to provide a more visually pleasant experience for all users, creating an environment where existing and new businesses thrive. The intent is to create inviting entry points as one enters the City of Glendale from the Interstate 210 while providing food and convenience services to the surrounding neighborhoods.

Once a vibrant community center that began in 1925 at the intersection of Honolulu and La Crescenta Avenues, Verdugo City will regain its identity with a more vital **Village Center**. The area on Honolulu Avenue from La Crescenta to Ramsdell Avenues should be revitalized with small-scale neighborhood-serving retail and businesses, such as markets, coffee shops, restaurants and realtors. The streetscape in this area should be enhanced with street trees, curb extensions and other pedestrian improvements. The Verdugo City Post Office will remain open and the historic La Crescenta Women’s Club and American Legion Hall Post 288 will continue to provide cultural activities and gathering places. Future development at the Rockhaven site will be appropriate within the surrounding context and contribute to the revitalization of Verdugo City’s Village Center.



*“Gateway” and corner sites can be enhanced to provide stronger positive identity*



*La Crescenta Women’s Club reflects the rich cultural history of Verdugo City. These resources should be celebrated.*



*Kenneth Village represents the type of Village Center anticipated for Verdugo City.*

### 4.3a.2 Public Improvements

The Verdugo City Village Center on Honolulu Avenue is designated as a Pedestrian Priority Area between Ramsdell and La Crescenta Avenues. In addition, Honolulu Avenue’s designation as a Priority Bikeway allows for mobility improvements that can enhance the access and enjoyment of this neighborhood mixed-use center, patronized mainly by local residents. Mobility improvements proposed for the Verdugo City Village Center are focused on implementing a variety of traffic calming measures as supported in the Safe and Healthy Streets Plan to creating a safe, attractive and walkable neighborhood center.

#### A. Streetscape, landscape and intersection improvements for all users

1. Consider one or more of the following enhancements within the right-of-way: (a) curb extensions with parkway landscaping and widened sidewalks, (b) landscaping with drainage swales, (c) street furniture amenities such as benches, trash cans and pedestrian lighting, (d) median refuges, (e) signalized mid-block pedestrian crossings.
2. Provide adequate ADA clearance for all street and mobility infrastructure improvements.
3. Improve the existing signalized pedestrian crossings, including adding amenities such as curb extensions, zebra striping and median refuges.
4. Consider connecting infrastructure improvements associated with the Safe Routes to School Program to Honolulu Avenue, including improvements at John C. Fremont Elementary School.
5. Coordinate street tree planting, sidewalk widening and replacement trees with any future development site or street improvement project along Honolulu Avenue.



*Safe Routes to School enhancements including zebra striped crosswalks and sharrows help promote bicycling and walking.*



*Pedestrian amenities at crosswalks such as curb extensions and median refuges will enhance safety for all users.*



*Widened sidewalks, landscaped parkways and curb extensions create a safe, attractive pedestrian-friendly environment.*

**B. Improvements to the Primary Bikeway Network**

1. Consider traffic calming measures, including traffic circles, to allow for more efficient and safer travel on streets intersecting Honolulu Avenue within the Verdugo City Village Center.
2. Implement the Bikeway Master Plan Class 2 dedicated bike lane improvements proposed for Honolulu Avenue.
3. Implement the Bikeway Master Plan Class 2 dedicated bike lane improvements proposed for La Crescenta Avenue.
4. Provide conveniently located bicycle parking, including bicycle corrals.
5. Support enhanced bicycle infrastructure as supported in Chapter 5 of the Safe and Healthy Streets Plan on streets identified as Primary Bikeways, including Honolulu Avenue and La Crescenta Avenue.

**C. Improvements to the Primary Transit Street Network**

1. Maintain existing transit service on La Crescenta and Honolulu Avenue; consider opportunities for providing additional service when feasible, specifically on Honolulu Avenue west of La Crescenta Avenue.
2. Consider relocating all bus stops after intersections or provide queue jumps for bus stops located before intersections for enhanced mobility.
3. Enhance bus stop amenities where possible, including shelters and/or shaded waiting areas, landscaping, benches and trash cans.

**D. Improvements to Parking Management and Resources**

1. Encourage consolidation of driveways to maximize the amount of available on-street parking. Support reciprocal access agreements to aid in implementation of driveway reductions.



*Amenities such as shelters, benches and trash cans are supported in the Verdugo City Village Center.*



*Wayfinding to destinations along primary bikeways is supported.*



*Establishing dedicated bike lanes on Honolulu and La Crescenta Avenues will help enhance North Glendale’s bicycle network.*

### 4.3a.3 Design Guidelines

In addition to the policies noted in Chapter 3, and the Vision for the future listed above, the following design guidelines are specific to the “Gateways” and “Village Center” of Verdugo City. As needed, these may be supplemented by the Comprehensive Design Guidelines. The design guidelines are intended to convey overall best practices. However, conditions vary from site to site, and there may be a more appropriate solution that is not included in the guidelines. *Innovative design solutions that are consistent with the spirit of the community vision will be considered and even encouraged.*

**Site Planning** involves a careful analysis of the opportunities and constraints of the site, including existing features such as mature trees, topography, and drainage patterns. The components of site development extend beyond building placement and configuration, including surrounding uses, retaining walls, landscape design, hardscape considerations, and parking.

#### A. Building Location

1. The Verdugo City Village Center has a variety of building types with varied relationships to the street. Wherever possible, strengthen the street edge with new development placed at the street, or additional landscaping. Locate all new development at or near the front property line.
2. Outdoor dining adjacent to the sidewalk is encouraged.
3. For sidewalk dining that may encroach into the Public Right-of-Way, and an encroachment permit must be obtained from the Public Works Department.



*Enliven the street edge with development placed at the street edge, and landscaping*



*Maximize the amount of landscaping on the site, especially close to the street.*

**B. Usable Open Spaces**

1. New development is encouraged to create site plans that incorporate outdoor pedestrian spaces and courtyards.
2. Outdoor areas should be integrated into the site design of new developments, surrounding buildings and existing open spaces.
3. Outdoor areas should be visible and connected to the street.
4. Where buildings are greater than 100 lineal feet of frontage, usable open space should be incorporated into the design to break up the building massing as viewed from the street.

**C. Landscaping**

1. Maximize the amount of landscaping on the site, especially close to the street.
2. Provide landscape design complementary to overall site design in all open spaces on the site

**D. Screening**

1. Locating and screening mechanical equipment is a particular challenge in this area.
2. Mechanical equipment should be placed out of public view. If equipment is located on the roof, it should be fully screened by a parapet or other method integral to the overall roof and building design.



*New development is encouraged to develop outdoor pedestrian spaces, including sidewalk dining.*

**Mass and Scale** – New projects should fit well with surrounding building fabric. While new projects need not copy existing development, mass and scale should respect adjacent building context.

**E. Relate Buildings to Existing Context**

1. Relate new buildings (even if larger than existing context) to existing adjacent buildings through use of proportion, transition, or other design features.
2. There are a variety of building types and styles in this area. Building design is encouraged to have a strong architectural idea. Boxy and/or monumental massing schemes are discouraged.
3. Typical development patterns along the street vary from 50 to 100 feet. Building massing and articulation should reflect the development pattern of the neighborhood. To provide appropriate massing with surrounding residences and a human scale, long, continuous segments of building walls facing the public street should be avoided.



*There are a variety of building types and styles in this area.*

**Design and Detailing** of buildings is paramount to a quality environment. Detailing and choice of materials should reinforce the overall project design. Architectural design elements, details and materials should be consistent throughout a project, recognizing that a building is 3-dimensional and must be well designed on all sides.

**F. Entryways**

1. Face building entrances and openings onto the sidewalk to promote pedestrian activity. Recessed building entries provide visual interest and a sense of arrival to the structure.
2. Provide maximum transparency (windows, pedestrian entrances) on first floor facades, with the objective to obtain 65% transparency in this pedestrian area.



*Face display windows toward the sidewalk and provide maximum transparency.*



*Create active street front environment that provides color texture and variation in building plane*

**G. Windows**

1. Face display windows toward the sidewalk to heighten the interest at the pedestrian level.
2. Design windows to coordinate with the architectural design of the building:
3. Use of opaque and reflective glass surfaces is discouraged.
4. Use of “security bars” is discouraged, especially along the street front.

**H. Finish Materials**

1. Create an active street front environment that provides color, textures and variations in building plane in support of the overall building designs.
2. Use of exposed concrete masonry units and split faced concrete masonry units is discouraged as a primary building material.

**I. Roof Forms**

1. Roof forms should be consistent with the building design style and facilitate mechanical screening.

## 4.3b Verdugo City Residential Neighborhoods

### 4.3b.1 Vision

Verdugo City contains a mix of single- and multi-family homes, with the majority of multi-family homes located closer to public transportation and commercial activities. Both the single- and multi-family areas will be maintained, keeping the unique character of each neighborhood. There will continue to be a great deal of variation throughout the neighborhood with respect to streetscape and public improvements, landscaping, and architectural design. Because of the variety throughout the area, new additions and building designs should be tailored to the immediate context, while adhering to principles in the Comprehensive Design Guidelines.







*There is variety in buildings and streetscape throughout Verdugo City*



*Some streets have sidewalks but not all*

The **Single-Family Neighborhoods south of Honolulu**, along the north face of Verdugo Mountains, will retain its existing low-density, rural residential character. Streets without curbs, sidewalks or street lights and mature landscaping will remain unless otherwise requested by the residents. Due to the variation in context from block to block, new additions and building designs should be designed to fit into the immediate context, while adhering to principles in the Comprehensive Design Guidelines.

The **Single-Family Neighborhoods south of Honolulu Avenue** will also retain its existing low-density residential character, but also allow for new multi-family development. The rural character will be maintained with most streets without curbs, sidewalks and lights, unless otherwise requested by residents. Garage locations vary based on site configuration. The variety of architectural styles provides interest and vitality to the neighborhood, and new houses or remodels fit into the existing neighborhood. Extensive mature landscaping, with many oak trees, should be maintained.

**Multi-Family Neighborhoods in Verdugo City** are characterized by some well-designed buildings and mature landscaping. Many of these buildings were built under older zoning regulations that allowed higher densities than the current zoning. Given the size of existing lots, the lack of vacant properties, and the fact that existing buildings are at a higher density than current zoning permits, it is unlikely that many new projects will be built or that existing buildings will be replaced with larger projects. Nonetheless, new multi-family buildings should respect the scale of the neighborhood and provide a transition in mass and scale to adjacent single-family dwellings. Safe, active, pedestrian-scaled, varied multi-family housing that clearly defines and activates the public street is encouraged.



*New multi-family buildings should respect the scale of the neighborhood while providing quality design*



*Well crafted residences and mature landscaping characterize Verdugo City*

### 4.3b.2 Public Improvements

Many streets in these neighborhoods do not have sidewalks, parkways, lighting and/or curbs. These improvements should be made only when interest is clearly expressed by the residents.



*Large mature trees are characteristic of these properties. Some streets had sidewalks, others do not.*

### 4.3b.3 Design Guidelines

In addition to the policies noted in Chapter 3, and the Vision for the future listed above, the following design guidelines are specific to the residential neighborhoods of Verdugo City. As needed, these may be supplemented by the Comprehensive Design Guidelines.

New multi-family buildings should respect the scale of the neighborhood and provide a transition in mass and scale to adjacent single-family dwellings. Building facades should be articulated to portray a domestic scale and give identity to individual dwelling units. Parking should be located to reduce its visibility from streets and open space areas and kept outside of required setbacks. Subterranean parking and parking courts interior to a block are appropriate solutions. Also refer to Multi-Family Design Guidelines included in the Comprehensive Design Guidelines for additional guidance for any multi-family development.

The design guidelines are intended to convey overall best practices. However, conditions vary from site to site, and there may be a more appropriate solution that is not included in the guidelines. *Innovative design solutions that are consistent with the spirit of the community vision will be considered and even encouraged.*

**Site Planning** involves a careful analysis of the opportunities and constraints of the site, including existing features such as mature trees, topography, and drainage patterns. The components of site development extend beyond building placement and configuration, including surrounding uses, retaining walls, landscape design, hardscape considerations, and parking.

**A. Building Location**

1. When there is a clearly distinguishable neighborhood pattern, new development should respect the established pattern with building location, pedestrian and vehicular access. When the development pattern varies, new development should be designed to fit into the immediate context.

**B. Yards and Usable Open Space**

1. Front yards in this area are open to the street, with the exception of some sloping sites which require retaining walls.

**C. Garage Location and Driveways**

1. Much existing development has parking and garages directly facing the street. However, the garage may face away from the street, toward the interior lot line.

**D. Landscape Design (Including Hardscape)**

1. Large mature trees are often characteristic of these properties. Existing trees should be maintained. New landscape design should include canopy trees of substantial size to maintain and enhance this characteristic.

**E. Walls and Fences**

1. The front yard should maintain its open appearance toward the street. Fences may be appropriate, where permitted. Design, materials and details must meet design and zoning criteria.

**F. Retaining Walls**

1. Sloping properties will require retaining walls which should be composed of cobble or native rock where possible. Other natural materials may be used if necessary.



*Front yards in this area are open to the street.*



*Use native rock for retaining walls wherever possible.*

**Mass and Scale** – New projects should fit well with surrounding building fabric. While new projects need not copy existing development, mass and scale should respect adjacent building context.

**G. Relate Buildings to Existing Context**

1. Much of the existing development in the Verdugo City residential neighborhoods is single story. Second stories in these neighborhoods should be sensitive to the existing context.
2. Consider setting back a new second story from the front face of the ground floor.

**H. Relate Buildings to Existing Topography**

1. Sites in this area slope in one or two directions. Locate the taller portions of the buildings on the upslope portion of the site so the building profile reflects the topography in one or both directions.

**I. Scale, Proportion and Monumentality**

1. These neighborhoods currently consist of homes that appear relatively modest as viewed from the street, regardless of their size. Larger homes should respect the existing context and not appear monumental, especially as viewed from the street.

**J. Roof Forms**

1. Existing roof forms are varied and most are pitched roofs. Due to the variety of styles, there are no preferred roof forms. Flat roofs are not inappropriate and should be designed with consideration for the existing context.



*Existing roof forms are varied. Due to the variety of styles, there are no preferred roof forms.*



*New multi-family buildings should respect the scale of the neighborhood while providing quality design*



*Larger homes should respect existing context and not appear monumental.*

**Design and Detailing** of buildings is paramount to a quality environment. Detailing and choice of materials should reinforce the overall project design. Architectural design elements, details and materials should be consistent throughout a project, recognizing that a building is 3-dimensional and must be well designed on all sides.

**K. Overall Design and Detailing**

1. Existing residences are well crafted, typically well detailed with two or three high quality materials. New structures DO NOT need to match the design or style of existing structures, but should be equally well crafted.

**L. Entryways**

1. Entries should be well integrated into the overall design, open to and visible from the street, but not monumental in scale or character.

**M. Finish Materials**

1. Natural materials should be used wherever possible.
2. Stone walls and stone houses characteristic of this area should be retained.

**N. Wall Thickness**

1. For traditional architectural designs, exterior walls should be thick enough to provide a window recess of one or two inches.



*Natural materials should be used wherever possible*



*Stone walls and stone houses should be retained wherever possible*



*Well crafted residences and mature landscaping characterize this area*

## 4.4 Glenwood Oaks, Mountain Oaks, Whiting Woods and Oakmont Woods

### 4.4.1 Vision

These four single-family hillside residential neighborhoods are located on the northeast face of the Verdugo Mountains and are notable for their remote, rural feel. They are grouped together because of their low density and similar characteristics such as plant types, topography and climate. Although these neighborhoods share many similarities, they were developed during different time periods, and each has unique characteristics. These existing low-density residential neighborhoods will be maintained, keeping the unique character of each neighborhood, although no significant development of adjacent hillsides is expected. New homes and additions should be sensitive to the overall scale of the existing neighborhoods and incorporate natural materials. Existing parks and community facilities should be maintained and enhanced.



**Glenwood Oaks** features many Ranch-style homes with attached two-car garages. Homes are finished in variety of materials, creating visual interest. Most streets are lined with liquid amber/sweet gum trees, and stands of oak trees. New homes and additions should be sensitive in mass and scale to the neighborhood context, but building style may vary.

**Mountain Oaks'** rural feel is enhanced by its physical isolation, extensive natural open space, stands of oak and sycamore trees and a seasonal creek. It features mostly vacant parcels, with 12 modest-sized homes scattered along the mountainside. A bridge over the wash leads to narrow, dirt and paved single-lane private roads, without curbs, sidewalks, or street lights. Some additions may be allowed and the mountainous, undeveloped character should be maintained.



*Whiting Woods is notable for its extensive stands of oaks and sycamores, and seasonal creek.*



*Glenwood Oaks features mature landscaping and well-crafted houses.*



*Houses in Mountain Oaks are built with natural materials in secluded area*

**Whiting Woods** is notable for its extensive stands of oaks and sycamores, and seasonal creek. The neighborhood features sprawling homes with horizontal massing that are nestled with the trees and topography. It includes notable works by architects John Lautner, Richard Neutra, and Clair Earl. Parcels of varying sizes are arrayed across a small network of streets that follow the contours of the mountain. New additions and developments should relate well to the low-slung horizontal character of the neighborhood.

**Oakmont Woods** is notable for well-crafted homes with low-slung horizontal massing. Houses are an eclectic mix providing interest and charm to the neighborhood. Parcels of similar size are arrayed across a small network of streets that follow the contours of the mountain. The streets in this area are wider than in other similar neighborhoods, and have mature landscaping with a glimpse of the mountains beyond. New homes and additions should relate well to the mass and scale of the surrounding homes, especially the horizontal massing.

#### 4.4.2 Public Improvements

Many streets in these hillside neighborhoods do not have sidewalks, parkways, lighting and/or curbs. These improvements should be made only when interest is clearly expressed by the residents.

Access to these hillside neighborhoods is limited due to constraints of topography, land ownership and drainage facilities. Improving neighborhood access to open space and secondary emergency access may be accomplished through trail development parallel to the Verdugo Wash.



*These four neighborhoods are accessible only by bridges over the Verdugo Wash*



*Creekbed on Whiting Woods Road and other natural features make area unique*

#### 4.4.3 Design Guidelines

In addition to the policies noted in Chapter 3 and the Vision for the future listed above, the following design guidelines are specific to Glenwood Oaks, Mountain Oaks, Whiting Woods and Oakmont Woods. As needed, these may be supplemented by the Comprehensive Design Guidelines. The design guidelines are intended to convey overall best practices. However, conditions vary from site to site, and there may be a more appropriate solution that is not included in the guidelines. *Innovative design solutions that are consistent with the spirit of the community vision will be considered and even encouraged.*



**Site Planning** involves a careful analysis of the opportunities and constraints of the site, including existing features such as mature trees, topography, and drainage patterns. The components of site development extend beyond building placement and configuration, including surrounding uses, retaining walls, landscape design, hardscape considerations, and parking.

**A. Building Location**

1. New development should make every effort to respect the established pattern with building location, pedestrian and vehicular access.
2. The presence of blueline streams in this area may limit the location of new buildings and additions.
3. Secondary ridgelines may limit the location of new buildings and additions.

**B. Yards and Usable Open Space**

1. Lots are varied, and landscaping is prominent throughout. Front yards are mostly open, with houses fully visible to the street.

**C. Garage Location and Driveways**

1. Due to the variety of lot sizes, shapes and topography, there is no regularity regarding garage location and driveways. Effort should be made to face the garage away from the street wherever possible, as the garage door is not the most attractive element of the house.

**D. Landscape Design (Including Hardscape)**

1. Large mature trees are often characteristic of these properties. Every attempt should be made to maintain existing trees. New landscape design should include canopy trees, including indigenous trees, that will grow to a substantial size to maintain and enhance this characteristic. However, due to wild land fire hazard in these areas, consideration of fuel modification is necessary.

**E. Walls and Fences**

1. Fences and walls in the front yard are discouraged and should be avoided. The front yard should maintain its open appearance toward the street.

**F. Retaining Walls**

1. Sloping properties may require retaining walls. Retaining walls should be used as little as possible to modify the terrain. Where necessary, retaining walls are encouraged to be composed of natural materials.



*Natural landscape, well-crafted houses and no sidewalks give this area a unique and rural feel*

**Mass and Scale** – New projects should fit well with surrounding building fabric. While new projects need not copy existing development, mass and scale should respect adjacent building context.

**G. Relate Buildings to Existing Context**

1. Much of existing development, particularly in Whiting Woods, is horizontally oriented ranch style development. New development and additions should reflect the horizontality of the street, if that is the predominant feature.
2. Two-story development in these neighborhoods must be sensitively handled. Consider setting back a new second story from the front face of the ground floor, and/or side setbacks for the second floor. On many streets, maintaining a low-scale appearance should be considered.

**H. Relate Buildings to Existing Topography**

1. Streets and many sites in this area are gently sloped, although slopes in this terrain vary. Wherever applies, locate the taller portions of the buildings on the upslope portion of the site, so the building profile reflects the topography in one or both directions.

**I. Scale, Proportion and Monumentality**

1. Homes in this area most often appear relatively modest as viewed from the street, regardless of their size. Larger homes should be sensitive to the existing context and not have a monumental appearance, especially as viewed from the street.

**J. Roof Forms**

1. Roof forms are typically hipped with a shallow pitch. While variation is valued, low pitched roofs with substantial overhangs or flat roofs are most appropriate in these neighborhoods.



*Buildings are an eclectic variety that provides interest and charm to the neighborhood*



*Streets have mature landscaping and well-crafted homes and provide a glimpse of the mountains beyond*

**Design and Detailing** of buildings is paramount to a quality environment. Detailing and choice of materials should reinforce the overall project design. Architectural design elements, details and materials should be consistent throughout a project, recognizing that a building is 3-dimensional and must be well designed on all sides.

**K. Overall Design and Detailing**

1. Existing context contains well crafted residential structures, typically well detailed with a variety (2 or 3) of high quality materials. While new structures DO NOT need to match the design or style of existing structures, new structures must be equally well crafted.

**L. Entryways**

1. Entries in this area should be well integrated into the overall design, open to and visible from the street. However, entries should not be monumental in scale or character.

**M. Finish Materials**

1. Natural materials should be used wherever possible.

**N. Wall Thickness**

1. For traditional architectural designs, exterior walls should be thick enough to provide a window recess of one or two inches. However, depending upon the style of the house, flush windows may be appropriate.

**O. Color**

1. Natural colors should be used in this area in order to blend with the woodlands, hillsides and overall natural environment.



*Houses in these neighborhoods are typically well crafted homes with a low-slung horizontal appearance*



## 4.5a Montrose Shopping Park and Sparr Heights Business District

### 4.5a.1 Vision

Montrose Shopping Park and Sparr Heights Business District serve a mixture of single- and multi-family residential areas. While the two are fairly close together, they are distinct and separate districts. Both business districts function well for the community and can be enhanced in the long term. There are opportunities for greater connectivity between the two districts that might benefit both; each has a unique quality that should be maintained.





*Sidewalk dining, pedestrian-scaled storefronts, awnings, lush landscaping, and unique street furniture such as the clock contribute to Montrose’s small-town “Mayberry” feel*

**Montrose Shopping Park** on Honolulu Avenue is a regional “Town Center” that provides commercial services to both Crescenta Valley residents and a broader retail market area. Also known as “Historic Old Town Montrose,” the district will continue to promote and capitalize upon its history, “hometown” feel, and pedestrian-friendly design that provides unity throughout the shopping street. This hometown character is further encouraged with the retention of local merchants, community festivals and a variety of shops, restaurants and cafes. Façade and parking improvements will continue to enhance the area. The “Town Center” designation will be expanded toward the west to the Montrose Library/Fire Station.

**Sparr Heights Business District** will continue to promote and capitalize upon its neighborhood serving commercial uses to create an increasingly vital and charming shopping district. It will continue to serve surrounding residential neighborhoods. The connections to Montrose Shopping Park will be enhanced, while each will maintain their own unique character. Because on-site and on-street parking is limited; a parking study should be conducted to identify areas for shared parking. The district will be enhanced with façade, parking and streetscape improvements, which will improve the pedestrian experience. Buildings will maintain their modest scale, providing a suitable transition into the abutting single-family residential neighborhood. The pedestrian orientation of Sparr Heights will continue to provide unity throughout the business district.



*Well-crafted buildings with window displays provide a unique and attractive feel for Sparr Heights, similar to yet different from Montrose Shopping Park*



*Outdoor dining and awnings add to the charm of Sparr Heights*

## 4.5a.2 Public Improvements

Montrose Shopping Park has many components that make it an ideal Pedestrian Priority Area, including wide sidewalks, ample lighting, lush landscaping and a vibrant mix of commercial businesses. As characteristic of a Town Center, Montrose businesses share a number of public parking lots. Improvements to mobility in Montrose Shopping Park are focused on maintaining existing pedestrian amenities while enhancing the experience for transit riders and bicyclists riding through or visiting the district. It is also recommended that amenities present in Montrose Shopping Park be extended west on Honolulu Avenue to Orangedale Avenue, expanding the Montrose Shopping Park experience for all users.

The Sparr Heights Business District is also designated a Pedestrian Priority Area to promote its pedestrian-friendly design and neighborhood-serving commercial uses. Mobility improvements within the Sparr Heights Business District should focus on traffic calming measures supported in the Safe and Healthy Streets Plan to better link this unique district to Montrose Shopping Park, while each will maintain their own unique identity. In conjunction with exploring potential new sources of parking, these improvements contribute to an even more vibrant, pedestrian-friendly shopping Sparr Heights.

### A. Streetscape, landscape and intersection improvements for all users

1. Maintain existing pedestrian amenities, streetscape and landscape features on Honolulu Avenue.
2. Provide adequate ADA clearance for all street and mobility infrastructure improvements.
3. Consider extending pedestrian and safety amenities found in Montrose Shopping Park such as landscaped curb extensions, pedestrian street lighting, street furniture such as benches, and trash cans, from Las Palmas Avenue to Orangedale Avenue.
4. Consider one or more of the following enhancements within the right-of-way: (a) curb extensions with parkway landscaping and widened sidewalks, (b) street furniture amenities such as benches, trash cans and pedestrian lighting, (c) median refuges, (d) signalized mid-block pedestrian crossings, (e) landscaped drainage swales.
5. Support a signalized intersection for all modes of traffic at Ocean View Boulevard and Verdugo Road.
6. Consider signaling existing mid-block pedestrian crossings.
7. Consider coordinating and connecting infrastructure improvements associated with the Safe Routes to School Program to Ocean View Boulevard and Verdugo Road, including improvements at Fremont Elementary School.



*Curb extensions are supported to provide landscaping opportunities, widened sidewalks and opportunities for dining*



*Existing amenities in the Montrose Shopping Park, including pedestrian lighting, benches and trash cans should be maintained.*

**B. Improvements to the Primary Bikeway Network**

1. Consider traffic calming measures, including traffic circles, to allow for more efficient and safer travel on Honolulu Avenue.
2. Implement the Bikeway Master Plan Class 3 sharrows on Honolulu Avenue.
3. Provide conveniently located bicycle parking throughout the Montrose Shopping Park on Honolulu Avenue, including bicycle corrals.
4. Support enhanced bicycle infrastructure as supported in Chapter 5 of the Safe and Healthy Streets Plan on streets identified as Primary Bikeways, including Honolulu Avenue, Verdugo Road and Ocean View Boulevard.
5. Implement the Bikeway Master Plan Class 2 dedicated bike lane for Verdugo Road.
6. Consider Class 3 sharrows on Ocean View Boulevard in conjunction with sidewalk and crosswalk improvements.
7. Provide conveniently located bicycle parking, including bicycle corrals.

**C. Improvements to the Primary Transit Street Network**

1. Maintain existing transit service on Honolulu Avenue and Verdugo Road; consider opportunities for providing additional service when feasible.
2. Consider an alternative source of transportation to link the Montrose Shopping Park and Sparr Heights business districts to adjacent residential neighborhoods.
3. Consider relocating all bus stops after intersections or provide queue jumps for bus stops located before intersections for enhanced mobility.
4. Enhance bus stop amenities where possible, including shelters and/or shaded waiting areas, landscaping, benches and trash cans.

**D. Improvements to Parking Management and Resources**

1. Support shared parking arrangements and other park-once policies to maximize parking resources.
2. Create a mechanism for adding commercial parking in the Sparr Heights Business District, including the potential for parking lots.
3. Consider conducting a parking study for Sparr Heights to determine parking needs to enable the area to attract additional businesses.
4. Encourage consolidation of driveways to maximize the amount of available on-street parking. Support reciprocal access agreements to aid in implementation of driveway reductions.



*Bus stops should be enhanced to include shelters, ADA accessible sidewalks, trash cans and benches.*



*The installation of bike corrals should be considered to further enhance accessibility for those traveling by bicycle.*



*Wayfinding signs should be installed along primary bikeways to identify key destinations such as the Montrose Shopping Park and Sparr Heights.*

### 4.5a.3 Design Guidelines

In addition to the policies noted in Chapter 3, and the Vision for the future listed above, the following design guidelines are specific to the Montrose Shopping Park and Sparr Heights Business Districts. As needed, these may be supplemented by the Comprehensive Design Guidelines. The design guidelines are intended to convey overall best practices. However, conditions vary from site to site, and there may be a more appropriate solution that is not included in the guidelines. *Innovative design solutions that are consistent with the spirit of the community vision will be considered and even encouraged.*

**Site Planning** involves a careful analysis of the opportunities and constraints of the site, including existing features such as mature trees, topography, and drainage patterns. The components of site development extend beyond building placement and configuration, including surrounding uses, retaining walls, landscape design, hardscape considerations, and parking.

#### A. Building Location

1. In Montrose Shopping Park and Sparr Heights Business District, the majority of buildings are located on the front property line, giving both districts a strong street edge and walkable sensibility. Locate all new development at or near the front property line.
2. Outdoor dining adjacent to the sidewalk is encouraged.
3. For sidewalk dining that may encroach into the Public Right-of-Way, an encroachment permit must be obtained from the Public Works Department.

#### B. Usable Open Spaces

1. Due to shallow lots and a strong street edge, there is less opportunity in this area for usable outdoor space in this area.
2. Where buildings are greater than 100 lineal feet of frontage, usable open space should be incorporated into the design to break up the building massing as viewed from the street.



*Buildings at the property line with active street frontages provide pedestrian orientation*



**C. Access, Parking and Bicycles**

1. Shared parking is vital to the walkability and street life of this area. Opportunities for additional shared parking should be explored.
2. Use of permeable paving, swales, and other techniques for storm water percolations is highly encouraged.
3. Provide bicycle parking, including bicycle corrals, in the overall site design.
4. Driveways should be located away from street intersections and to minimize conflict with traffic on public streets.
5. Include decorative paving materials and use of color in sidewalk and pavement areas at pedestrian/automobile contact zones.
6. Minimize pedestrian and automobile conflict by incorporating a dedicated pedestrian pathway through the parking lot area in larger projects.

**D. Landscaping**

1. Provide landscape design complementary to building design in all open spaces on the site.

**E. Screening**

1. Locating and screening mechanical equipment is a particular challenge in this area.
2. Mechanical equipment should be placed out of public view. If equipment is located on the roof, it should be fully screened by a parapet or other method integral to the overall roof and building design.

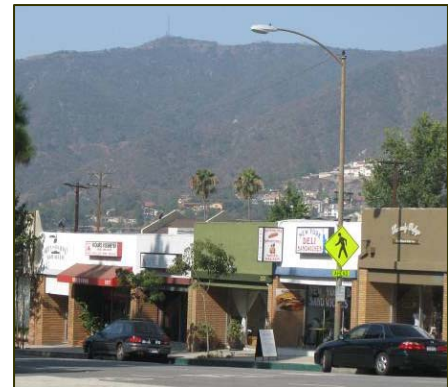
**Mass and Scale** – New projects should fit well with surrounding building fabric. While new projects need not copy existing development, mass and scale should respect adjacent building context.

**F. Relate Buildings to Existing Context**

1. Relate new buildings (even if larger than existing context) to existing adjacent buildings through use of proportion, transition, or other design features.
2. Typical development patterns along the street frontage vary from 50 to 100 feet. Building massing and articulation should reflect the development pattern of the neighborhood. To provide appropriate massing with surrounding residences and a human scale, long, continuous segments of building walls facing the public street should be avoided.



*New buildings should relate to existing context through the use of proportion, transition, and other design features.*



*Building massing should reflect the existing development pattern.*

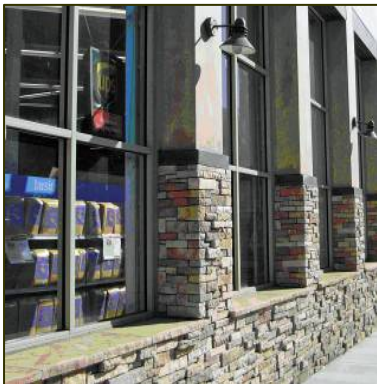
**Design and Detailing** of buildings is paramount to a quality environment. Detailing and choice of materials should reinforce the overall project design. Architectural design elements, details and materials should be consistent throughout a project, recognizing that a building is 3-dimensional and must be well designed on all sides.

### G. Storefront Character

1. Montrose and Sparr Heights have unique characteristics in storefront design that provide particular charm to these districts. A solid base with glass above, often with recessed entries, creates a distinctive pattern that should be maintained along Honolulu Avenue and Ocean View Boulevard.
2. Continue façade improvements and upgrades while maintaining existing businesses and uses.
3. Opportunities to restore historic facades still contained beneath existing facades should be explored. New work should avoid damaging or demolishing the early facades.

### H. Entryways

1. Face building entrances and openings onto the sidewalk to promote pedestrian activity.
2. Recess building entries for visual interest and to provide a sense of arrival to the structure.
3. Provide maximum transparency on first floor facades, with the objective to obtain 65% transparency in this pedestrian area.



*Recessed windows with sills and stone base provide quality details*



*Decorative paving is encouraged to highlight building and site features*



*Recessed storefronts, storefront and canopy design provide quality detailing*

### I. Windows

1. Face display windows toward the sidewalk to heighten interest at the pedestrian level.
2. Design windows to coordinate with the architectural design of the building.
3. Use of opaque and reflective glass surfaces is discouraged.
4. Use of “security bars” is discouraged, especially along the street front.

**J. Wall Thickness**

1. Where appropriate to the design, expression of wall thickness can be achieved by providing recessed windows and entries.

**K. Awnings**

1. If awnings are proposed, they should be designed to coordinate with the architectural style of the building, generally avoiding long and continuous treatments.

**L. Signage**

1. Signage should be minimal in size, creative, and pedestrian oriented. The use of blade signs is encouraged.

**M. Paving Materials**

1. Use of decorative paving treatments is encouraged to identify pedestrian pathways on the site, at building entrances, and walkways.
2. Keep paving patterns simple and related to the architectural theme of the building.

**N. Roof Forms**

1. Roof forms in this area vary. However, flat roofs with parapets are predominant.
2. Roof forms should be consistent with building design and facilitate mechanical screening.



*Provide maximum transparency at storefront facades.*



*Quality storefront design, usually with a solid base and glass above, is typical of the area.*

## 4.5b Sparr Heights

### 4.5b.1 Vision

Sparr Heights consists of two distinct yet inter-connected areas – a residential neighborhood south of Montrose Shopping Park and a neighborhood commercial area along Verdugo Boulevard described in Section 4.5a. The predominantly single-family residential neighborhood has a distinctive uniform street grid, rectangular lots averaging 6500 square feet, underground utilities, distinctive street lights, sidewalks and landscaped parkways. It will retain its existing low-density character and subdivision design. The two-story multi-family housing along Downing Avenue and Glencoe Way on its southern edge will be maintained as well. The convenience, ease and enjoyment of walking, shopping and public gathering at nearby commercial districts, Lincoln Elementary School, and Sparr Heights Community Center should be promoted.





*Streets in Sparr Heights are lined with mature trees, sidewalks and an eclectic mix of architectural styles*

Retaining much of its original character, **Single-Family Homes in Sparr Heights** are modestly scaled, with ample front, side and back yards. Most streets typically have open front yards with houses that address the street with entries or large openings. Garages are typically detached from the house and located at the rear of the property. The neighborhood contains a mix of period architectural styles. The variety in this neighborhood is one of its strengths and is encouraged. Additions to existing homes, sensitive to the neighborhood scale, are expected.



*Well-crafted homes with open front yards and landscaping are typical in Sparr Heights*

The **Multi-Family Residences in Sparr Heights** should be maintained. Many of these buildings were developed under older zoning regulations that permitted higher densities than the current zoning. Given the size of existing lots, the lack of vacant properties, and the fact that existing development is higher density than what would be allowed under current zoning, it is unlikely that many new projects will be built or that existing buildings will be replaced with larger projects. Nonetheless, new multi-family buildings should respect the scale of the neighborhood and provide a transition in mass and scale to adjacent single-family dwellings.



*Existing multi-family buildings are typically postwar era with courtyards*

## 4.5b.2 Public Improvements

The Sparr Heights residential neighborhood is directly adjacent to two pedestrian priority areas, the Montrose Shopping Park and Sparr Heights Business District. It is also walking distance to the Sparr Heights Community Center, Montrose Library and Fremont Elementary School. Policies proposed for this walkable neighborhood are focused on enhancing available transit, pedestrian and bicycle amenities to promote alternative modes of transportation and traffic calming measures to limit cut-through vehicular traffic. In addition, any proposed development in the neighborhood is encouraged to provide communal and private open space to retain available green space in the neighborhood.

### A. Mobility Improvements

1. Continue to utilize existing transit lines on major streets (i.e., Verdugo Boulevard) that are near the densest residential area in Sparr Heights.
2. Promote walking and bicycling by providing well-designed trails and facilities.
3. Retain or add traffic-calming measures, sidewalks with parkways (e.g., planting strips), and more attractive and functional pedestrian/bicycle facilities.
4. Avoid traffic spillover into the residential neighborhood.

### B. Open Space Improvements

1. Ensure that new multi-family development provides attractive, centrally located communal open space with functional amenities. The amount of communal open space should increase with the size of a multi-family development to meet the social and recreational needs of its inhabitants.
2. Ensure that new multi-family development includes private outdoor space in conjunction with each dwelling unit. Private open space may include patios, terraces, and well sized balconies.
3. Ensure that new and existing neighborhoods contain a diverse mix of parks and open spaces that are connected by trails, bikeways, and other open space networks and are within easy walking distance of residents.
4. Maintain and support the services of Montrose Park, which is located on the border of Sparr Heights and also serves Montrose and Montecito Park.

## 4.5b.3 Design Guidelines

In addition to the policies noted in Chapter 3, and the Vision for the future listed above, the following design guidelines are specific to the residential neighborhoods of Sparr Heights. As needed, these may be supplemented by the Comprehensive Design Guidelines.

New multi-family buildings should respect the scale of the neighborhood and provide a transition in mass and scale to adjacent single-family dwellings. Building facades should be articulated to portray a domestic scale and give identity to individual dwelling units. Parking should be located to reduce its visibility from streets and open space areas and kept outside of required setbacks. Subterranean parking and parking courts interior to a block are appropriate solutions. Also refer to Multi-Family Design Guidelines included in the Comprehensive Design Guidelines for additional guidance for any multi-family development.

The design guidelines are intended to convey overall best practices. However, conditions vary from site to site, and there may be a more appropriate solution that is not included in the guidelines. *Innovative design solutions that are consistent with the spirit of the community vision will be considered and even encouraged.*

**Site Planning** involves a careful analysis of the opportunities and constraints of the site, including existing features such as mature trees, topography, and drainage patterns. The components of site development extend beyond building placement and configuration, including surrounding uses, retaining walls, landscape design, hardscape considerations, and parking.

**A. Building Location**

1. New development should make every effort to respect the established pattern with building location, pedestrian and vehicular access.
2. Dwellings should orient to the street, with the garage set back from the front elevation or placed to the rear of the property.

**B. Yards and Usable Open Space**

1. Front yards in this area are open to the street, with the exception of some sloping sites which require retaining walls.



*Well-crafted homes with open front yards and landscaping are typical in Sparr Heights*



*Dwellings are oriented to the street, with open front yards with large mature trees.*

**C. Garage Location and Driveways**

1. Garages are typically detached from the house and located at the rear of the property. For new homes, effort should be made to minimize the amount of paved area and to face the garage away from the street wherever possible, as the garage door is not the most attractive element of the house.
2. When garage doors are visible from the street, care should be taken to avoid repetitive placement of garage doors and reduce their visual prominence.

**D. Landscape Design (Including Hardscape)**

1. Large mature trees are often characteristic of these properties, and every attempt should be made to maintain existing trees.
2. New landscape design should include canopy trees that will grow to a substantial size to maintain and enhance this characteristic.
3. Hardscape should be minimized and use of permeable pavement is highly encouraged.

**E. Walls and Fences**

1. Fences and walls in the front yard are discouraged and should be avoided, with the front yard maintaining its open appearance toward the street.

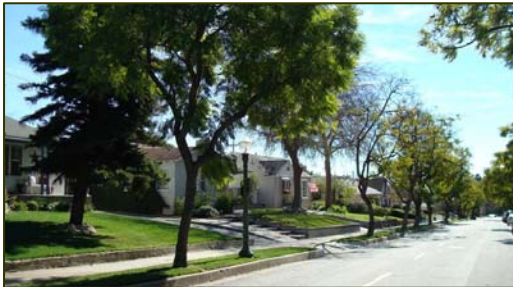
**F. Retaining Walls**

1. Retaining walls should be used as little as possible to modify the terrain.
2. Where necessary, retaining walls are encouraged to be composed natural materials.

**Mass and Scale** – New projects should fit well with surrounding building fabric. While new projects need not copy existing development, mass and scale should respect adjacent building context.

**G. Relate Buildings to Existing Context**

1. Excessively large dwellings that dominate the surrounding neighborhood are discouraged.
2. Dwellings should present a simple and pleasing composition that uses a common vocabulary of forms, architectural elements, and materials.
3. When façades are altered they should be articulated, or retain existing articulation, to add interest, reduce monotony, and create identity from dwelling to dwelling.
4. The size and scale of development in the Sparr Heights neighborhood appears modest as viewed from the street. New development and additions should be sensitive in mass and scale to adjacent development and the context along the street.
5. Two-story development in this neighborhood is typically modest and does not reflect the full building footprint. Consider setting back a new second story from the front face of the ground floor.



*The size and scale of development is modest as viewed from the street.*



*Dwellings should present a simple and pleasing composition using a common vocabulary of forms.*

**H. Relate Buildings to Existing Topography**

1. Sites in this area are generally flat or gently sloped. When building on a sloped site or street, locate the taller portions of the buildings on the upslope portion of the site so the building profile reflects the topography in one or both directions.

**I. Scale, Proportion and Monumentality**

1. While this neighborhood is varied, the homes may appear relatively modest as viewed from the street, regardless of their size. Larger homes should be sensitive to the existing context and not have a monumental appearance, especially as viewed from the street.

**J. Roof Forms**

1. Roof forms in the existing context are varied, the majority being pitched of one type or other.
2. Due to the variety of styles and forms in the area, there are no preferred roof forms.
3. Flat roofs are not inappropriate but should be designed with consideration for the existing context.



**Design and Detailing** of the buildings is paramount to a quality environment. Detailing and choice of materials should reinforce the overall project design. Architectural design elements, details and materials should be consistent throughout a project, recognizing that a building is 3-dimensional and must be well designed on all sides.

**K. Overall Design and Detailing**

1. A pleasing variety of home styles is encouraged. In particular, dwellings with identical elevations should not be placed on adjacent lots, and developments must include single-story units and/or building forms.
2. Existing context contains well-crafted residential structures, typically well detailed with a variety (2 or 3) of high quality materials. While new structures DO NOT need to match the design or style of existing structures, new structures must be equally well crafted.

**L. Entryways**

1. Entries in this area should be well integrated into the overall design, open to and visible from the street. However, entries should not be monumental in scale or character.



*Well-crafted residential structures with a variety of materials is typical in Sparr Heights.*



*A pleasing variety of building styles with use of natural materials is encouraged.*

**M. Finish Materials**

1. Natural materials should be used wherever possible.
2. Stone walls and stone houses characteristic of this area should be retained.

**N. Wall Thickness**

1. If a traditional architectural design is proposed, exterior walls should be thick enough to provide a window recess.

**O. Color**

1. Natural colors should be used in this area in order to blend with the hillside and the overall environment.

## 4.6 Indian Springs

### 4.6.1 Vision

Developed with the Verdugo Hills Hospital and professional office buildings, this area will be enhanced through strategic development. These important medical-oriented uses offer convenient professional services to the residents of North Glendale, La Crescenta, and La Canada Flintridge. The existing hospital and medical uses will be maintained and enhanced. Further development of medical uses and office buildings is encouraged, with the scale and character of new development respectful to existing context. The multi-family residential units (east of Valihi Way and west of the Glendale/2 Freeway) should be protected and enhanced. The small-scale commercial centers should be enhanced to provide a sense of identity and improved pedestrian orientation, providing greater visual connectivity for the variety of community-serving retail.





*The “Indian Springs” commercial center after renovation in 2010*

**Indian Springs** is an ideal location for a mid-size boutique hotel to serve visitors to the Crescenta Valley due to its proximity to freeways, Montrose, Verdugo Hills Hospital, Descanso Gardens and the Jet Propulsion Laboratory.

A campus-type environment for medical and associated professional uses should be created adjacent to the Verdugo Hills Hospital.

Create a pedestrian link from the Montrose Shopping Park to the movie theater complex in La Canada Flintridge.

To identify Indian Springs as a gateway to the North Glendale from La Canada Flintridge, an entry monument sign should be provided on Verdugo Road.



*Verdugo Hills Hospital*



*The series of Ranch-style apartment buildings arrayed along Valihi Way and Stancrest Drive represents an unusually cohesive grouping of multi-family structures in the Ranch style. In scale, they are often reminiscent of single-family houses, but typically consist of duplexes and triplexes, with a few larger buildings containing up to twelve units.*

## 4.6.2 Public Improvements

Verdugo Boulevard is the main commercial corridor of Indian Springs. It is a link in the Primary Auto Network with an access to the 210 Freeway, as well as a Primary Bikeway connecting North Glendale to Pasadena, and contains an LADOT Commuter Express stop. Mobility improvements should focus on providing a safer environment for the transit user, bicyclist and pedestrian without impeding mobility for the auto user.

### A. Streetscape, landscape and intersection improvements for all users

1. Consider the following enhancements within the right-of-way: (a) curb extensions with parkway landscaping and widened sidewalks, (b) landscaping with drainage swales.
2. Provide adequate ADA clearance for all street and mobility infrastructure improvements.
3. Coordinate street tree planting, sidewalk widening and replacement trees with any future development site or street improvement project along Verdugo Road.



*Landscape buffers are encouraged between buildings and the right-of-way*



*Parkway landscaping with drainage swales are supported along the Verdugo Boulevard right-of-way.*



*Widened sidewalks and street trees should be coordinated with development.*

### B. Improvements to the Primary Bikeway Network

1. Maintain the existing Class 2 dedicated bike lane on Verdugo Boulevard.
2. Support enhanced bicycle infrastructure as supported in Chapter 5 of the Safe and Healthy Streets Plan on streets identified as Primary Bikeways, including Verdugo Boulevard.
3. Consider bicycle signalization, crosswalk improvements or other safety enhancements where Verdugo Boulevard meets the 2 Freeway.

### C. Improvements to the Primary Transit Street Network

1. Maintain existing transit service on Verdugo Boulevard; consider opportunities for providing additional service when feasible.
2. Enhance bus stop amenities where possible, including shelters and/or shaded waiting areas, landscaping, benches and trash cans.
3. Coordinate with the City of La Canada Flintridge to enhance LADOT bus stop amenities on Verdugo Boulevard, including shelters and/or shaded waiting areas, landscaping, benches and trash cans.

### D. Improvements to Parking Management and Resources

1. Consider lifting existing time restrictions for on-street parking.

### 4.6.3 Design Guidelines

In addition to the policies noted in Chapter 3, and the Vision for the future listed above, the following design guidelines are specific to Indian Springs. As needed, these may be supplemented by the Comprehensive Design Guidelines. For guidance on Multi-Family development in Indian Springs, refer to Multi-Family Design Guidelines included in the Comprehensive Design Guidelines. The design guidelines are intended to convey overall best practices. However, conditions vary from site to site, and there may be a more appropriate solution that is not included in the guidelines. *Innovative design solutions that are consistent with the spirit of the community vision will be considered and even encouraged.*

**Site Planning** involves a careful analysis of the opportunities and constraints of the site, including existing features such as mature trees, topography, and drainage patterns. The components of site development extend beyond building placement and configuration, including surrounding uses, retaining walls, landscape design, hardscape considerations, and parking.

#### A. Building Location

1. The Indian Springs area has a variety of building types with varied relationships to the street. Wherever possible, strengthen the street edge with new development placed at the street, or with additional landscaping. Locate all new development at or near the front property line.
2. Create a pedestrian link from the Montrose Shopping Park to the movie theater complex.

#### B. Usable Open Spaces and Courtyards

1. New development is encouraged to create site plans that incorporate outdoor pedestrian spaces and courtyards.
2. Outdoor areas should be integrated into the site design of new developments, surrounding buildings and existing open spaces.
3. Outdoor areas should be visible and connected to the street.
4. Where buildings are greater than 100 lineal feet of frontage, usable open space should be incorporated into the design to break up the building massing as viewed from the street.



*Planters and landscaping, street trees with parkway, and decorative paving enhance the pedestrian experience*



*Strengthen the street edge with new development placed at the street, outdoor dining or landscaping.*

**C. Access and Parking**

1. Driveways should be located away from street intersections and to minimize conflict with traffic on public streets.
2. Minimize pedestrian and automobile conflict by incorporating a dedicated pedestrian pathway through the parking lot area in larger projects and at locations where pedestrian meets vehicular traffic.
3. Use of permeable paving, swales, and other techniques for storm water percolations is highly encouraged.

**D. Landscaping**

1. Maximize the amount of landscaping on the site, especially close to the street.
2. Provide landscape design complementary to site and building design in all open spaces on the site.

**E. Screening**

1. Mechanical equipment should be placed out of public view.
2. If equipment is located on the roof, it should be fully screened by a parapet or other method integral to the overall roof and building design.

**Mass and Scale** – New projects should fit well with surrounding building fabric. While new projects need not copy existing development, mass and scale should respect adjacent building context.

**F. Relate Buildings to Existing Context**

1. Relate new buildings (even if larger than existing context) to existing adjacent buildings through use of proportion, transition, or other design features.
2. There are a variety of building types and styles in this area. Building design is encouraged to have a strong architectural idea. Boxy and/or monumental massing schemes are discouraged.
3. Typical development patterns along the street vary from 50 to 100 feet. Building massing and articulation should reflect the development pattern of the neighborhood. To provide appropriate massing with surrounding residences and a human scale, long, continuous segments of building walls facing a public street should be avoided.



*Commercial buildings should be well designed and properly scaled to the surrounding context*



*Indian Springs has a cohesive grouping of well-designed multi-family structures.*

**Design and Detailing** of the buildings is paramount to a quality environment. Detailing and choice of materials should reinforce the overall project design. Architectural design elements, details and materials should be consistent throughout a project, recognizing that a building is 3-dimensional and must be well designed on all sides.

#### **G. Entryways**

1. Face building entrances and openings onto the sidewalk to promote pedestrian activity.
2. Recess building entries for visual interest and to provide a sense of arrival to the structure.

#### **H. Windows**

1. Face display windows toward the sidewalk to heighten visual interest at the pedestrian level.
2. Design windows to coordinate with the architectural design of the building.
3. Use of opaque and reflective glass surfaces is discouraged.
4. Use of “security bars” is discouraged, especially along the street front.

#### **I. Wall Thickness**

1. Where appropriate to the design, expression of wall thickness can be achieved by providing recessed windows and entries.

#### **J. Awnings**

1. If awnings are proposed, they should be designed to coordinate with the architectural style of the building, generally avoiding long and continuous treatments.

#### **K. Paving Materials**

1. Use of decorative paving treatments is encouraged to identify pedestrian pathways on the site, at building entrances, and walkways.
2. Keep paving patterns simple and related to the architectural theme of the building.
3. Use of permeable paving is highly encouraged.

#### **L. Roof Forms**

1. Roof forms in this area vary. However, flat roofs with parapets are predominant.
2. Roof forms should be consistent with building design and facilitate mechanical screening.



*Building design is encouraged to have a strong architectural idea*

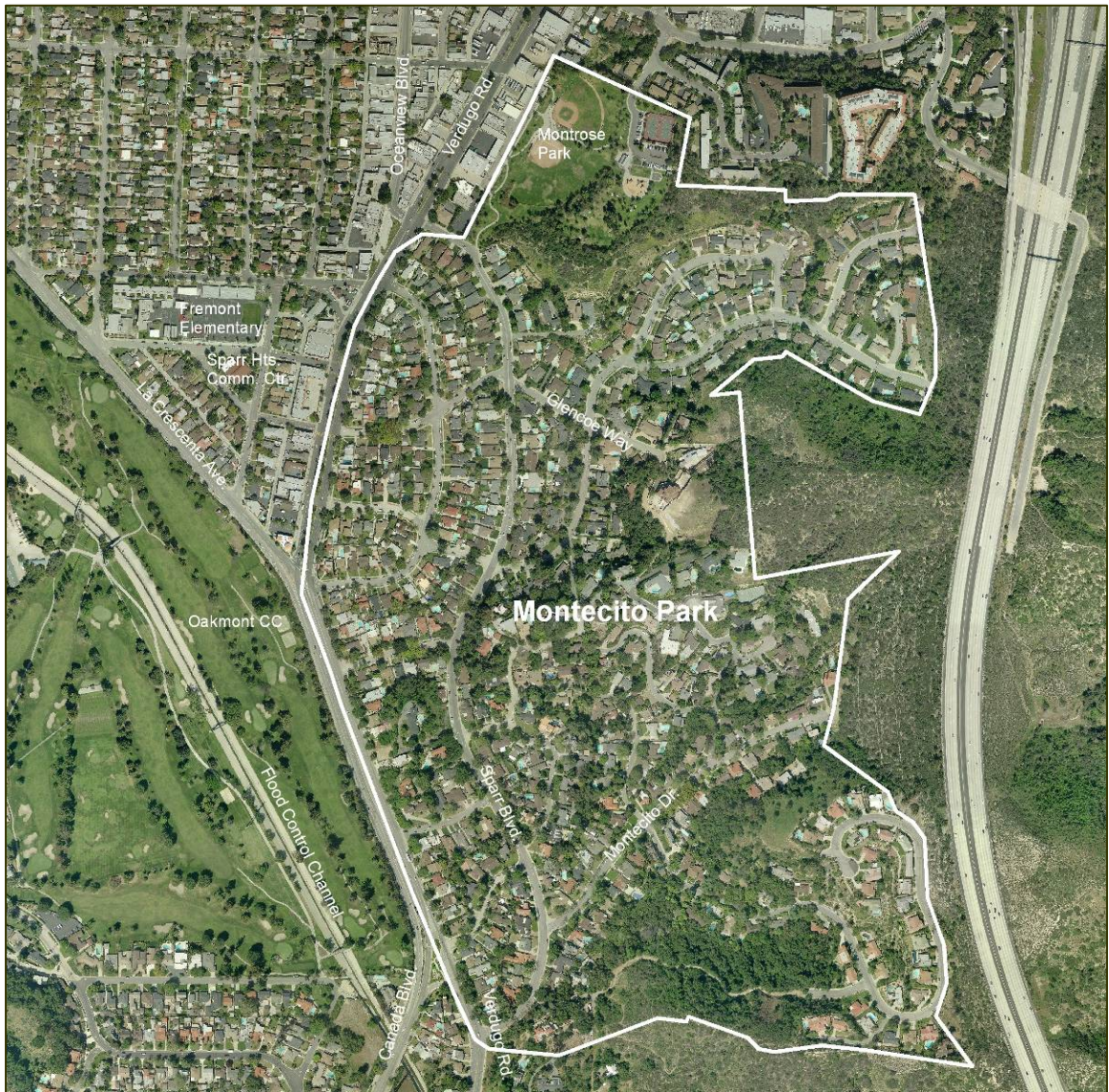


*Recessed storefronts, storefront and canopy design provide quality detailing*

## 4.7 Montecito Park

### 4.7.1 Vision

Montecito Park is walkable to several amenities in North Glendale, including Montrose Community Park and the Sparr Heights Business District. Originally part of the Sparr Heights subdivision, the neighborhood's varied topography, street layout, larger properties and later period of residential construction gives Montecito Park a unique character that is distinct and separate from the original Sparr Heights subdivision. Nestled against the hillsides along the northeastern end of Verdugo Canyon, Montecito Park will retain its existing low-density residential character.







**Montecito Park’s** street layout is a curvilinear grid, with streets undulating uphill to reflect the hillside topography at its eastern edge. Lot sizes are varied, generally increasing in size and irregularity at higher elevations in the neighborhood. Streets along the curvilinear grid contain parkways, street lights and sidewalks, while those higher up in the hillsides are often absent these amenities. This existing pattern should remain unless otherwise requested by a majority of the residents. Landscaping in Montecito Park should remain lush, with canopies of oak and sycamore trees throughout.

The neighborhood has a varied and eclectic mix of architectural styles. Massing is varied, ranging from modest one-story homes to larger two-story homes. Additions should be sensitive to the overall scale of surrounding houses. The variety and eclectic mix of architectural styles gives the neighborhood a unique visual character and is encouraged. New houses or remodels should continue this eclectic spirit.



*Well-designed monument sign and mature landscaping add to the unique identity of the area*



*Mature landscaping in front of horizontally oriented residential buildings is characteristic*

## 4.7.2 Public Improvements

Many streets in this neighborhood do not have sidewalks, parkways, lighting and/or curbs. These improvements should be made only when interest is clearly expressed by the residents.

## 4.7.3 Design Guidelines

In addition to the policies noted in Chapter 3, and the Vision for the future listed above, the following design guidelines are specific to Montecito Park. As needed, these may be supplemented by the Comprehensive Design Guidelines. The design guidelines are intended to convey overall best practices. However, conditions vary from site to site, and there may be a more appropriate solution that is not included in the guidelines. *Innovative design solutions that are consistent with the spirit of the community vision will be considered and even encouraged.*

**Site Planning** involves a careful analysis of the opportunities and constraints of the site, including existing features such as mature trees, topography, and drainage patterns. The components of site development extend beyond building placement and configuration, including surrounding uses, retaining walls, landscape design, hardscape considerations, and parking.

### A. Building Location

1. While lots and building placement vary throughout the neighborhood, new development should make every effort to respect the established pattern on the street with building location, pedestrian and vehicular access.

### B. Yards and Usable Open Space

1. Front yards in this area are open to the street, with the exception of some sloping sites which require retaining walls.

### C. Garage Location and Driveways

1. Due to the variety of lot sizes, shapes and topography, there is no regularity regarding garage location and driveways. Effort should be made to face the garage away from the street wherever possible, as the garage door is not the most attractive element of the house.



*Retaining walls should be used rarely to modify the terrain. When necessary, they should be low and composed of natural materials.*

**D. Landscape Design (Including Hardscape)**

1. Large mature trees are often characteristic of these properties. Every attempt should be made to maintain existing trees. New landscape design should include canopy trees that will grow to a substantial size to maintain and enhance this characteristic.
2. Some properties in this area interface with wild lands and consideration of fire-fuel modification is necessary.
3. Minimize use of hardscape in this area. Utilize permeable paving as much as possible.

**E. Walls and Fences**

1. Fences and walls in the front yard are discouraged and should be avoided. The front yard should maintain its open appearance toward the street.

**F. Retaining Walls**

1. Retaining walls should be used as little as possible to modify the terrain. Where necessary, retaining walls are encouraged to be composed natural materials.

**Mass and Scale** – New projects should fit well with surrounding building fabric. While new projects need not copy existing development, mass and scale should respect adjacent building context.

**G. Relate Buildings to Existing Context**

1. The size and scale of development in Montecito Park is varied, dependent upon lot size and configuration. New development and additions should be sensitive in mass and scale to adjacent development and the context along the street.
2. Two-story development in this neighborhood is typically configured of several different forms, not boxy volumes, unless a singular form is appropriate to the building style. Consider setting back a new second story from the front face of the ground floor.

**H. Relate Buildings to Existing Topography**

1. Sites in this area generally slope in one or two directions. Locate the taller portions of the buildings on the upslope portion of the site so the building profile reflects the topography in one or both directions.

**I. Scale, Proportion and Monumentality**

1. While this neighborhood is varied, the homes may appear relatively modest as viewed from the street, regardless of their size. Larger home should be sensitive to the existing context and not have a monumental appearance, especially as viewed from the street.



*Homes appear modest as viewed from the street, regardless of their size.*



*Consider setting back a new second story from the front face of the ground floor, to prevent a massive appearance.*

**J. Roof Forms**

1. Roof forms in the existing context are varied; the majority are pitched roofs of one type or other. Due to the variety of styles and forms in the area, there are no preferred roof forms. Flat roofs are not inappropriate, but should be designed with consideration for the existing context.

**Design and Detailing** of buildings is paramount to a quality environment. Detailing and choice of materials should reinforce the overall project design. Architectural design elements, details and materials should be consistent throughout a project, recognizing that a building is 3-dimensional and must be well designed on all sides.

**K. Overall Design and Detailing**

1. Existing context contains well-crafted residential structures, typically well detailed with a variety (2 or 3) of high-quality materials. While new structures DO NOT need to match the design or style of existing structures, new structures must be equally well crafted.

**L. Entryways**

1. Entries in this area should be well integrated into the overall design, open to and visible from the street. However, entries should not be monumental in scale or character.

**M. Finish Materials**

1. Natural materials should be used wherever possible.

**N. Wall Thickness**

1. If a traditional architectural design is proposed, exterior walls should be thick enough to provide a window recess.

**O. Color**

1. Natural colors should be used in this area in order to blend with the hillside and the overall environment.



*Entries should be well-integrated into the overall design, open to and visible from the street.*



*Montecito Park contains well-crafted residential structures, typically with a variety of high-quality materials.*

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# Chapter 5

## **POLICY FRAMEWORK**

California state law requires each city to adopt a comprehensive, long term General Plan to function as a blueprint guiding future development. While state law specifies information which must be included in the General Plan, it does not mandate how such information may be included. The following chapter of this Community Plan outlines how required General Plan information is incorporated into this document.

In addition, this chapter explains how the Community Plan is coordinated with other relevant comprehensive plans, such as the regional growth management plan and the City's long-range fiscal plan.

Finally, this chapter also details the public process and participation that led to the adoption of the North Glendale Community Plan.

## 5.1 Public Participation and Accessibility

The development of the North Glendale Community Plan involved extensive public outreach efforts. In December 2008, City Council initiated a three step process to prepare a Plan establishing the City's goals and policies for North Glendale.

### Step One: Identify Issues and Public Outreach

Community workshops in October 2008 were the first step in identifying issues to address in the community plan. These meetings were open to all Crescenta Valley residents, property owners, and businesses and gave the public an opportunity to identify what the community would like to see in the future for this area. In December 2008, City Council directed staff to continue public outreach through Spring 2009 by talking with various community members including business owners, property owners and residents. Two open houses were held in early June 2009, and the results of these meetings were presented to Council later that month.

### Step Two: Advisory Committee

In summer 2009 the City formed a North Glendale Community Plan Advisory Committee of approximately 30 area residents, business and property owners in addition to various city commissioners. The Advisory Committee was charged to conduct focused discussions on areas of community disagreement for the purpose of identifying points of consensus and to clearly define the issues of continued disagreement. The Advisory Committee met eight times between August and November 2009. In January and April 2010 the Advisory Committee met again to present their recommendations to the public and the Council. All Advisory Committee meetings were advertised and open to the public, and a North Glendale Community Plan website posted surveys, exhibits, PowerPoints and minutes from the Committee's meetings. City Council received and adopted the Committee's recommendations in June, 2010 and directed staff to prepare the plan.

### Step Three: Writing the Plan

The preliminary draft of the Plan was released in February 2011, and the Advisory Committee convened four times to review it and zoning options for Foothill Boulevard. Many Advisory Committee suggestions for Chapter 3 and Chapter 4 were incorporated into Draft Community Plan, which was revised in June 2011. Staff prepared three alternatives for Foothill Boulevard Zoning to address various concerns raised by the Advisory Committee. Although there was no Advisory Committee agreement on the three options, the Committee did agree that these options reflected the various opinions held by Committee members. There was agreement among most Committee members on all issues except for the issue of height.





## 5.2 Plan Timeline

### 2007

August 21 – Report to City Council initiating Montrose Shopping Park workshops  
 September-October – Small group discussions and meetings on Montrose Shopping Park  
 November 14 – Montrose Shopping Park Community Planning Workshop

### 2008

January 29 – Report to City Council on Montrose Shopping Park Planning Workshops  
 August 26 – Report to City Council regarding La Crescenta Design Guidelines  
 October 13 and 20 – Community Planning Workshops at Clark Magnet High School  
 December 9 – Report to City Council initiating North Glendale Community Plan

### 2009

January-May – Small group discussions and meetings on North Glendale  
 June 1 and 3 – Community Planning Workshops at Clark Magnet High School  
 June 23 – Report to City Council forming Community Plan Advisory Committee  
 August 3 – Advisory Committee Meeting - Introduction & Value Statement  
 August 17 – Advisory Committee Meeting - Designing the Community  
 August 24 – Advisory Committee Walking Tour  
 September 14 – Advisory Committee Meeting - Street Design and Mobility  
 September 19 – Advisory Committee Walking Tour  
 September 21 – Advisory Committee Meeting - Zoning and Design Standards  
 October 12 – Advisory Committee Meeting - Zoning and Design Standards, Part 2  
 October 26 – Advisory Committee Meeting - Buffers and Neighborhood Boundaries  
 November 9 – Advisory Committee Meeting - Single-Family Neighborhoods  
 November 23 – Advisory Committee Meeting - Wrap-up

### 2010

January 25 – Advisory Committee Meeting - Review Draft Recommendations  
 April 14 – Advisory Committee Meeting - Review Final Recommendations  
 April 26 and 28 – Community Open Houses on Advisory Committee Recommendations  
 June 1 – Report to City Council on Committee Recommendations

### 2011

February 7- Advisory Committee Meeting - Preliminary Draft Community Plan  
 February 15 – Report to City Council on Preliminary Draft Community Plan  
 March 7- Advisory Committee Meeting - Foothill Blvd & Zoning  
 April 11 - Advisory Committee Meeting - Plan Organization/ Chapter 4 Places  
 April 25 - Advisory Committee Meeting - Chapter 3 Principles  
 May 23 - Advisory Committee Meeting - Foothill Blvd Zoning Alternatives  
 June 29 - Community Meeting - Draft Community Plan Presentation  
 July- August - Presentations to various City Boards and Commissions  
 August 17- Planning Commission's review of Draft Plan  
 October 17 - Planning Commission's Formal Recommendation to Council  
 November 29 - City Council Adopts Community Plan (Resolutions Nos. 11-228, 11-229, 11-230)  
 December 6 - City Council Adopts Implementing Zoning Ordinances Nos. 5761, 5762

## **5.3 Relationship of Community Plans to other Glendale Policy Documents**

California state law requires each city to adopt a comprehensive, long term General Plan to function as a blueprint guiding future development. The North Glendale Community Plan is the first of several community plans which will describe Glendale's future development policy for the city's neighborhoods and districts. It is the intent for these Community Plans to coordinate a wide range of policies from various sources into one cohesive policy document providing specific guidance for future development of North Glendale. While fiscal realities limit the ability of the City to perform a comprehensive update to the General Plan, the City's strategy is to prepare a series of individual Community Plans that will serve to update future development policy for the community plan area, eventually addressing all communities in Glendale. These Community Plans will be incorporated into Glendale's General Plan as they are adopted.

### **5.3.1 General Plan Elements**

State law encourages comprehensive General Plan updates every eight years, although the Housing Element is required to be updated more frequently. Although adopted at different times, all elements of the General Plan are consistent with each other. Each element has an equal status, with no element being more or less important than another. Likewise, state law gives community plans the same status as elements of the General Plan and similar consistency requirements are applicable. A comprehensive General Plan is considered to be current when at least five of the required elements have been updated within the last eight years.

Glendale's comprehensive General Plan is comprised of several elements: Land Use Element, Circulation, Housing, Noise, Open Space & Conservation, Safety, Recreation, Air Quality, Historic Preservation and Community Facilities. Glendale has three specific plans incorporated as part of the General Plan: Glendale Downtown Specific Plan, Town Center Specific Plan, and South Brand Boulevard Specific Plan. Together these plans coordinate future growth in the City by identifying citywide principles, goals, objectives and policies. Glendale has traditionally prepared and adopted General Plan elements independently and randomly, with the exception of the Housing Element.

Suggestions for updating Glendale's General Plan, particularly the Land Use Element, have centered on neighborhood and community planning, directing policies toward characteristics of specific neighborhoods. This would allow for further definition of current land use categories in the Land Use Element which are broad and aimed at citywide implementation. To make the General Plan relevant for directing growth at the neighborhood level and to satisfy state requirements for updating the General Plan, Glendale is reorganizing its General Plan. The reorganization aims to update the Land Use, Circulation, Conservation and Open Space, Recreation, Historic Preservation and Community Facilities Elements to allow creation of community plans aimed at focusing landuse and development policies at the neighborhood and community level. This is in response to public comments that have noted a lack of clear development policy direction at the community level.

### **5.3.2 General Plan Framework and Community Plans (Comprehensiveness)**

While fiscal realities limit the ability of the City to perform a comprehensive update to the General Plan, the City strategy is to prepare a series of individual community plans that will provide development policy for the community plan area, eventually addressing all communities in Glendale. It is the intent for community plans to coordinate a wide range of policies from various sources into one cohesive policy document. These community plans will be incorporated into Glendale's General Plan as permitted by law.

The Land Use Element does not supply strong neighborhood and community level land use policy, particularly policy direction for new development. Over the last thirty years, there has been a steady push by the public to fill this void in neighborhood and community level land use policy as evidenced by periodic discussions of design review, hillside standards and creation of an urban design studio to focus attention on site plan review within a neighborhood context. Community plans are needed to address neighborhood and community level policy, issues and constraints, such as topography, hazards, historic development patterns, impact of neighboring jurisdictions, public service delivery and infrastructure. Community plans provide a means for identifying localized urban design issues, including infrastructure and architecture. Community plans fill the void between citywide policies and lot-by-lot implementation tools such as zoning.

While state law specifies information which must be included in the General Plan, it does not mandate how such information may be included. The following cross reference chart displays how general plan information is incorporated into the Community Plan.

Table 5.3.1

<i>Required General Plan Topic</i>	<i>Discussion in Community Plan</i>
Circulation Element	Section 3.6, portions of Chapter 4
Conservation Element	Section 3.2, Section 3.10
Housing Element	Section 3.2, Section 3.4
Land Use Element	Section 3.2, Section 3.5, portions of Chapter 4
Noise Element	Section 3.11
Open Space Element	Section 3.2, Section 3.8, Section 3.10
Recreation Element	Section 3.8
Safety Element	Section 3.11
Community Facilities	Section 3.6, 3.7, 3.11

### 5.3.3 North Glendale Community Plan (1974)

The existing North Glendale Community Plan, adopted by Resolution No. 17,639 in 1974, is superseded by and repealed concurrent with the adoption of this Community Plan.

### 5.3.4 Comprehensive Design Guidelines

The Comprehensive Design Guidelines supplement the Community Plans by providing additional design direction to architects, designers and the Design Review Boards for specific building types, such as single-family residences and commercial buildings. However, the foundational basis for design review should be the vision and goals for each unique neighborhood and district described in Chapter 4 of the Community Plan. As such, where the Comprehensive Design Guidelines are inconsistent with the Community Plan, the Community Plan shall prevail.

### 5.3.5 Historic Districts

Historic Districts are adopted pursuant to the criteria and procedures established by Glendale Municipal Code, Chapter 30.25 (Historic District Overlay Zone). Historic Districts are subject to the Design Guidelines for Residential Buildings in Adopted Historic Districts and any supplemental guidelines adopted for specific Historic Districts. Within the boundaries of the adopted Historic Districts, these guidelines and the Secretary of Interior’s Standards for Historic Preservation shall prevail over the Comprehensive Design Guidelines.

### **5.3.6 Glendale's Long-Range Plan**

In 2006 the City of Glendale undertook a City-wide effort to identify a long-range plan for directing where the City needs improvements. The long-range plan effort provided opportunities for the public to set priorities for public spending, with the goal being improved service and long-term fiscal health of the City. This program ranked areas needing improvements and made suggestions for program and policy changes. It was noted during the creation of the Long-Range Plan that the policy recommendations would be incorporated into the General Plan as applicable.

### **5.3.7 Glendale's Quality of Life Indicators**

Glendale tracks quality of life indicators to monitor trends and to identify areas that need to be addressed to improve the life for those living and working in Glendale. Quality of life indicators are guides which are intended to give some reflection of the health of the larger community. Demographic data, reports and surveys from within a community's systems are represented and often show changes and trends over time. Indicators are most commonly used to revitalize communities, build community participation, set priorities, and track progress of a community's growth toward reaching and sustaining a healthy environment.

The quality of life indicators will be used in identifying trends about services, finances and systems in a way that is measurable and meaningful to assess the overall health of the community. In turn, General Plan policies can be tailored to address these trends and issues facing Glendale to find solutions toward building a sustainable, healthy environment for future generations. Various wellness-related issues are addressed in Sections 3.2, 3.6, 3.8, 3.9 and 3.11.

### **5.3.8 Greener Glendale Plan**

The City is creating a Greener Glendale Plan which will serve as a climate action plan for Glendale. The Greener Glendale Plan is a multi-phased report, the first phase of which is the 2010 Report, a document that identifies existing City sustainability efforts. The 2010 Report was completed in November 2010. Presently, the Greener Glendale Plan for Municipal Operations is scheduled for adoption by the City Council in November 2011 and includes greenhouse gas (GHG) inventory for municipal operations and policies and programs for GHG reduction. A Greener Glendale Plan for Community Activities is presently being drafted and includes a GHG inventory for community actions. Adoption of the Greener Glendale Plan for Community Activities is anticipated in February 2012. The GHG inventories, policies and programs for GHG reduction fulfill climate action plan requirements under AB32 (2006). The North Glendale Community Plan is consistent with Greener Glendale Plan GHG reduction and policies promoting sustainability generally addressed in Sections 3.5, 3.7, 3.8, 3.10 and 3.11.

### **5.3.9 GWP Strategic Plan**

In 2009, Glendale Water and Power (GWP) completed the GWP Strategic Plan, a document that provides direction for future water and power service in Glendale. The GWP Strategic Plan aims at stabilizing rates while developing and implementing new strategies to meet supply, infrastructure, system, personnel, and other business needs associated with running a public utility. The plan starts by laying the foundation for new and expanded initiatives such as our transition to the smartgrid, greater reliance on renewable energy, expanded water and energy conservation efforts, new high-tech water purification systems, more technologically advanced generation systems, and significant reductions in greenhouse gas emissions. The GWP Strategic

Plan was developed through a collaborative effort of customers, stakeholders and GWP employees to ensure that it reflects the needs of Glendale.

The North Glendale Community Plan addresses utility service on a broad policy level, consistent with the General Plan, and included generally in Section 3.7. The North Glendale Community Plan is consistent with the citywide utility policy goals expressed in the GWP Strategic Plan.

### **5.3.10 Bikeway Master Plan**

The Bikeway Master Plan was adopted in 1995 and is being revised in 2010-2011. The purpose of this plan is to identify locations where capital improvement of bikeway and pedestrian improvements should be implemented to improve public safety and mobility. Bikeways identified in the North Glendale area are included in Sections 3.6 and 3.8.

### **5.3.11 Urban Water Management Plan**

In July 2001, Glendale adopted its Urban Water Management Plans (UWMP). UWMPs are prepared by California's urban water suppliers to support their long-term resource planning and ensure adequate water supplies are available to meet existing and future water demands. Every urban water supplier that either provides over 3,000 acre-feet of water annually or serves more than 3,000 or more connections is required to assess the reliability of its water sources over a 20-year planning horizon considering normal, dry, and multiple dry years. This assessment is included in the UWMP, which are to be prepared every 5 years and submitted to the Department of Water Resources.

The North Glendale Community Plan is consistent with the UWMP, since this community plan will not increase densities above levels currently anticipated in the General Plan. Infrastructure and sustainable resource planning is addressed in Section 3.7.

### **5.3.12 Trails Master Plan**

The City currently has over 5,000 acres of open space available to Glendale residents and a trails master plan to coordinate a trail system within these open space areas. In January 2008, following several public workshops, the Parks, Recreation and Community Services Department completed a review of the existing trail systems within Glendale's three major open space areas: the San Rafael Hills, the San Gabriel Mountains (Deukmejian Wilderness Park) and the Verdugo Mountains. At public workshops residents reviewed the City's existing trail system and analyzed the feasibility and costs of further developing an interconnecting network of trails. Recommendations were made by a variety of trail users including hikers, mountain bikers, and equestrians. Detailed trail maps of the Verdugo Mountains, San Gabriel Mountains, and San Rafael Hills were completed, which reflected the community's recommendations for new trail locations and include provisions for multi-purpose trails (pedestrian, bicycling and equestrian) as part of Trail Master Plan recommendations.

The San Gabriel Mountains area and a portion of the Verdugo open space areas and proposed trail improvements are located within the North Glendale Community Plan area. The San Gabriel Mountains Area (Deukmejian Wilderness Park) includes trail priorities for Wilderness Park connections to the Crescenta View Trail to Dunsmore Canyon Trail, rehabilitation of the "Lost Bridge Trail," and a trail link from Dunsmore Canyon to the Rim of the Valley Trail. An accessible trail from the main parking lot of Wilderness Park to the "Meadow" and establishment of a connector trail and new park entrance on Boston Avenue are also identified as priorities in the Trail Master Plan. The Verdugo Mountains Area shows generalized locations for the Mountain

Oaks Trail, the Riparian Trail, and the Lower Elevation Connector. In addition, it identifies the Lower Woodlands Trail through the Verdugo Mountains Open Space Preserve as a priority for trail development. The North Glendale Community Plan references the approved Trail Master Plan for consistency and shows trail connections in Section 3.8.

### **5.3.13 Safe and Healthy Streets Plan**

Reorganization and update of General Plan elements to incorporate sustainable policies is a goal for Glendale should funds become available, including updates to transportation policies. Creation of a Mobility Element to modify the General Plan Circulation Element would complement sustainability efforts and provide a central document to coordinate various levels of transportation policy affecting Glendale, including but not limited to local, regional, state, federal, special district, and other public and private agencies. Glendale has a multitude of documents affecting transportation policy (Circulation Element, Bikeway Master Plan, trails network, capital improvement plan (CIP), etc.), however, there is a lack of coordination among them. The Safe and Healthy Streets Plan is intended to coordinate local pedestrian and bicycle policies so that these, in turn, can be incorporated into the General Plan so projects consistent with these policies may be made eligible for funding and implementation. Identification of pedestrian and bicycle policies, as well as automobile and public transit policies, are part of a strategy to comprehensively plan for multi-modal improvements, also known as complete streets and defined in the Circulation Element.

Community Plans provide the ideal opportunity for coordinating pedestrian and bicycle policies for neighborhoods as shown in Section 3.6. While the Safe and Healthy Streets Plan will coordinate pedestrian and bicycle policies citywide, the community plans will provide the tool to integrate those plans in the fabric of individual neighborhoods. The North Glendale Community Plan will address multi-modal transportation options as required by recent complete streets legislation. Development of community plans includes many opportunities for public participation in development of each plan. Public outreach efforts for community planning allow local residents, businesses and property owners to tailor transportation policies to reflect local community needs. Urban design and public infrastructure issues such as pedestrian orientation, streetscape, infrastructure improvements, and architectural design which impacts the effectiveness of pedestrian and bicycle facilities are addressed in Chapter 4.

### **5.3.14 Consolidated Plan**

The 2010-2015 Consolidated Plan is the primary planning document that the Federal Department of Housing and Urban Development (HUD) uses to measure the City's effectiveness and to approve the submission of Annual Plans and other funding applications to HUD. The Annual Plans are comprised of specific projects Glendale plans to implement to meet the objectives of the Five-Year Consolidated Plan. The Consolidated Plan, as one of its basic tenants, requires an extensive community needs assessment and citizen participation process. Therefore, the City provided a variety of opportunities for residents to provide input which resulted in 1,318 residents and community members providing direct input into the identification of program priorities. The 2010-2015 Consolidated Plan involved an updated data analysis to observe current demographic and other trends in Glendale. Combined, the citizen participation and data analysis provide the basis from which the five-year strategy is developed. Although the Consolidated Plan serves as the City's blueprint for the types of community service and housing programs and projects the City commits to fund through block grants to meet its priority community needs over the next five years, it is designed by HUD to be flexible. As priorities change, or new opportunities arise, the plan can be amended. In addition, each year, the City

submits a new Annual Action Plan, which only generally must be consistent with the Five-Year Plan.

The City's Housing Element provides guidance for many of the housing-related programs identified in the Consolidated Plan. While the Housing Element's primary focus is on long-range housing policy and programs to ensure those policies are in compliance with state housing law, the Consolidated Plan provides a tool that can be used to implement the Housing Element since it directs policy, as well as funding, for certain housing projects. Housing policy is addressed in Section 3.4.

## **5.4 County Planning and Coordination with Neighboring Jurisdictions**

Preparation of the North Glendale Community Plan included participation and consideration of the efforts of neighboring jurisdictions. Glendale planners met with planners from the City of Los Angeles and met with members of the Crescenta Valley Town Council who were invited to attend outreach meetings concerning the development of the community plan. Glendale planners discussed the project with planners from the Department of Regional Planning. Glendale met with representatives of the Glendale Unified School District for schools in the Crescenta Valley to discuss their concerns, as well. The North Glendale Advisory Committee included members who lived in the Crescenta Valley, outside the City, out of concern that this plan address relationships throughout the Crescenta Valley and be truly reflective of local opinion and to receive broad-based local support. Section 3.1 shows the jurisdictions in the Crescenta Valley.

### **5.4.1 Los Angeles Local Agency Formation Commission (LAFCO)**

LAFCO identifies the Sphere of Influence for cities within Los Angeles County. The Sphere of Influence identifies the areas of influence of local governments. Many unincorporated areas may fall under the influence of an adjacent jurisdiction and LAFCO may have identified such relationships. For the Crescenta Valley, unincorporated sections of Montrose have been identified within the Sphere of Influence for Glendale. Should unincorporated areas wish to incorporate, they would be directed by LAFCO to annex to the jurisdiction with the Sphere of Influence over its area.

## **5.5 Regional Planning**

### **5.5.1 Southern California Association of Governments (SCAG) Compass Blueprint**

Glendale falls under the purview of the SCAG Metropolitan Planning Organization (MPO), which is responsible for regional planning for Los Angeles and neighboring counties within this region. For many years Glendale was part of SCAG's Arroyo-Verdugo sub region, but now is affiliated with the San Fernando Valley sub region, a newly formed unit that will cover regional issues at a local level. Two main regional transportation planning efforts managed by SCAG are the Regional Transportation Plan and the Compass Blueprint. While the Regional Transportation Plan serves to coordinate regional transportation projects for local, state and federal funding and prioritization, the Compass Blueprint focuses on local policy actions to improve quality of life, including transportation and air quality.

In 2004 SCAG identified a need for a blueprint for regional growth to address these challenges and provide for livability, mobility, prosperity, and sustainability for the future. Compass Blueprint represents a plan that, with only modest changes to development patterns, can point

the region toward maintained and improved quality of life. The Compass Blueprint process included a technical analysis of growth options. The Compass Blueprint is a proactive approach to planning and managing growth to create the types of communities where people want to live, work and play.

SCAG is responsible for implementing regional strategies to achieve statewide goals for greenhouse gas reduction, transportation, housing and other state issues. Additionally, Glendale is working with SCAG to implement their Sustainable Communities Strategy as required by SB 375 (2008) as part of addressing impacts to climate change required by AB 32 (2006). A Sustainable Communities Strategy (SCS) requires coordination of housing and transportation for reductions in greenhouse gases on a regional scale. SCAG is presently drafting their SCS and it is unknown to what extent, if any, Glendale will modify local policies to meet regional objectives. However, Glendale is currently developing a Greener Glendale Plan that will serve as Glendale's climate action plan (CAP) as required under AB 32 and which will identify local actions and programs for greenhouse gas reduction.

Glendale has been following a clear eight point strategy for implementing SCAG's Compass Blueprint strategies. These strategies are also consistent with broader sustainability policies which encourage more efficient use of resources and are discussed elsewhere in this document. Glendale's eight points for implementing SCAG's Compass Blueprint regional strategy include:

- 1) **Create An Urban Growth Boundary.** Since 2003 Glendale has purchased tracts of open space in hillside where access and urban services are unavailable or costly to expand.
- 2) **Focus Growth Downtown.** In 2006 Glendale adopted the Downtown Specific Plan (DSP) which encouraged growth of commercial, residential and mixed-use development by increasing densities to up to 187 units per acre. This form-based document encourages good design, while placing density along established transportation and transit corridors and in proximity to employment opportunities.
- 3) **Get People Out of Their Cars.** In 2007 Glendale adopted the Downtown Mobility Plan, a progressive transportation plan that encourages a variety of multi-modal transportation strategies to increase mobility in Downtown Glendale. Compass blueprint strategies such as encouraging transit-supporting densities and opportunities for pedestrians and bicyclists, in addition to cars, provides for more efficient transportation and options.
- 4) **Provide Housing For All.** Glendale has a Housing Element that is in compliance with state law and provides for a variety of housing to meet regional housing needs.
- 5) **Promote Public Health.** Glendale has a Safe and Healthy Streets Plan, prepared for the purpose of improving public health through safe walking and bicycling policies.
- 6) **Strengthen Neighborhoods.** Glendale has undertaken several neighborhood revitalization projects including Adams Square and East Garfield neighborhoods. Revitalization projects encourage removal of blight, perform infrastructure upgrades and encourage private investment into existing neighborhoods, thereby encouraging economic development and infill in urban areas.
- 7) **Focus on Neighborhood Planning.** The creation of community plans as part of the General Plan Update addresses planning at the neighborhood level. The neighborhood plans bring



regional planning into practice at the local level through policies for land use, urban design, mobility, housing and sustainability.

- 8) **Translate Policy into Practice.** The Urban Design Studio was formed in 2006 to provide design expertise. The Urban Design Studio focuses on architectural design, urban design, historical preservation and transportation planning to augment traditional city planning functions.

## 5.5.2 Regional Transportation Plan (RTP)

The Southern California Association of Governments adopts Regional Transportation Plans (RTP) on a periodic basis to provide a framework to address regional transportation and related challenges such as poor air quality. The 2008 RTP identifies strategies that preserve and enhance the existing transportation system and that integrate land use into transportation planning. Beginning in the 1980s, a major shift occurred in the SCAG region away from building roadways and into transit projects and services. Between 2000 and 2005, regional transit use increased by more than 16 percent. SCAG is presently drafting a new RTP.

North Glendale Community Plan is consistent with the 2008 RTP goal of improving transportation options within the existing system. Additionally, improvements to walking and bicycling facilities dovetail with statewide efforts to reduce greenhouse gases (GHG), another challenge to transportation in our region. Safe and Healthy Streets Plan efforts to improve facilities and increase pedestrian and bicycling activities provide for location implementation of regional RTP policies.

## 5.6 State Planning

### 5.6.1 Safe Routes to School (SR2S)

The purpose of this program is to provide funding for construction projects that will result in improved safety for students who walk or bike to school. Improvements must be made on public property. Eligible activities may include those related to pedestrian facilities, traffic calming, traffic-control devices, bicycle facilities, or public outreach/education. The goals of the program are to reduce injuries/fatalities among school children and encourage increased walking/bicycling among students. As part of Caltrans' SR2S Program, the City applied for and received grants to make safety-related improvements. It is the long-term goal of the City to evaluate and apply for SR2S funds for every eligible school in the City. Support of Safe Routes to School is included in Section 3.6 and in Chapter 4.

### 5.6.2 Local Sustainability Planning and Climate Change (AB 32, SB375)

California adopted SB 375 to require preparation of Sustainable Community Strategies as a method for implementing AB 32 on a regional level. The stated goal of a Sustainable Communities Strategy is to link transportation and housing policy to reduce vehicle trips, a major contributor of greenhouse gases. SB375 requires that there be a link between housing policy and transportation policy, which will be accomplished by linking the process for the Housing Element and the update of the Regional Transportation Plan (RTP). The Southern California Association of Governments (SCAG) has adopted a target reduction of 8% for greenhouse gases (GHG) as required by SB375, although it is unclear at this time how SCAG will address this reduction target in Glendale. The Greener Glendale Plan in Section 5.3.8 provides information concerning the City's GHG reduction and sustainability planning documents.





# **NORTH GLENDALE HISTORIC CONTEXT**

**City of Glendale, California**

**CITY OF GLENDALE, CALIFORNIA**

**City Council**

Laura Friedman, Mayor  
Rafi Manoukian  
Ara Najarian  
Frank Quintero  
David Weaver

**Planning Commission**

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Chang Lee  
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**Historic Preservation Commission**

Michael Morgan  
Desiree Shier  
Caroline Tufenkian  
Lorna Vartanian  
Arlene Vidor

**Adopted by City Council on November 29, 2011 by Resolution 11-230**

# TABLE OF CONTENTS

<b>Chapter 1</b>	<b>Introduction</b>	<b>1</b>
<b>Chapter 2</b>	<b>North Glendale: Layers of History</b>	<b>3</b>
2.1	Land	3
2.2	People	5
2.3	Events	13
2.4	Neighborhoods	17
2.4.1	Annexations	17
2.4.2	Montrose	23
2.4.3	Highway Highlands	26
2.4.4	Verdugo City	27
2.4.5	Mountain Oaks	28
2.4.6	Sparr Heights	29
2.4.7	Montecito Park	30
2.4.8	Crescenta Highlands	31
2.4.9	Foothill Boulevard	31
2.4.10	Markridge	32
2.4.11	Glenwood Oaks	32
2.4.12	Whiting Woods	32
2.4.13	Oakmont Woods	33
2.4.14	Indian Springs	33
<b>Chapter 3</b>	<b>Historic Resources in North Glendale</b>	<b>35</b>
3.1	Previously Identified Historic Resources	35
3.2	Assessment Criteria for Potential Historic Resources	37
3.2.1	National Register of Historic Places	37
3.2.2	California Register of Historic Resources	39
3.2.3	Glendale Register of Historic Resources and Historic Districts	40
<b>Chapter 4</b>	<b>Historic Themes and Property Types</b>	<b>43</b>
4.1	Early Residential and Agricultural Development	43
4.2	Residential Development and Suburbanization 1910 – 1945	44
4.3	Residential Development and Suburbanization post-1945	47
4.4	Commercial Development	51
4.5	Transportation	52
4.6	Water	53
4.7	Health Care	54
4.8	Education	55
4.9	Civic/Social/Religious Groups	56
4.10	Parks & Recreation	58
<b>Chapter 5</b>	<b>Preservation Goals for North Glendale</b>	<b>61</b>
<b>Endnotes</b>		<b>63</b>

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# Chapter 1 Introduction

The City of Glendale is committed to the preservation of its historic buildings, neighborhoods, and sites as part of its overall goal of planning for the future. By looking back and preserving key places that contribute to the shared history of all city residents - past, present, and future - we establish a framework that allows the city to develop, grow, and prosper without erasing the heritage that helps define Glendale and its people.

This document is intended to provide key themes and stories related to the transformation of North Glendale from unsettled wildland to today's modern suburb. This historic context is an important component of the North Glendale Community Plan. It will be used in conjunction with that larger document to assist in the identification and protection of historic resources as other aspects of the Plan, such as policy recommendations, zoning changes and design review, are implemented. Because it is specific to North Glendale, the context supersedes the citywide 1997 Preservation Element within the Community Plan area. The context is also intended as the basis for future historic resource surveys in North Glendale, but further research will be needed to expand on some of the historic themes identified in this document in relation to properties identified in the field.

The Secretary of the Interior's *Standards and Guidelines for Archaeology and Historic Preservation* states that "the development of historic contexts is the foundation for decisions about the identification, evaluation, registration and treatment of historic properties, and surveys." As such, a context is not expected to be a comprehensive history of the area under study but rather a document that focuses on how a place became the way we see it today. It is not a chronological overview of important events and noteworthy citizens, though this information is included when those events and people have some bearing on North Glendale's development. Because the area's history is inextricably tied to that of the Crescenta Valley, some events, people, and sites outside of the study area are included because they bear directly or indirectly on the developmental history of North Glendale.

This historic context was prepared by the staff of the Planning Division of the Glendale Community Development Department and reviewed by the city's Historic Preservation Commission. Members of the Historical Society of the Crescenta Valley also helped review and edit the document. Research for the context was limited to readily available resources. In addition to the newspaper articles and other sources referenced in the endnotes, two books served as the invaluable sources for much of the information in the historic context: *Images of America: La Crescenta* by Mike Lawler and Robert Newcombe, and *Sources of History: La Crescenta* by June Dougherty. Photographs accompanying the text are primarily taken from the Lawler and Newcombe book, with credit given to the sources noted therein. The keen editorial eye of Marcia Hanford

This document is organized into five chapters, including this Introduction. Chapter 2 provides a historical overview of North Glendale and the Crescenta Valley. It attempts to link the people and events of both the distant and recent past with the built-out city we find today. It also provides brief histories for each of the twelve neighborhoods identified in the North Glendale Community Plan. Chapter 3 discusses the historic resources known to exist in North Glendale, as identified through either designation or survey. It goes on to detail the designation criteria

and eligibility considerations for listing properties on the National Register of Historic Places, California Register of Historic Resources, the Glendale Register of Historic Resources, or as a Glendale historic district. Chapter 4 identifies and discusses a series of historic themes connected with North Glendale and includes lists of property types associated with the themes and relevant designation criteria. Finally, Chapter 5 outlines and discusses preservation goals for the North Glendale Community Plan area.



# Chapter 2 North Glendale: Layers of History

Few remnants are left from the early days of the recorded history of North Glendale, the time of the 19<sup>th</sup> century settlers and pioneer families who arrived in small numbers to take advantage of the Crescenta Valley's higher altitude, mild climate, and available land. A house at the corner of El Moreno and Boston was built in 1889 and may be the oldest structure in the Community Plan area, but alterations and surrounding development largely obscure its place in the Crescenta Valley timeline. Water cisterns and pipes at the base of the San Gabriels remind us that the area would never have been developed were it not for the early pioneers who found sources of water and developed means to deliver it to the valley below. While of great historical interest, many of these features remained unknown until the devastating Station Fire of 2009 revealed them for the first time in many decades. Moving forward in time, some of the earliest commercial buildings dating to the 1910s and 1920s are hiding in plain sight behind the more contemporary façades we see today in the Montrose Shopping Park.

The “big picture” history of the area is much easier to find, however. Its homes and businesses, parks and places of worship, streets and hiking trails all help us understand how the area has developed over the last 100 years. The story of North Glendale as we know it today is really the story of the area's gradual transformation from wilderness to ranchland to farmland and finally to residential suburb. The seemingly random political boundaries result from the series of annexations that occurred between 1912 and 1978, driven by the dual demand for water and development profits. Today, a relatively short drive can take one from Los Angeles to Glendale to unincorporated La Crescenta without realizing that two civic boundaries have been crossed.

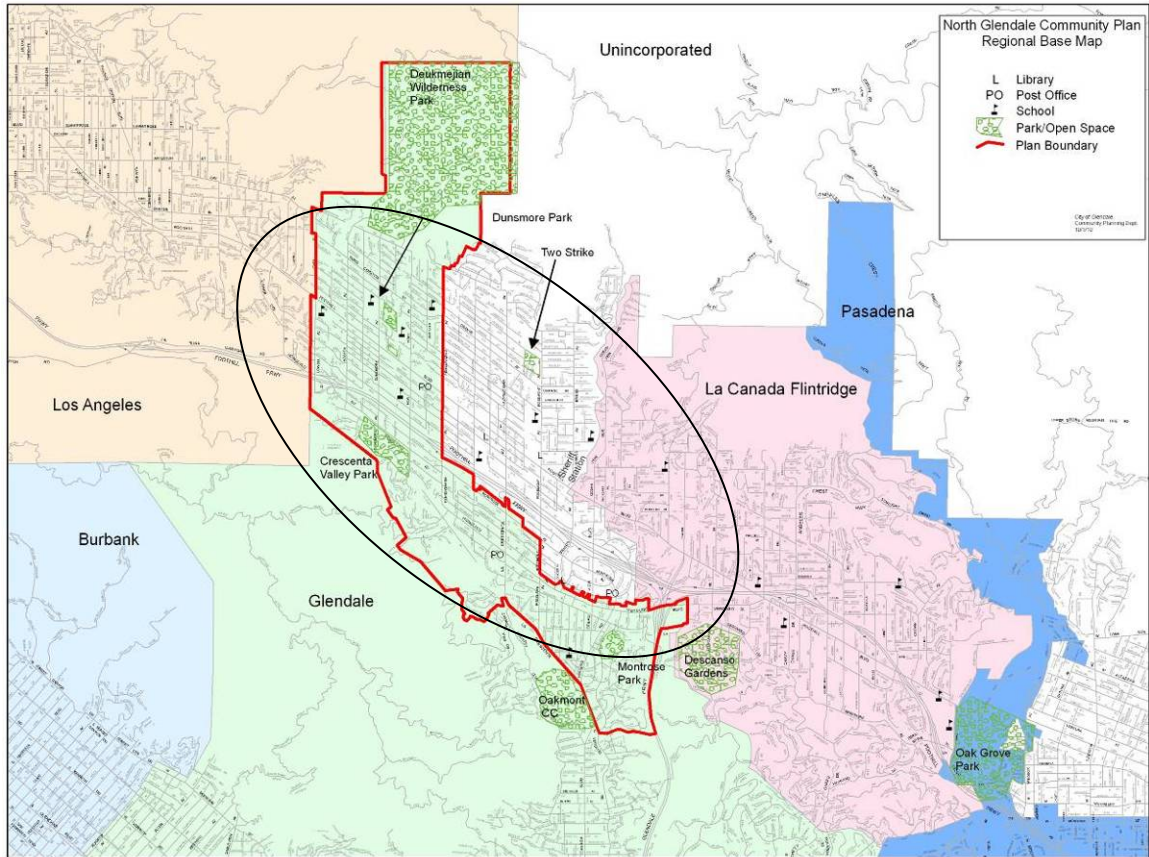
To understand this story, we must look at the reasons why the area was settled in the first place, the qualities of the land that drew its early residents, the difficulties they faced, and the outcomes of their efforts. The first three parts of this chapter help establish the historical framework by looking at how the land, people, and events have shaped North Glendale. A fourth part looks at several people whose efforts produced places of unique importance or interest. Finally, the history of the area's 20<sup>th</sup> century development is discussed through the prism of the individual neighborhoods identified in the North Glendale Community Plan.

## 2.1 Land

The connection between North Glendale's landscape and its people runs deep, linking seasonal Native American visitors, pioneer settlers, and today's residents in a common appreciation of the special qualities of the Crescenta Valley. The steep slopes of the San Gabriel Mountains rise 3000 feet above the valley floor to the northeast, with Mt. Lukens being the highest local peak at 5,100 feet. The less rugged Verdugo Mountains and San Rafael Hills are found to the southwest and southeast, respectively. The valley floor enclosed by these ranges is rarely level, instead sloping – at points, quite steeply – due to the deposition of alluvial sand and stone flowing off the San Gabriels over the millennia.

The valley is oriented along a northwest to southeast axis approximately seven miles in length, with an average width of two miles. It contains about nineteen square miles, much of which is undevelopable mountain slopes. Of this area, North Glendale occupies approximately five square miles near the center of the valley, flanked by Los Angeles on the west and

unincorporated county land, including La Crescenta, on the east. The City of Glendale owns most of the undeveloped land on the north face of the Verdugo Mountains, the crest of which create North Glendale’s southern boundary. To the north, the city also owns just over a square mile of undeveloped mountainsides in the San Gabriels, which is largely occupied by the Deukmejian Wilderness Park.



**Figure 2.1**  
North Glendale  
Community Plan  
area (outlined) in  
relation to other  
Crescenta Valley  
communities

The Crescenta Valley’s climate was a major draw for early residents. Situated at an average elevation of 1500 feet above sea level, higher than the fog line, the valley had low humidity and air swept clean by prevailing breezes that alternated direction over the course of the day. This has changed, to some degree, due to the valley’s success as a residential suburb, with irrigation and landscaping raising humidity levels in the years of booming development that followed World War II. In addition, the valley cannot escape regional air pollution problems, and its air can no longer be touted for its healthful qualities.

The native landscape of chaparral brush dotted with oaks, sycamores, and manzanita remains in the San Gabriels and Verdugos, the latter noticeably greener due to the north-facing slopes. Douglas firs that once grew in canyon areas of the San Gabriels were harvested in the early 1880s to provide fuel for the Mullally Brick Company’s kilns in Los Angeles, never to return. Oak trees remain a prominent feature of the valley floor and especially the hillside neighborhoods. They are prized by residents for the natural character they add to the predominantly residential neighborhoods. Native fauna continue to flourish, with deer and coyote venturing into the

neighborhoods at the base of the mountains and raccoons and possums making residential areas their new native habitat.

Ravines and seasonal streambeds once crossed the valley floor in many locations, generally running north to south. Many wood trestles were built to span these as the small network of roads was built in the latter part of the nineteenth century. Maintenance of the trestles proved difficult, leading to the infill of many areas, with dirt being poured into the area below a bridge from the structure itself. This allowed roads like Michigan Avenue (now Foothill Boulevard and referred to as such for the remainder of this document) to cross the channels at grade level.<sup>1</sup> Almost all of the ravines were ultimately filled in, though some of today's concrete flood control channels follow early streambeds, leading to the collector Verdugo Wash at the base of the Verdugo Mountains, which has also been channelized.

## **2.2 People**

### **Native American Period**

At the time of European contact the Glendale area was situated in a region that was inhabited by a Native American group of Shoshonean descent who became known as the Gabrielino, but referred to themselves as Tongva. The former name derives from the incorporation of many of their people into Mission San Gabriel during the eighteenth century. The Tongva are considered one of the most distinctive tribes in all of California, occupying a vast tract of some of the most fertile and productive lands in the state, including portions of Glendale. Prior to contact with Europeans, their population may have grown to more than 5,000 people living in 50 to 100 towns and settlements on the mainland and on the southern Channel Islands. Their territory stretched from Topanga Canyon in the northwest, to the base of Mount Wilson in the north, to the San Bernardino vicinity in the east, and to the Aliso Creek vicinity in the southeast. In addition to this mainland territory, the Tongva occupied three of the Channel Islands: Santa Catalina, San Clemente, and San Nicholas.

The Tongva were primarily hunters and gatherers who also maintained a maritime trade network along the coast. A Tongva community consisted of one or more lineages, each comprising several related nuclear families. Inland communities maintained permanent geographical territories or usage areas which may have averaged 30 square miles. Within its territory each community maintained a primary settlement, as well as a variety of hunting and gathering areas, ritual sites, and other special-use locations that were occupied periodically on an as-needed basis or for scheduled rounds.

In the mountain and foothill regions of their territory, such as that of today's North Glendale, settlement and subsistence patterns were largely determined by the environmental conditions present in the region. Primary settlements were located in the lower reaches of canyons that offered protection against cold weather. During spring and summer, individual family units disbursed to seasonal camps to gather bulbs, roots, and seeds, while in the fall these families moved to oak groves to gather acorns. These settlements contained houses, religious and community structures, open-air kitchens, semi-subterranean sweathouses, playing fields and dance areas; cemeteries were usually located outside, but near, the primary settlements.

The lack of a reliable, year-round water source in the Crescenta Valley makes it unlikely that any Tongva settlements were located in the North Glendale area. Seasonal streams, expansive

stands of oaks (and thus acorns), and wildlife make it likely that community members from nearby settlements would come to the valley to hunt and forage. Nearby communities are known to have existed at the mouth of Big Tujunga Canyon, in La Tuna Canyon and the Arroyo Seco, and at the bottom of today's Chevy Chase Canyon. No remains of seasonal camps have been discovered in the Crescenta Valley, most likely due to the floods that would periodically wash over the valley floor, bringing new layers of alluvial deposits. The low passes at the two ends of the valley, as well as the narrow Verdugo Canyon to the south, suggest the valley has been a transportation route for thousands of years, providing the Tongva with easily-accessible trade and seasonal migration routes.

### **Missions and Ranchos**

European contact with the Tongva first occurred in 1542 with the exploration of Juan Rodriguez Cabrillo. This interaction was limited, however, and it was not until the missionary expeditions into Alta California in the 1770s that substantial European settlement began. In 1769 California became the last of Spain's colonial holdings in North America, primarily serving as a protective buffer for the crown's more lucrative territories in Central and South America. In that year, Gaspar de Portola, Governor of the Californias, set out on an expedition that included Franciscan friars led by Junipero Serra to establish missions and fortifications along the coast. The new rulers continued their practice of forcible conversion of indigenous peoples to Christianity. The series of twenty-one missions that were ultimately built between San Diego and Sonoma includes two in areas not far from present-day Glendale and both in territory occupied by the Tongva. Mission San Gabriel de Archangel was founded in 1771, and Mission San Fernando Rey de Espana in 1797. The Crescenta Valley provided the primary transportation route between the two missions. The Tongva associated with Mission San Gabriel, and subsequently named the Gabrielino, appear more closely identified with the Glendale area.

During this period, the Tongva were slowly drawn into the economic sphere of the missions. The Gabrielinos in particular fared very poorly, experiencing the rapid deterioration of their number and culture. The introduction of European diseases, for which native groups had no immunities, rapidly depleted their populations, and the contrast of mission life totally altered their culture. Many Gabrielino simply fled the area to avoid acculturation.

Among the many soldiers on the Portola-Serra expedition was Jose Maria Verdugo. In 1772, he was assigned to service at Mission San Gabriel. There he witnessed the expansion of the mission to a place of prominence. As the Tongva were absorbed into mission life, the king's soldiers had fewer duties and began to think about settling in the new territory. Like many soldiers, Verdugo added to his income by grazing livestock. In 1784 he received an enviable gift, the Rancho San Rafael. This formal land grant was given to Verdugo by his former commander, Pedro Fages, who had become governor. It allowed Verdugo to keep cattle and horses on the land he had selected between the Arroyo Seco and the Rio Porciuncula (now the Los Angeles River).



**Figure 2.2**  
 Rancho San Rafael encompassed all of present-day Glendale with the exception of the portions now located in the Crescenta Valley. It also included Eagle Rock, Highland Park, Garvanza, and parts of Burbank and Pasadena. At 36,000 acres, it was one of the largest land grants made by the Spanish crown. Note Rancho La Canada to the north.

Though the rancho abutted the Crescenta Valley, it appears that Verdugo had little interest in the area to the north, probably due to its lack of water, though it is likely he used it for livestock grazing. He retired from the military around 1797 and married Maria de la Incarnacion, spending the rest of his life as a landed don tending to his herds and crops until his death in 1831. His son Julio and daughter Catalina inherited the rancho, splitting it between themselves. Julio would go on to enhance his holdings through the acquisition of all of the land in today's Crescenta Valley.

In 1821, Mexico gained independence from Spain, acquiring California in the process. Huge tracts of land remained in the new government's hands and in 1824, the Mexican Colony Law established rules for petitioning for land grants; the rules were codified in 1828. In 1843, Ignacio Coronel, founder of the first major school in Los Angeles, successfully petitioned to acquire the Rancho La Cañada, consisting of 12,000 acres and encompassing the entire Crescenta Valley as well as today's Verdugo Woodlands neighborhood. [His son Antonio became the fourth mayor of Los Angeles and served as mentor to Helen Hunt Jackson, author of *Ramona*.] Coronel used the valley land primarily for cattle grazing, preferring to live in the southern canyon area near the current location of Glendale Community College. He is believed to have provided the name "La Cañada," which has been poetically translated by some as a 'glen between mountain ranges' but may more literally be translated as a gully or cattle track. Through a series of land trades, Coronel ultimately ceded ownership of the rancho to Julio Verdugo.

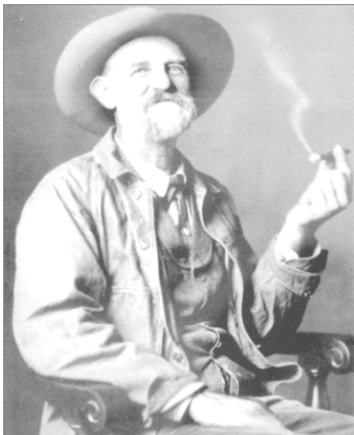
No buildings or sites directly associated with the figures discussed in this section are known to exist within the North Glendale area.

## Anglo-American Settlement

Mexico lost California, along with the rest of the southwestern United States, at the end of the Mexican-American War in 1848. In 1858, the ranchos were surveyed by Henry Hancock of the United States Surveyor General's office. Hancock was persuaded by Verdugo to merge what was then the southern portion of Rancho La Canada into Rancho San Rafael (that is the area from the 134 Freeway to Berkshire Drive in La Canada Flintridge) to obtain another seasonal source of water for his southern lands. This reduced the size of Rancho La Canada to 5,800 acres. Despite Verdugo's savvy land dealings, he and other rancheros did not fare well under the new government. The Treaty of Guadalupe Hidalgo, which ended the war, provided that Mexican land grants would be honored by the United States government. The reality was more difficult for the former Spanish and Mexican landowners.

In general, the rancheros were land rich and cash poor. Newly-arrived Anglo-Americans would often make claims to ranch lands, and the grantees typically had trouble defending their holdings. Many, including Julio Verdugo, lost land through mortgage defaults, attorney fees, personal debts, or outright fraud.<sup>2</sup> At times, Verdugo and his sister Catalina sold off portions of Rancho San Rafael and the former Rancho La Canada to raise funds. A critical event occurred in 1861 when Julio signed a mortgage in favor of one Jacob Elias. In 1869, as a result of foreclosure on the mortgage, Julio's portion of Rancho San Rafael, which at that point included a large portion of the Crescenta Valley, was purchased by Alfred B. Chapman. Chapman quitclaimed 200 acres containing the Verdugo home and allowed Julio to remain on this small fragment of his inheritance.

In 1871, as a result of a lawsuit brought by Andrew Glassell, A.B. Chapman, Prudent Beaudry, and O.W. Childs against 36 defendants, both Ranchos San Rafael and La Canada were divided into 31 parts that were conferred upon 28 people. This event is now called the Great Partition and is a reflection of the racial and social inequities that developed as the United States government found in favor of new Anglo settlers over the claims of the original Spanish and Mexican land-owning families. Glassell and Chapman received the 5,800 acres that made up Rancho La Canada, including portions of today's North Glendale.



**Figure 2.3**  
Theodore Pickens  
(image: HSCV)

Theodore Pickens is the first person known to have settled permanently in the Crescenta Valley. Often referred to as Colonel Pickens, there is no record that he served as an officer in the Civil War. Later histories claimed he was a Kentuckian with the Union Army, but the title was likely an honorific. It appears he did gain the nickname "Dad" and his gravestone is engraved with "Daddy Pickens," but it is unclear whether this related to the stepson he acquired when marrying for the first time at the age of 45.<sup>3</sup> He arrived in the valley 1871, establishing a homestead with a one-room cabin at the top of the canyon that now bears his name. He found water and settled in the area now known as Briggs Terrace. Both the canyon and his homestead were located outside the North Glendale area.

Pickens earned his living through the sale of water rights. Fights over the precious commodity would be the defining feature of the valley's early years of settlement. Some histories have wrongly claimed that Pickens was responsible the deforestation of the San Gabriels; the loss is now correctly attributed to a Los Angeles brickwork's efforts to feed its kilns.<sup>4</sup>



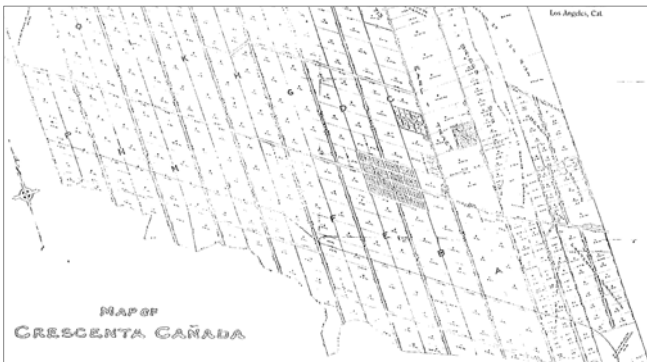


Briggs and his family would become area’s most important early settlers. Prior to his arrival, he led an interesting and varied life as a soldier, farmer, and gold miner. Following the death of his first wife from tuberculosis, he obtained several medical degrees in Europe and America. Soon after settling down in the valley, he founded a sanitarium for the disease, the first of many that were built in the area over the coming decades, all located to take advantage of the healthful climate. That building, along with his nearby family home and later a schoolhouse, were all built of concrete – reputedly the first time it was used as a building material in Southern California. This area became known as Briggs Terrace, a name that continues today in unincorporated La Crescenta, though none of the buildings remain.<sup>10</sup>

**Figure 2.5**  
Dr. Benjamin  
Briggs  
(image:  
HSCV)

Other members of his family also contributed to the area’s development. His son-in-law founded the Crescenta Community Presbyterian Church in 1885. The following year his niece, Helen Haskell, organized the first school, but by her account only taught there briefly as a favor to her uncle so that a school district could be organized under state law. This is a clear indicator of Briggs’ larger plans for the Crescenta Valley. Haskell went on to marry artist S. Seymour Thomas, who designed St. Luke’s Church in unincorporated La Crescenta, which still stands and is one of the valley’s best loved landmarks. Another niece, May I. Gould, and her husband, “Raisin King” Eugene Gould, built Gould Castle, completed in 1892 out of locally quarried granite.<sup>11</sup> The Goulds lost the castle not much later because of his failed attempt to corner the raisin market. It went through many successive owners, falling into disrepair that grew over the decades leading up to its 1955 demolition. In its heyday, the castle became a big tourist draw, helping bring attention to the valley that would become the site of increased development and settlement in the coming decades.

One of Briggs’ most lasting contributions was the 1884 subdivision of his holdings. He plotted out fourteen-acre lots that were oriented along the lines of the earlier Lanterman-Williams subdivision.<sup>12</sup> Because Briggs’ lots were smaller, there are many more intervening streets depicted on the map, making it more closely resemble today’s street grid. This aspect of his vision would linger into the next century, when the development of the Crescenta Valley began in earnest. He also envisioned a “downtown” area at the intersection of Foothill Boulevard and Los Angeles Street (now La



Crescenta Avenue and referred to as such for the remainder of this document) that never came to pass, though one did develop nearby. Briggs died in 1893, at which time most of the valley floor was covered with fields and orchards and dotted with farmhouses.

**Figure 2.6**  
Map of Briggs’  
subdivision  
(image: HSCV)



No buildings or sites directly associated with the figures discussed in this section are known to exist within the North Glendale area.

### **Other Individuals of Interest to the Region and Beyond**

Following the lead of many Crescenta Valley pioneers, several 20<sup>th</sup> century “settlers” chose the area because of its unique attributes, and they created places that may not have been built at other locations. At the time of this writing, three of these people stand out. We should expect, however, that others will rise to the surface as more research is conducted about North Glendale’s history and as local residents become more involved in identifying the people and stories that make this place special to them.

#### ***Agnes Richards/Rockhaven***

Agnes M. Richards was born in Nebraska in 1883, raised in Europe, and studied nursing at Chicago’s Cook County Hospital, graduating in 1913. After serving with the American Red Cross in France during World War I, Richards came to Southern California where she worked at Patton State Hospital and Los Angeles County General Hospital. She was discouraged by the way these state-run mental institutions treated their female patients, believing instead in the benefits of individual care in a homelike setting. Richards founded Rockhaven Sanitarium, a women-only facility, in Verdugo City in 1923. It was one of the first private mental health institutions in California. Crescenta Valley residents considered her “one of its leaders,” as she was “always ready to lend her aid in promoting the welfare of the community, from being a bank director, to that of offering substantial encouragement to the sick and needy.” By the early 1950s, she gradually transferred management of the facility to a granddaughter and traveled extensively, but she continued to work at Rockhaven until months before her death in 1967 at the age of 84.<sup>13</sup>



**Figure 2.7**  
Agnes Richards,  
R.N., and view  
of a Rockhaven  
building and garden  
(image: HSCV)

Rockhaven is the last intact remnant of the valley’s early health care industry. Starting with a single stone house, hence “Rockhaven,” Richards went on to purchase several adjacent Craftsman-style properties that provided the facility with its “home-like” quality. Ultimately acquiring over three acres, she went on to build new structures in the Spanish Colonial Revival style, maintaining the low-rise scale of the earlier buildings. Recognizing the therapeutic value of the outdoors, she created patios, arcades, and sitting areas that were surrounded by the

site's many oaks and lush gardens. The buildings and outdoor areas were connected by an extensive network of pathways and planting beds, creating a total environment geared toward the health and happiness of the patients. In its later decades, the site became a geriatric care facility, under different ownership after 2001 and ultimately shutting its gates in 2005.

In 2008, the city purchased Rockhaven to prevent its likely demolition if bought on the open market. The site was cleared of overgrowth and its buildings were stabilized for future restoration. Future uses are uncertain at this time, but its importance as a historic site and cultural landscape is clear, and North Glendale residents look forward to a new, publicly-accessible phase in its history.

### ***Swami Paramananda/Ananda Ashrama***

Over the years, the Los Angeles region has welcomed practitioners and devotees of a wide variety of spiritual teachings. In 1923 one of the former came to the Crescenta Valley and established a non-sectarian spiritual site that continues to thrive today. Swami Paramananda traveled to the United States from India in 1906 to promote the teachings of the Vedanta Society, an eclectic religion that used meditation and yoga to attain enlightenment. He established his first Vedanta Center in the Boston area in 1909. Traveling and lecturing widely, he visited California in 1923 and attended an afternoon tea at the Crescenta Valley home of

**Figure 2.8**  
Swami  
Paramananda  
and early view of  
chapel and  
courtyard  
(image: Ananda  
Ashrama)

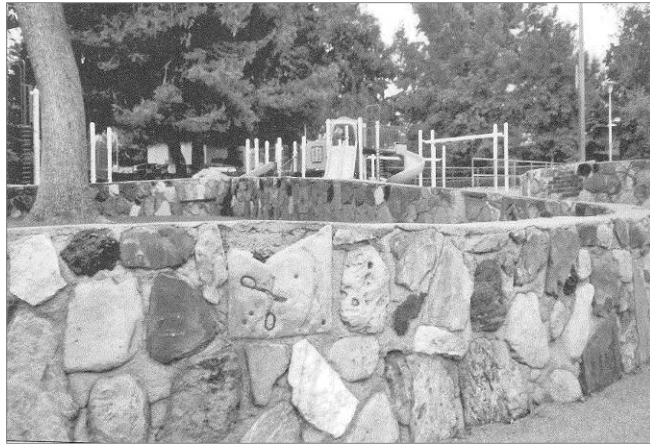


Seymour Thomas. Thomas was the noted local painter also responsible for the design of St Luke's Church in La Crescenta. On Thomas' recommendation, Paramananda bought the Fusenot Ranch at the northern end of Pennsylvania Avenue to establish a second center, to be called the Ananda Ashrama. The site had its own water source and orchards around which Paramananda built a chapel dedicated to all religions, along with social and residential spaces. The bucolic setting and lovely Spanish Colonial Revival buildings, which feature exotic pointed arches more reminiscent of the Tudor Revival style, create one of North Glendale's most distinctive architectural and cultural landscapes.<sup>14</sup>

### ***Milton Hofert/Dunsmore Park***

The unique walls of Dunsmore Park make it one of the city's most interesting sites. Located on Dunsmore Avenue, across from Dunsmore Elementary and at the western edge of Clark Magnet School, the site was originally Mt. Lukens Sanitarium, one of the valley's numerous tuberculosis care facilities. The park's current community building, built in 1933, is the last remnant of the sanitarium. By 1946, the facility had closed and the property was bought by Milton Hofert, the

eccentric scion of a well-off manufacturing family in Los Angeles. For the next ten years, Hofert (who was rumored to live in a pup tent on the site) built a series of walls that continue to stand as one of the region's most interesting works of folk art. Building with multi-colored stones and minerals, Hofert also embedded the walls with all manner cast-off materials, including car parts, wagon wheels, farm implements, and ammunition shells. Some of these were arrayed in patterns to create faces and sunburst patterns. His work completed, he offered to give the site to the city in 1956 for use as a park with the conditions that the walls be retained and that he would give the park a name. The city balked and came close to seizing it through eminent domain, justified by the open space demands of the burgeoning neighborhood. Hofert settled for a cash payment and the city acquired the property in 1957, but budget issues delayed the park's opening to 1960.<sup>15</sup> Luckily, the city ultimately chose to keep the walls.



**Figure 2.9**  
Dunsmore Park  
walls by Milton  
Hofert  
(image: HSCV)

### 2.3 Events

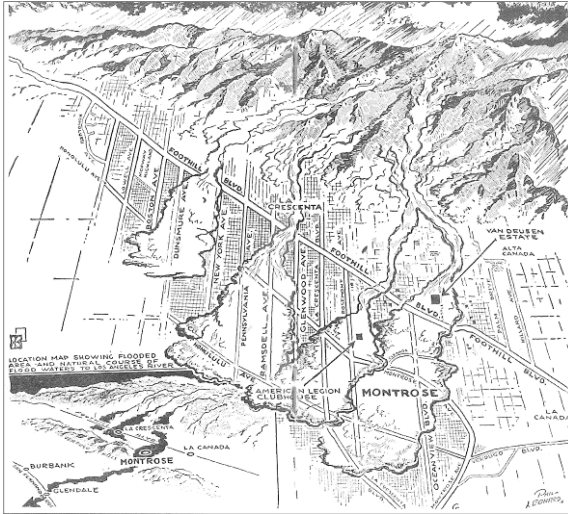
While events large and small, important to many or few, occur with regularity, only those that affect the way we physically experience an area today are included in a historic context. Thus, the well-documented snowfall of 1949 that covered the Crescenta Valley (as well as much of greater Los Angeles) is a treasured memory, but one that had no lasting impact. Fierce windstorms that regularly visit the valley often uproot trees and destroy roofs, but their impact on the built environment is limited. The 1971 Sylmar earthquake brought down brick storefronts and chimneys throughout North Glendale and several buildings were condemned and demolished. These changes healed over time, however, with repairs made and new buildings built.

Devastating wildfires are also regular events in the valley, with major episodes in 1926, 1933, 1964, 1975, and, most recently, the huge Station Fire of 2009. Luckily, firefighters have been able to prevent civilian deaths and significant property losses, though several have lost their own lives fighting to protect others. The 1933 fire destroyed the roof of the Le Mesnager Barn, a property now on the Glendale Register, but the tall stone walls remained and the family rebuilt the roof and stayed on for another thirty years. Vegetation regrows, wildlife returns, and the hills become green again.

Other events have produced lasting changes that are still felt today. Three have deeply affected the lives of North Glendale residents and changed the way their neighborhoods look: the New Year's Flood of 1934; the construction of the Foothill Freeway in the 1970s; and the rezoning campaigns and establishment of design review in the 1980s and 1990s.

**Flood of 1934**

The fire that swept through the San Gabriels above the Crescenta Valley in November of 1933 destroyed almost everything in its path, setting the stage for the even greater disaster to come. On December 31, 1933, a day of heavy rains escalated sometime around midnight. In the next two hours, an estimated thirteen inches of rain fell. Unable to absorb the deluge, the mountains gave way, sending walls of water, mud, stones, and debris down onto the valley floor. At least forty people are known to have died and hundreds of buildings were destroyed. The death toll was probably higher because the canyons that channeled the debris flows were known to be the home of many squatters who likely perished.<sup>16</sup> Woody Guthrie’s song “The Los Angeles New Year’s Flood” commemorated the lost squatters, many of whom were Dust Bowl refugees.<sup>17</sup>



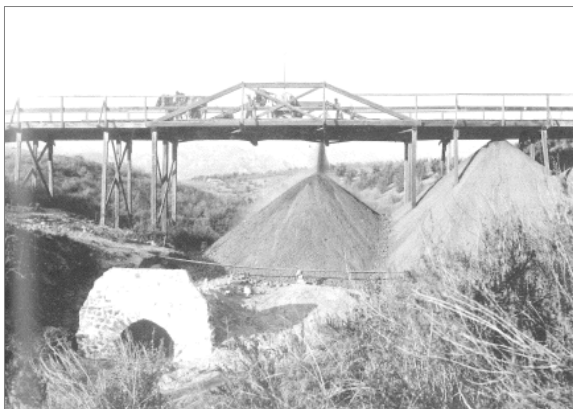
**Figure 2.10**  
LA Times map of flood-damaged areas (image: HSCV)

A map published in the *Los Angeles Times* on January 18, 1934 vividly depicted the extent of the flooding, which tended to be worse in more heavily developed areas south of Foothill Boulevard. Though this seems counter-intuitive given the further distance from the mountain range, it appears that the infilled ravines created years before to make the roadway level served as dams. Tremendous pressure built up and overwhelmed those barriers, allowing floodwaters and debris to fan out across wide portions of the valley until they reached the Verdugo Wash, leaving the greatest damage behind.



**Figure 2.11**  
Most damage was caused by mudflow (image: HSCV)

The flood is now a memory for the few remaining Crescenta Valley residents who were there to experience it. It is also memorialized in books and photographs that recount the horrific night and the terrible days of searching for victims and rebuilding homes and businesses that followed. On New Year’s Day 2004, the Historical Society of the Crescenta Valley dedicated a Flood Memorial in the county portion of Montrose to honor the victims and heroes of the tragic day seventy years earlier.



**Figure 2.12**  
Infilling of ravine from Foothill Boulevard bridge (image: HSCV)

The principal tangible reminder of the flood, however, is the flood control system that North Glendale continues to rely on and helps to shape its neighborhoods. Soon after the flood, the Army Corps of Engineers was called in to study its causes and recommend

possible ways to mitigate or prevent future disasters. Comparing two of the canyons that served as outlets for the floodwaters, engineers realized that one, Haines Canyon, received as much water as nearby Pickens Canyon, but that its debris flow and the subsequent devastation were much smaller.<sup>18</sup> A gravel mining pit at the mouth of Haines captured most of the mud and rocks that were the primary source of the flood's damage, allowing water to spill over into the valley.<sup>19</sup>

Thus was born the concept of the debris basin, which the Army Corps built at the mouth of each major canyon opening onto the Crescenta Valley. Consisting of a large concrete dam-like structure with a wide spillway at the top, some residents opposed the debris basins' construction because they would spoil the natural landscape, and no one at the time knew with any certainty that they would work. Safety trumped appearances and the basins were built, along with smaller check dams spanning the upstream parts of the canyons and concrete drainage channels stretching from the base of each basin.<sup>20</sup>



**Figure 2.13**  
Upstream view  
of typical  
debris basin  
(image: HSCV)

The channels ran south across the valley floor, open to the sky in many places and underground in others, all exiting into the Verdugo Wash, which was also channelized at the time. All of these features are now managed by the Los Angeles County Flood Control District. To date, the system is working, with no major flooding episodes since 1934. Major rainstorms following the 2009 Station Fire prompted officials to recognize the danger posed by silt that had nearly filled several basins over the years, and emergency work was undertaken to clear them.

Three debris basins abut North Glendale along Markridge Avenue, and others serve the area but are located in the county portion of the valley. Unlike several county basins, those in Glendale are in the hills rather than in residential areas. While these are visual facts of life, forever altering the natural landscape around them, their impact on the built environment is limited. This cannot be said of the network of drainage channels, all running more or less north to south, which pass through Crescenta Highlands and Verdugo City. These are relatively narrow, but due to their continuous nature and the security fencing that runs along each side, they separate neighborhoods and neighbors in a manner that did not exist prior to their construction. In many cases, they also guided the pattern of development that occurred after they were built. These are not necessarily negative impacts on the community, but they remain tangible reminders of the earlier disaster that continue to affect the experience of North Glendale for its residents, if not its casual visitors.

### **Foothill Freeway**

Unlike the flood control channels, construction of Interstate 210, the Foothill Freeway, blazed a path across the Crescenta Valley floor that forever changed North Glendale and other local communities. Prior to its construction, Foothill Boulevard was the main east-west thoroughfare through the valley. Traffic grew with the area's booming postwar population, ultimately leading

the state to recommend construction of a freeway. The concept was opposed by residents and the business community, with concerns raised about noise, pollution, and the loss of housing and business revenue. The state prevailed and the Crescenta Valley portion of the freeway was opened in July 1972.

In North Glendale, it cuts through the southern part of Crescenta Highlands, running parallel to the Foothill Boulevard diagonal at its east half and roughly east-west to the west. This path took it through completely built out residential neighborhoods – hundreds of homes, many only twenty or thirty years old, were bought by the state, or taken through eminent domain, and demolished. The population loss was such that Assemblyman Frank Lanterman obtained special funds from the state for the school districts affected by the reduction in enrollment.<sup>21</sup>



**Figure 2.14**  
210 Freeway in 1972, just prior to opening; impact on neighborhood is evident (image: GPL)

The 210's impact is ongoing, but no studies have been conducted to make objective assessments of its effects. It is likely that home values along the route are lower than comparable properties at greater remove. Conversely, increasing the accessibility of North Glendale may have enhanced the area's desirability for new residents. The locations of access ramps and the fact that fewer drivers use Foothill Boulevard as a regional thoroughfare undoubtedly affect the area's mix of businesses and their potential customer base. The freeway also creates a physical and

psychological barrier between once contiguous neighborhoods to its north and south. Though decades have passed and the changes wrought by its construction have lost their immediacy, the 210's presence continues to affect the experience – as well as decision making – of long-time residents, newcomers, and the local business community.

### **Downzoning and Design Review**

In the 1960s and 1970s, the look and feel of many Glendale neighborhoods began to change as developers and property owners began to recognize that the underlying zoning in many areas built out with single-family homes allowed for greater densities. This led at first to small apartment buildings, but by the 1970s and especially 1980s, developers were acquiring multiple adjacent single-family parcels to build very large buildings that, depending on economic conditions, were either rented as apartments or sold as condominiums. In the mid-1980s, residents began to protest the dramatic changes, calling for zoning reform. The city conducted studies and, in 1986, downzoned huge portions of Glendale to bring allowable densities more into line with how the neighborhoods were built out over the years. This removed much of the financial incentive for building multi-family properties on low density lots. At the same time, many areas of downtown were upzoned to encourage residential growth in the urban core. Subsequent zone changes in the 1990s brought allowable densities even lower in many neighborhoods. In 1988, Glendale also initiated citywide design review for all property types,

including single-family homes. This effort to improve the appearance of the city's neighborhoods was also a direct result of citizen protests.

Both downzoning and design review continue to affect the way the streets and neighborhoods of Glendale look and feel. Over the years, North Glendale did not experience the explosion of large multi-family buildings that occurred to the south, but residential densities in several areas did grow considerably, especially along Montrose Avenue, the western portions of Honolulu Avenue, and other parts of Verdugo City. These areas are now downzoned and future development of large apartment buildings is not expected, although structures in place today are expected to remain. The impact of design review continues to be felt throughout the area as proposed alterations and new construction brought through the design review process have less visual impact on existing neighborhoods than occurred in previous decades. Historic character is one of the aspects that is considered as part of this review, allowing, for example, features such as stone retaining walls and chimneys to be kept in many cases even in the absence of historic designation and protection.

## **2.4 Neighborhoods: Real Estate Speculation and Annexation**

None of the buildings or sites directly associated with the rancheros and early Anglo settlers discussed in the previous sections lies within the North Glendale boundary. At various points, the early landowners and settlers used the land for ranching or farming, but any structures they may have built within the area are lost. The settlers' appreciation of the special qualities of the Crescenta Valley, however, remains with today's residents. One major tangible aspect of the 19th century lingers today - the streets and blocks of North Glendale still bear a strong resemblance to those laid out in early subdivisions even though the development those pioneers envisioned would have to wait until the beginning of the 20th century.

The Crescenta Valley and, specifically, North Glendale, are part of the development story told throughout the Los Angeles region in the early 1900s as paved roads, commuter railways, and better access to water made areas away from the city center more desirable – and profitable – for residential, rather than agricultural, use. With more Easterners and Midwesterners moving west to take advantage of the opportunities and mild climate widely marketed by boosters and hucksters alike, cities expanded outward at a remarkable pace.

North Glendale's experience of this growth represents two stories: the transformation of the Crescenta Valley as a whole into a residential suburb by real estate developers and new homeowners, and the acquisition of its land and neighborhoods by the City of Glendale through a series of annexations that began in 1912 and continued through 1978. These stories overlap, with some parts of North Glendale being almost fully developed before annexation and others coming into being later under the auspices of the city.

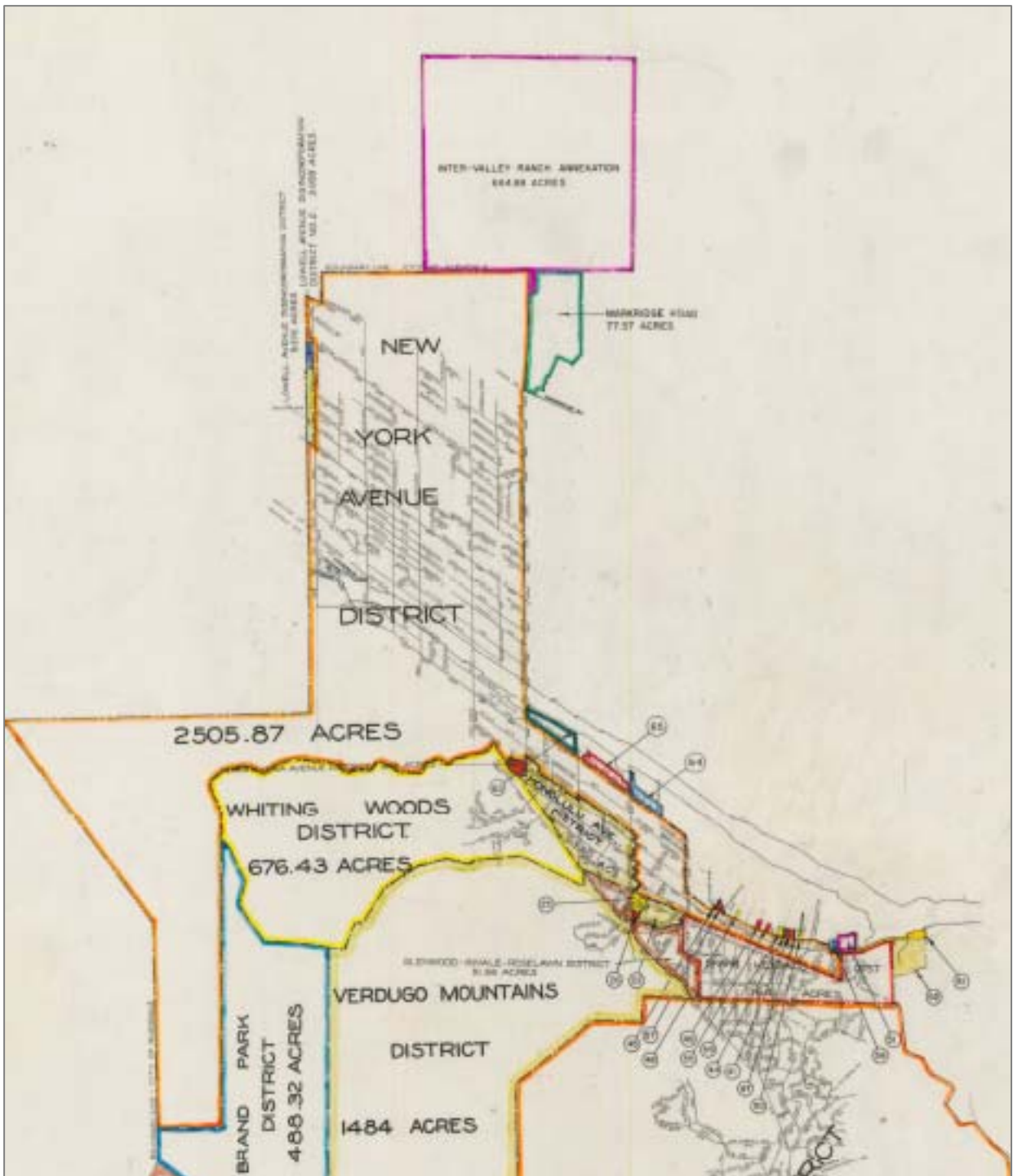
### **2.4.1 Annexations**

Water, or the lack thereof, has been at the heart of the history of North Glendale and the Crescenta Valley. Gaining access to a regular supply at an affordable price is the chief reason that Crescenta Valley residents chose to become parts of adjoining municipalities rather than remain in unincorporated portions of Los Angeles County. The City of Glendale desired annexation for a different reason – increased property and sales taxes and more utility customers.

The following chart provides a chronological listing of the annexations. The “neighborhood” column indicates which of the neighborhoods identified in the North Glendale Community Plan are located within each annexation area.

<b>Annexation District</b>	<b>Neighborhood(s)</b>	<b>Acres</b>	<b>Annexation Date</b>
Verdugo Cañon	Sparr Heights (below Sunview) Montecito Park [also Verdugo Woodlands and other areas outside the study area]	3736.00	1912 Mar 12
Sparr Heights	Sparr Heights (above Sunview)	164.00	1925 Aug 14
Oak Circle Drive	adjacent to historic Sparr Heights	12.35	1945 Aug 25
Oakside Lane	Verdugo City	3.51	1949 Jul 20
La Crescenta Avenue	Verdugo City	0.95	1949 Aug 25
Whiting Woods	Whiting Woods	676.43	1950 Apr 6
Verdugo Mountains	open space	1484.00	1950 Jul 6
Glenwood-Invale-Roselawn	Verdugo City	51.56	1951 Oct 5
Honolulu Avenue	Verdugo City	93.50	1952 Jan 28
New York Avenue	Crescenta Highlands Highway Highlands Verdugo City Montrose	2505.87	1952 Jan 28
Florecita Drive	Montrose (parking)	1.07	1955 Aug 2
Florecita No. 2	Montrose (parking)	0.42	1958 Oct 20
Sunset Avenue	Montrose (library & fire station)	0.20	1959 Oct 29
Florecita No. 3	Montrose (parking)	0.44	1962 Feb 21
Florecita No. 4	Montrose (parking)	0.20	1963 Jan 22
Florecita No. 6	Montrose (parking)	0.42	1964 Aug 21
Florecita No. 5	Montrose (parking)	0.54	1965 Jan 14
Indian Springs No. 1	Indian Springs (site of)	7.11	1965 May 4
Verdugo Boulevard No. 1	Indian Springs (commercial)	16.51	1966 Jan 4
Florecita No. 7	Montrose (parking)	0.45	1968 Oct 24
Orangedale No. 1A	Montrose (library & fire station)	0.83	1970 Feb 3
Verdugo Boulevard No. 2	Indian Springs (commercial)	2.92	1972 Jun 17
Florecita Drive Annex.	Montrose (parking)	0.63	1974 Dec 31
Inter-Valley Ranch	open space (Deukmejian Park)	664.88	1975 Apr 24
Verdugo Boulevard	Indian Springs (commercial)	3.10	1975 Oct 2
Montrose Avenue	Verdugo City (multi-family)	14.96	1976 Jul 13
Markridge Road	open space (with some residential)	77.57	1977 May 11
Montrose Avenue Annex. 65	Verdugo City (multi-family)	7.07	1978 Feb 7
Montrose Avenue Annex. 66	Verdugo City (multi-family)	8.82	1978 Feb 7





**Figure 2.15**  
Annexations in North  
Glendale Community  
Plan area.

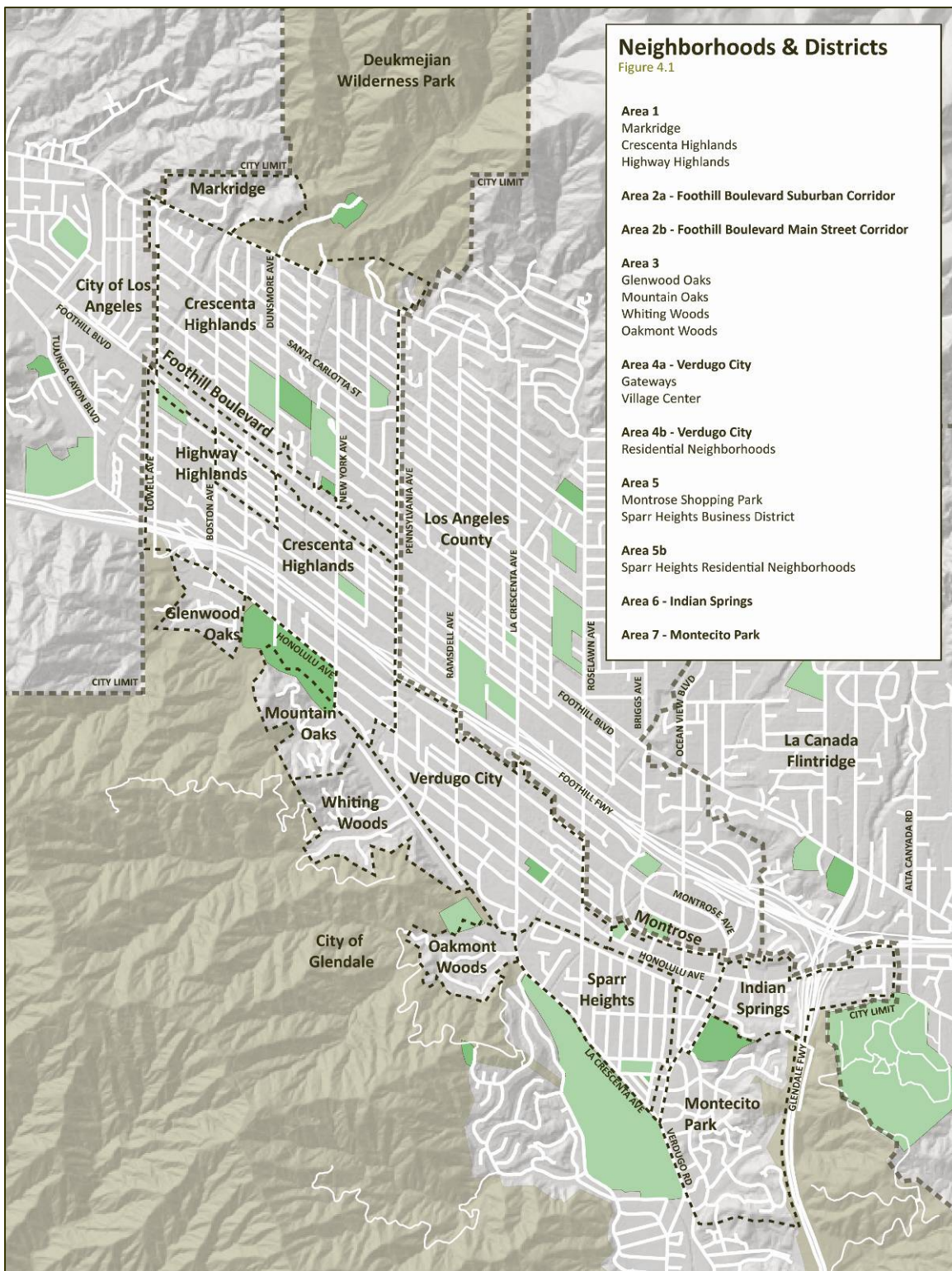
Verdugo Cañon was annexed in 1912, six years after Glendale's incorporation. The city's water utility was founded in 1909 and the annexation provided access to water that left the valley via the Verdugo Wash. The southern portion of Sparr Heights below Sunview Drive and the Montecito Heights neighborhood were included in the annexed area. Annexation of the remainder of North Glendale would wait until the end of World War II, when demand for new housing led to numerous developments that ultimately covered almost the entire valley floor.

The New York Avenue annexation in 1952 added the largest area to North Glendale, encompassing all of Crescenta Highlands, Highway Highlands, and Verdugo City, extending the city's boundary north to the base of the San Gabriel Mountains. In addition to acquiring developed and developable land to enhance the tax base, the city also bought large tracts of hillside land in both the Verdugos and, to a lesser extent, the San Gabriels to protect watershed areas and provide much-needed open space for area residents. The boundaries of some acquisitions coincide with individual subdivisions, such as Sparr Heights and Oak Circle Drive, while most others consist of land that was developed in a more piecemeal fashion by multiple developers.

### **Pre-Annexation Development**

Several areas of North Glendale experienced significant levels of development prior to their annexation, meaning they were subject to whatever Los Angeles County regulations were in place at the time. Residential and commercial construction that was not related to earlier agricultural uses began in the late 1910s and escalated dramatically during the 1920s. Montrose, Highway Highlands, and Verdugo City still feature homes and, to a lesser extent, commercial buildings dating to this initial period of development. The commercial blocks of Montrose were annexed by Glendale on January 28, 1952. On the same day, all of Highway Highlands and Verdugo City also became part of the city through the New York Avenue annexation, which encompassed over 2500 acres and also included Crescenta Highlands, which is discussed in the post-annexation section. Many parcels in these older areas remained unbuilt, however, and much of Verdugo City and a portion of Montrose were built out only after annexation. The limited amount of development found today in the Mountain Oaks neighborhood also began before annexation and is discussed in this section, though its story differs in many details from those of the other neighborhoods.

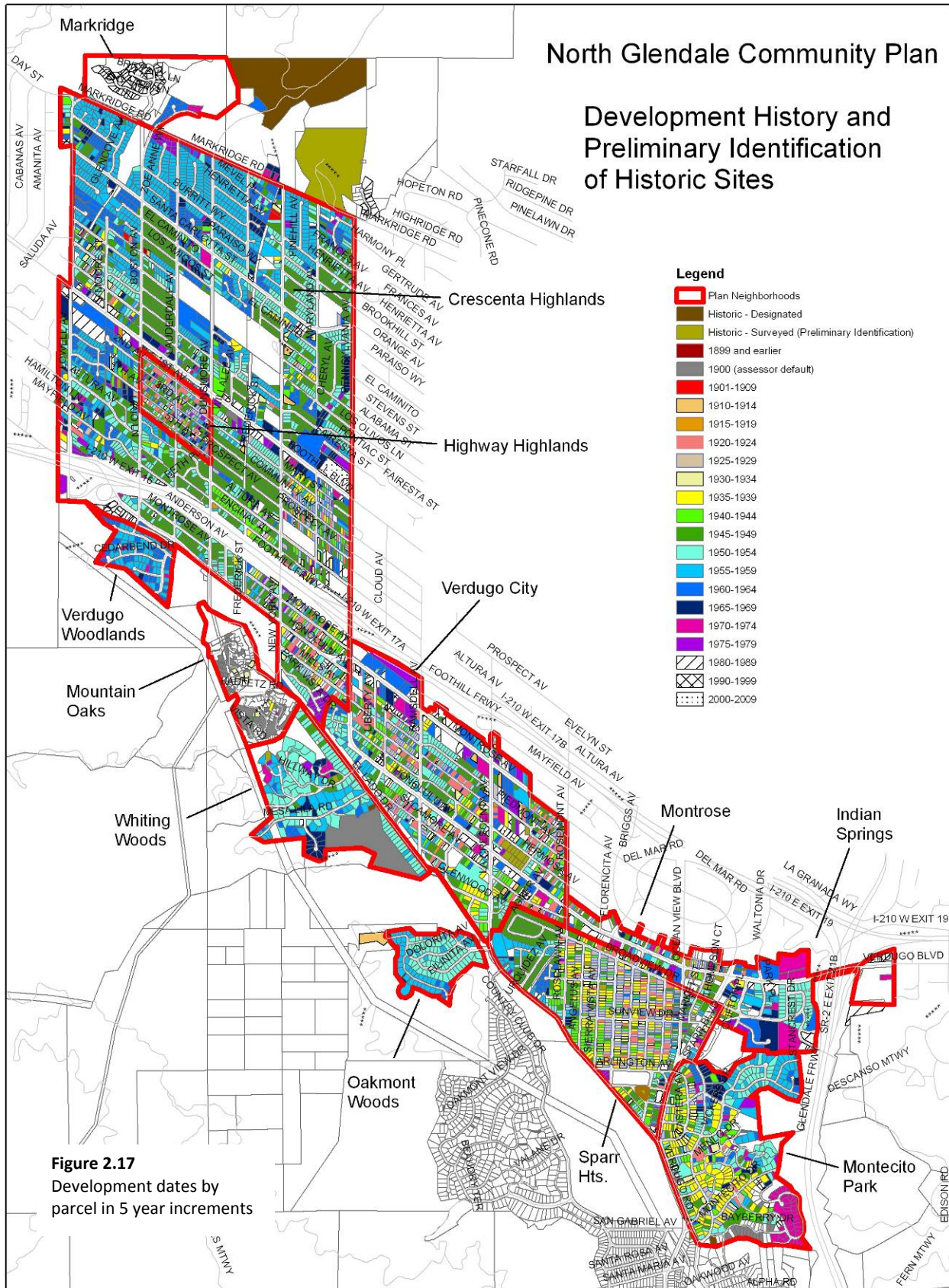
The North Glendale Community Plan identifies twelve distinct neighborhoods (Figure 2.16), which have different developmental histories as detailed in the following sections. The area's development timeline is depicted in Figure 2.17, which breaks down construction dates for each parcel in five year increments, helping understand development patterns in each neighborhood.



**Figure 2.16**  
North Glendale Community Plan:  
neighborhood boundaries

# North Glendale Community Plan

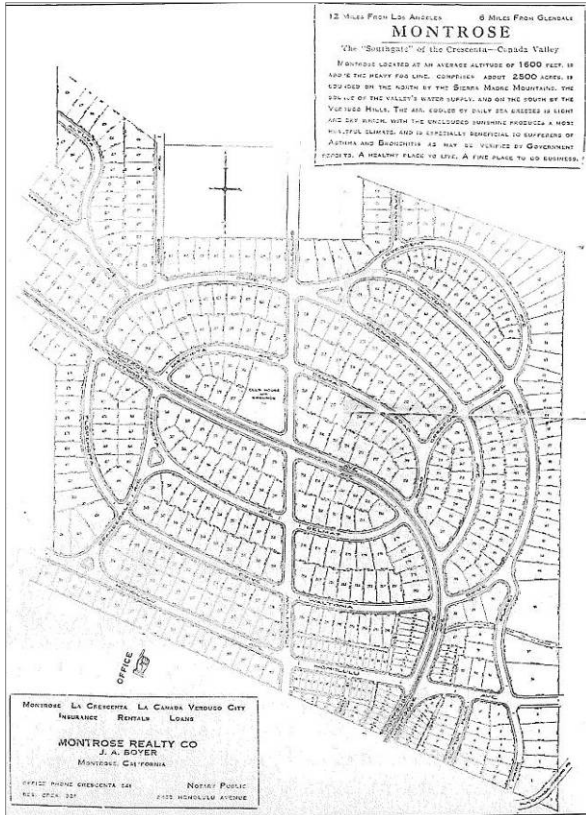
## Development History and Preliminary Identification of Historic Sites



**Figure 2.17**  
Development dates by parcel in 5 year increments

## 2.4.2 Montrose

Montrose was the first portion of the valley to be developed. Most of the area lies in today's unincorporated county, but the blocks of Honolulu that now comprise the Montrose Shopping Park, and the two blocks of Verdugo Road to the east, were part of the original subdivision. Construction of the 210 freeway in 1972 cut a wide swath through the heart the county portion of Montrose, dramatically disrupting its cohesiveness.



**Figure 2.18**  
Holmes and  
Watson  
subdivision map  
(image: HSCV)

In the early 1910s, developers Holmes and Walton bought 300 acres of the southern section of the Briggs family's Crescenta Valley holdings. While it is clear that the name Montrose was intended to invoke a "mountain rose," there are two versions of how it came to pass, apparently being either the name of the Pennsylvania hometown of one of the developers<sup>22</sup> or the result of a contest sponsored by Holmes and Walton<sup>23</sup>. The developers cleared the land and laid out several hundred lots using a unique curvilinear street pattern, with a vaguely floral design when viewed from above, intended to invoke the namesake flower.

Walton shrewdly became a minority partner with J. Frank Walters, who bought the Glendale and Eagle Rock Railway in 1913 and extended its tracks north along Verdugo Road and following the westward curve of Montrose Avenue toward La Crescenta. The railroad was renamed as the Glendale & Montrose Railway. The electric trolley,

which had small single, single-truck passenger cars that became known as "The Dinky," was instrumental in the development of Montrose and adjoining areas. The line was also used to haul freight and was the source of much of the area's building materials until the railroad was shut down in 1930. By that time, the streetcar suburbs of Sparr Heights, Montecito Park, and Montrose were well developed.

Two buildings associated with the railway line remain today: the car barn built in 1919 south of Honolulu and west of Verdugo is now part of the Anawalt Lumber site and lies in North Glendale; the electric substation was built in 1913 and lies just beyond the North Glendale boundary on county land (see Figure 2.20).



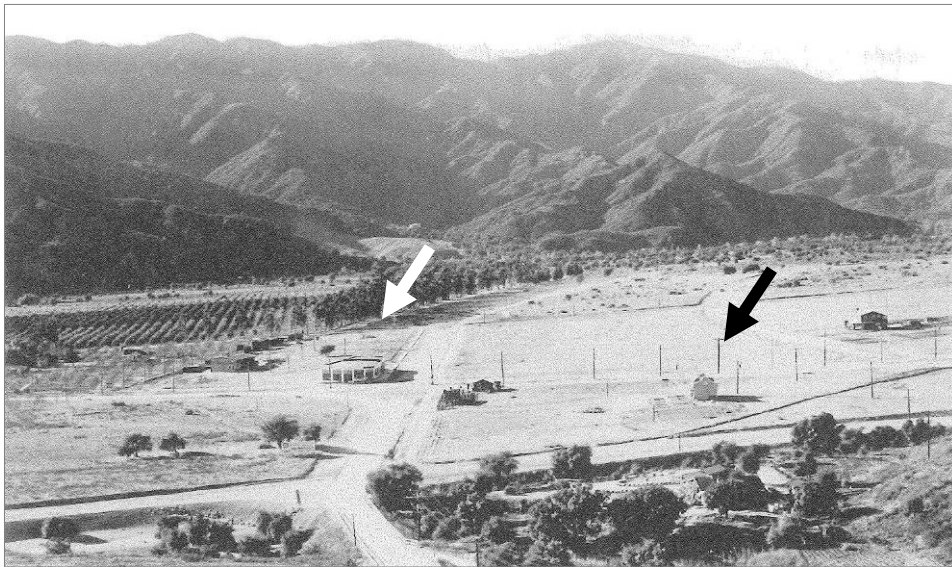
**Figure 2.19**  
The Dinky, c.. 1919  
(image: HSCV)

Holmes and Walton built their land office at what is now the northeast corner of Verdugo Road and Montrose Avenue. On February 22, 1913, they held a successful barbeque picnic to attract potential buyers, who spent over \$60,000 on new lots. Despite this early success, subsequent sales were quite slow and little construction occurred before the early 1920s. Other real estate salesmen, including James Boyer, Fred Anderson, and Wynn-Boyer, set up shop at the nascent business district at the intersection of Verdugo and Honolulu.

**Figure 2.20**  
Birth of the suburb: the Holmes and Watson Montrose picnic, 1913 (image: GPL)

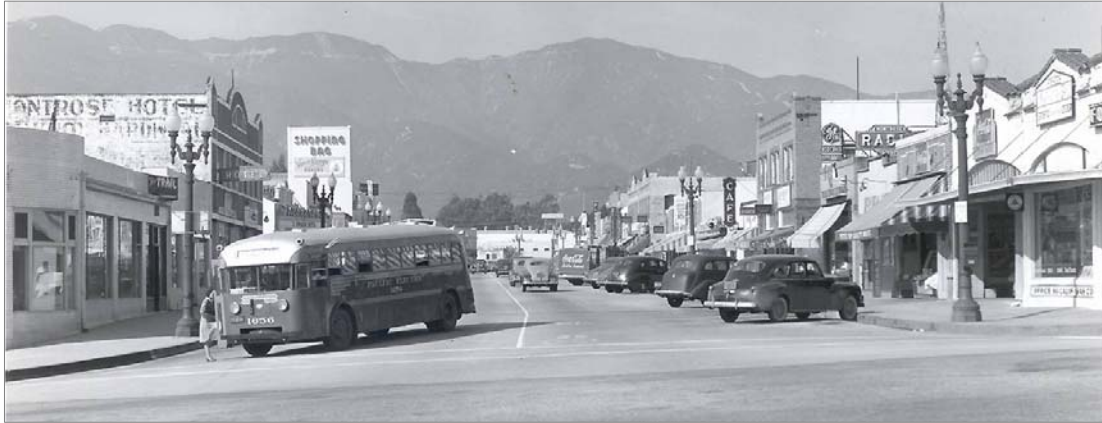


The first block of Honolulu to the west became the commercial center of Montrose. A bank was built at the southwest corner of Honolulu and Verdugo in 1914; the building, though altered, still stands. Other commercial buildings followed once homebuilders and buyers started coming to Montrose in the 1920s. Glendale annexed the commercial blocks of Honolulu in Montrose in 1955. The easternmost block, between Verdugo and Ocean View, contains the majority of the remaining early structures. The blocks to the west feature buildings built in the 1950s and afterward.



**Figure 2.21**  
Early development in Montrose c. 1914. The bank at the southwest corner of Verdugo and Honolulu (white arrow) and the railway substation (black arrow). Both structures are extant, but altered. (image: HSCV)

In 1967, the old commercial district received a facelift in keeping with the times. New landscaping, widened sidewalks with seating areas, and additional parking enhanced the “new” Montrose Shopping Park, which was modeled after Colorado’s Grand Junction Shopping Park, built four years earlier. Though many of the Shopping Park’s buildings were built in 1920s and 1930s, their early facades are now often cloaked with more contemporary treatments. Many small parcels along Florencita Drive were individually annexed to the city between 1955 and 1974 to provide surface parking for the Shopping Park.



**Figure 2.22**  
Honolulu Avenue  
over the years:  
1920s, 1940s,  
1970s, 2010s  
(image: HSCV)

### 2.4.3 Highway Highlands

Highway Highlands is a single-family residential tract that was developed and promoted by Mark S. Collins beginning in 1923. He laid out a densely packed site plan consisting of small lots arrayed along narrow streets to the south of Foothill Boulevard. In plan, the area almost appears to be a fractal of the parallelogram street pattern established by the valley's early landholders and maintained by later subdividers. The development was set within open agricultural land that lingered through the early 1940s, with little development in the surrounding area now known as Crescenta Highlands, particularly to the north of Foothill, until the end of the war. In the 1920s, Collins also developed smaller, unnamed tracts in Crescenta Highlands and Verdugo City.

The neighborhood's name derives from Foothill Boulevard's designation at the time, when it was called Michigan Avenue, as a state highway.<sup>24</sup> Today, some call the area "The Avenues" because the streets running parallel to the highway were named, north to south, First Avenue through Fifth Avenue. Boston and Dunsmore Avenues border the ten-block neighborhood at the east and west respectively.

Collins marketed his tracts based on their affordability. A 1925 article in the *Crescenta Valley Ledger* ran under the headline "Anybody Can Get a Home Now" and, without specifying actual sales prices, claimed "monthly prices as low as \$15" for both a lot and building materials. He offered buyers "the opportunity to build their own homes if they desire, but will be required to submit their plans for approval, and reasonable restrictions will be made to ensure an effective use of the material."<sup>25</sup> This sales tactic is at odds with those used for so many of Glendale's other neighborhoods, where emphasis was typically placed on the beautiful natural surroundings, how completely different the development was from other - rather similar - developments, and/or the quality of its design.

Highway Highlands remains one of North Glendale's most distinctive neighborhoods due to the small size of its lots and the consequent density of its construction. Numerous small Craftsman-style houses from the early 1920s remain, but the area was not fully developed until the 1950s, bringing the Minimal Traditional and Ranch styles into the architectural mix. Interestingly, though many houses were built during the late 1920s and into the 1930s, the area has few homes designed in the Period Revival architectural styles that dominate other neighborhoods developed in the city during those years.

The neighborhood's greatest architectural distinction comes from its stone houses, which are particularly treasured by local residents. Built using native stone that washed to the valley floor from the San Gabriels over the years, these homes bring a special character to the area. While only a few homes are composed largely of stone, rock chimneys and retaining walls are found throughout the neighborhood. Retaining walls are a common feature because builders often needed them to create level lots on the relatively steep slope of the valley floor. Stone homes and walls are also found in parts of Crescenta Highlands and Verdugo City, as well as in other foothill communities outside the city of Glendale.

The Stone House historic resources survey conducted in 1990 identified seven houses largely built with native stone in Highway Highlands, five of which are located on Fourth Avenue. The survey was updated in 2010. By that time, one home was largely demolished (though its stone



garage and retaining walls remain), one had been altered and lost its status as “eligible for designation,” and four houses remain eligible for the Glendale, California, and/or National Registers (see Section 3.1 for more information).

#### **2.4.4 Verdugo City**

Verdugo City came into being under a large tent raised at the southeast corner of Honolulu and La Crescenta Avenues in February of 1924. Harry N. Fowler, president of the Verdugo City Association of Commerce, was a city founder as well as early developer. Crescenta Valley residents celebrated, as the *Los Angeles Times* put it, “The Birth of a City Within a Nation.”<sup>26</sup> This hyperbole extended to the article’s title: “Verdugo City Makes Bow as Metropolis.” Noted writer John Steven McGroarty, who later became the state’s poet laureate, addressed the audience. Walters and Walton, the developers of Montrose, also bought and developed a large portion of Verdugo City on the east side of La Crescenta Avenue. The growth of Verdugo City was facilitated by the expansion of the Glendale & Montrose Railway. In 1924, the tracks were extended along Montrose Avenue from the previous terminus at La Crescenta Avenue further west to Pennsylvania Avenue, running through the northern portion of the new city.

A small commercial district was developed at the intersection of La Crescenta and Honolulu, site of the tent meeting. This remains the starting point of today’s commercial strip stretching west for several blocks along Honolulu, but it appears that none of the early buildings remain. The historic boundary of Verdugo City is somewhat hard to discern. The *Times* article described it as, “Fairview Avenue on the east, the Glendale city boundary and the skyline of the Verdugo Hills on the south, Tujunga on the west and Altura Street probably on the north.” Fairview was the original name of today’s Sunset Avenue, which means that the area extended beyond today’s city boundary, abutting the original Montrose development to the east. Tujunga undoubtedly references the Tujunga Road rather than the town. But the road’s exact route and its position as a western boundary remain unclear. While the Verdugo City name is not used consistently by today’s residents, it remains the area’s official designation as seen through its use by the local chamber of commerce, the neighborhood association, and the US Postal Service, which opened the Verdugo City Post Office in 1925.

The early developmental history of Verdugo City is similar to that of Highway Highlands though the visual character of the neighborhoods is different. Verdugo City appears to have developed in a more piecemeal fashion. The street pattern is less regular, suggesting that different developers laid out tracts at different times rather than the single Highway Highlands tract laid out by Mark Collins. One tract, a half-block long stretch of Piedmont Avenue just east of Ramsdell, actually was laid out by Collins. Though several Verdugo City homes from the 1920s remain, it appears the area either was not fully built out or that earlier homes were replaced during the 1940s and 1950s. As with Highway Highlands, many small Craftsman-style houses from the 1920s remain, though many have been dramatically altered. The area was not fully developed until the 1950s, resulting in numerous Minimal Traditional- and Ranch-style homes. As at Highway Highlands, the area lacks homes in the era’s popular Period Revival styles. This may reflect differences in owners’ economic levels, but further research will be required to account for the neighborhoods’ stylistic differences.

A number of stone houses and many stone walls are scattered through the area. Though the density of the homes, in particular, is not as great as in Highway Highlands, these structures remain an important focal point for the community, and their preservation is viewed by many as

important. The Stone House historic resources survey conducted in 1990 identified four houses built largely of native stone in Verdugo City. The survey was updated in 2010: two houses remain eligible for the Glendale and/or National Registers, one lost its status as “eligible for designation,” and another continues to retain some character-defining feature but is ineligible for local designation (see Section 3.1 for more information).



**Figure 2.22**  
Bonetto House

The Bonetto House at 2819 Manhattan Avenue is listed on the Glendale Register. Local merchants Florence and Tom Bonetto, who ran the well-known Bonetto Feed and Fuel store until 1971, built the Tudor Revival-style house in 1931. The family was also known for its community spiritedness, as shown by their donation of land near their house to the American Legion to rebuild its hall that was destroyed in the 1934 flood.

A late addition to the neighborhood came when several blocks of Montrose Avenue between Pennsylvania and La Crescenta were annexed in 1976 and 1978, bringing North Glendale its highest concentration of multi-family residential buildings, with examples ranging in date from the 1950s to the present day.

#### **2.4.5 Mountain Oaks**

A stone arch at the south end of New York Avenue, where it meets the Verdugos, stands as a reminder of the Mountain Oaks Resort, an early getaway rumored to contain a speakeasy and gambling hall. The thirty-three acre site was bought by Emmitt and Helen Kadlitz in 1929 with the intention of dividing twenty of its acres into small lots on which buyers could build vacation cabins. This “camp” was served by amenities including a large swimming pool, trout ponds, ball fields, picnic area, and stables and bridal trails. The old main hall was converted to a lodge with a large dance floor. The Depression intervened and the Kadlitz’ dream was never fully realized. They persevered, however, and got by renting space out for company picnics, school outings, and public admission to the “Crystal Pool.” By the 1960s the resort’s gradual decline led to its abandonment, though the ruins of the pool and remnants of other features remain.<sup>27</sup>

Today, Mountain Oaks is a rural single-family neighborhood, albeit one that features primarily vacant parcels. The story behind the county’s subdivision of the land, along with ownership records, is murky. It is possible that the initial subdivision map was recorded without the approval of Los Angeles County. Nonetheless, twelve single-family homes were built, either without permits or with permits issued in error. Ten of these were built in the late 1930s and two at later dates. They vary in size and style but are generally modest in scale. Since the 1952 annexation, the City of Glendale has considered these properties to have legal non-conforming

status in terms of the zoning code. Owners are allowed to repair their homes, but no new construction will be allowed in the area.

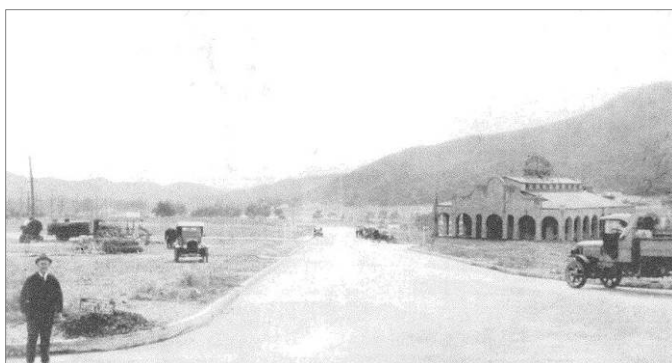
## Post-Annexation Development

### 2.4.6 Sparr Heights

In 1893, William S. Sparr, a young citrus grower with orchards in Florida, visited California for the first time and was so taken with it, according to a news report, that he indicated he might make it his permanent home. He followed through in 1898, going on to buy extensive citrus holdings in Ventura, Orange, and Riverside counties.<sup>28</sup> He also bought 1500 acres of land where Verdugo Canyon opened onto the Crescenta Valley that he would later develop as Sparr Heights and Montecito Park. Before this happened, though, he planted the area with more trees and went on to become one of the largest citrus growers and packers in Southern California. He built one of the Sparr Packing Company's packing houses in Verdugo Canyon near the extensive orchards of Judge Ross, whose holdings were later subdivided as Rossmoyne.

In 1922, Sparr sold a half interest in his property, part of which lay within the Glendale city line with the remainder consisting of unincorporated Crescenta Valley land. The buyer was Senator Leslie E. Francis, formerly of Iowa. The appeal of California to lowans was already well known, and advertisements written in the senator's voice emphasized the connection. Francis partnered with H.E. Barnum of Eagle Rock and M. Walters of Hollywood to subdivide and market the Sparr Heights development. The Barnum-Walters Co. laid out parcels for several hundred single-family homes set on a rectilinear street grid oriented to the points of the compass. This pattern is unique for North Glendale, most of which continues to align with the early northwest-to-southeast diagonal grid. Francis is not mentioned in later advertisements, suggesting the partnership may have dissolved.

Sparr Heights straddled the Glendale city line from its inception. The southern portion, with a northern boundary following the rear property lines of the homes on the south side of Sunview Avenue, was developed and built as part of the City of Glendale. The northern portion was in unincorporated Los Angeles County. Numerous homes were built on both sides of the line prior to 1925, when the northern portion was annexed to Glendale. Most construction, however, occurred under Glendale's auspices. The genesis of the annexation remains unknown, but it is likely that having one development straddle two jurisdictions - and two water districts - might have led the developers and new property owners to vote for consolidation with the larger city.



**Figure 2.23**  
Sparr Heights  
Community  
Building, c. 1922  
(image: HSCV)

The first structure to be built in the new development was the Sparr Heights Community Building, which was completed in 1922 in the southern portion of the tract within Glendale. Advertised as a community amenity, the developers shrewdly also used it as their primary sales office but soon nobly donated it to the city, thereby absolving part owner Sparr and the development company

of future responsibility for the building. Now serving as the Sparr Heights Community Center, the building retains much of its historic integrity at the exterior despite an addition at one side; its interior, however, is highly altered.

Sparr Heights proved successful, leading to other sales offices opening in central Glendale, Los Angeles, Pasadena, and Hollywood. A hillside area on the east side of Verdugo Road began to be advertised in 1923 as Montecito Park, the second, more exclusive, phase of the Sparr Heights development. Today it is considered a separate neighborhood and is discussed individually below. Sparr and the development team also built the Oakmont Country Club, which opened in 1924 just south of Sparr Heights (and outside the North Glendale Community Plan area), which added to the new neighborhoods' cachet. Sparr and Barnum-Walter went on to develop a larger community on former orchards near Riverside, this time using the Sparr name on a somewhat grander scale: Sparrland.

Sparr Heights was the first developed area in North Glendale to feature Period Revival homes. It appears that a few of the earlier homes in the area were designed in the Craftsman style that was beginning to fall out of favor, but the vast majority of buyers in the 1920s and 1930s opted for Spanish Colonial Revival and Tudor Revival homes. The neighborhood features many small, well-detailed homes in these styles, as well as a small collection of French Revival and American Colonial Revival styled properties. This could be due to design restrictions placed on homebuilders by the developers and may also reflect economic differences between buyers in Sparr Heights and those in Highway Highlands and Verdugo City who were building homes during the same period. Two stone houses are also in the area. The Stone House Survey Update determined that one is eligible for local listing as is the second, which is also eligible at the state and federal levels (see Section 3.1). By the end of the 1940s, Sparr Heights was almost completely built out. Minimal Traditional and Ranch style homes indicate these later construction dates. Mature street trees and consistent street lights are further indicators of the neighborhood's genesis as a thoughtfully planned community.

The original development contained at least part of the commercial district that is found today at the eastern side of Sparr Heights. Only a few buildings from the late 1930s remain in this area today and the extent of the early commercial district remains unclear. The Glendale & Montrose Railway ran along Verdugo Road between its namesake towns, a fact that featured prominently in early advertisements that emphasized Sparr Heights was removed from the bustle and noise of the city, which nonetheless was easily accessed by train. It is said that Sparr planted the railroad right-of-way with poppies, perhaps to enhance the "rural" feel of his new development.<sup>29</sup>

#### **2.4.7 Montecito Park**

By 1923, advertisements for Sparr Heights began to include information about the "restricted hillside residential district" of Montecito Park.<sup>30</sup> Located southeast of Sparr Heights and directly east across Verdugo Road from the new Oakmont Country Club, Montecito Park was geared toward a more upscale clientele than its sister subdivision. The strict grid of the earlier subdivision was replaced with curving streets recalling Garden City planning concepts, and the area featured a greater variety of lot sizes. It was also distinguished by having minimum home values of \$7500 and the requirement that all designs pass muster before an architectural committee.<sup>31</sup> While these aspects could account for the use of "restricted" in the advertisements, the word was often used as code to indicate that racial covenants were in place

to prevent non-Anglo-Saxons from purchasing homes. Further research will be required to determine if this was the case.

Despite the early advertising, only a handful of houses appear to have been built before 1925, when many homes in various Period Revival styles began to appear. Though some of these feature the more modest scale found at Sparr Heights, many large homes on large lots are found throughout the area. This, along with the curving street pattern and many native trees, gives the area a more rural, yet grander, feel. Montecito Park did not get built out as quickly as Sparr Heights, however, resulting in more architectural diversity. In addition to the Minimal Traditional and Ranch style houses from the 1930s and 1940s, the area also features Modern Ranch and Modern style homes from the 1950s and 1960s, particularly along the steeper hillside sites toward the west side of the development.

The Walters House, a large Spanish Colonial Revival home built in 1923 and located at 3000 Sparr Boulevard, was listed on the Glendale Register of Historic Resources in 1997 after being identified in the city's Historic Preservation Element of 1977. The house is designated for the quality of its architectural design.



**Figure 2.24**  
Walters House

#### **2.4.8 Crescenta Highlands**

Crescenta Highlands features North Glendale's most diverse collection of architecture, ranging from simple Craftsman bungalows to Modern-style post-and-beam tract homes. With the exception of Highway Highlands and several blocks at the southeast corner of the neighborhood between Pennsylvania and New York Streets, which retain many homes from the 1920s, the area is a product of the postwar boom. This is especially true of the area north of Foothill Boulevard where almost all construction dates to 1945 or after.

Unlike smaller neighborhoods that often bear the trace of a single developer, Crescenta Highlands is something of a jigsaw puzzle put together by many different subdividers. The result is, however, rather harmonious because so many of the small tracts were built around the same times, reflecting period tastes and consumer demand. Ranch style homes dominate the area, though with many stylistic variations ranging from Traditional to Modern. Developers of sizeable and/or multiple tracts include: Greggs Artistic Homes, Webster Wiley, Gangi Brothers, MacDonald and Albert, Anderson Brothers, and the Jenkins Family.

#### **2.4.9 Foothill Boulevard**

Foothill Boulevard cuts across the center of Crescenta Highlands, serving as the neighborhood's primary commercial center as well as linking North Glendale with adjacent communities in Los Angeles, unincorporated La Crescenta, and La Canada-Flintridge. Prior to construction of the Foothill Freeway, the boulevard had been designated as a state highway, though today its businesses primarily serve the local community. Most buildings along the thoroughfare are utilitarian in design, primarily one and two story stucco-clad containers for the businesses within. One early structure dating to 1918 remains, but is highly altered. There may be some properties of historic and/or architectural interest along the strip, but no survey has been

conducted to assess their relative importance in the context of the neighborhood's development.

#### 2.4.10 Markridge

Markridge is a small single-family residential hillside neighborhood set on the south face of the San Gabriel Mountains, just west of Deukmejian Wilderness Park. It is the newest of North Glendale's hillside developments, with all of its homes built during the 1990s and featuring Spanish-influenced Neo-Historic Revival styles. A fault line runs through the neighborhood, with all homes maintaining a hundred-foot setback from the fault trace.

#### 2.4.11 Glenwood Oaks

Anderson Brothers announced the Aug. 3, 1958 grand opening of their 86-home development, Glenwood Oaks, advertising "choice homesites and custom plans."<sup>32</sup> The resulting neighborhood is one of the most homogeneous in North Glendale, featuring Traditional and Modern Ranch-style homes set on flat lots on moderately-sloped hillside streets. The neighborhood was almost completely built out between its opening and the early 1960s. As with its fellow hillside neighborhoods at the base of the Verdugos (Mountain Oaks, Whiting Woods, and Oakmont Woods), the neighborhood is accessed by a single street that crosses a bridge over the Verdugo Wash.

#### 2.4.12 Whiting Woods

In 1915, businessman Perry Whiting bought the former "Pasadena Mountain Club" consisting of a clubhouse and about forty acres of land at the base of the Verdugo Mountains. Reports of the site actually being a front for illegal liquor sales and a brothel add color to the story but cannot be confirmed (particularly since Prohibition did not begin until 1919). Whiting went on to acquire more acreage in the area, ultimately owning over 600 acres. He converted the clubhouse into his residence but lost it in a fire in 1921 and subsequently rebuilt on a different site nearby. Newspaper reports of his business dealings as a major building supply merchant and three divorces suggest that these hillside homes may have been "country retreats" rather than his primary residence, but the record is unclear. Whiting died in 1953 at 81, having spent much of the previous fifteen years at Camarillo State Hospital after being declared mentally incompetent.<sup>33</sup>

Whiting Woods is the largest of the subdivisions in the Verdugo Mountains. It is part of the 675 acre Whiting Woods annexation made by the city in 1950 and was developed by Lawhead and Carlton under the name "Whiting Woods Corporation." It is uncertain when the corporation took ownership of the land and whether or not Whiting owned it up until the time of the sale.



Figure 2.25  
Daily House

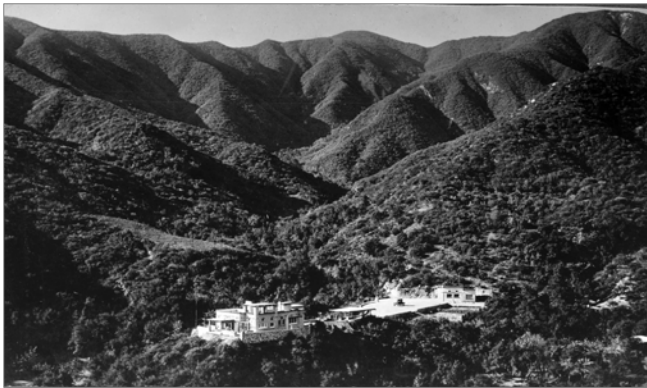
Lots in the new development were being advertised in the *Los Angeles Times* classified section in the late 1940s and several homes were built before the end of the decade, predating the area's annexation.

The neighborhood features several distinct areas, with post-and-beam Modern-style homes predominating in the eastern area along El Lado and Mesa Lila Drives, and Ranch-style homes arrayed along the seasonal creek running alongside Whiting

Woods Drive. The area was almost completely built out by the end of the 1950s. Several notable Modern residences are located in the neighborhood: Richard Neutra’s Taylor House; John Launter’s Schaeffer House; and Clair Earl’s Daily House, which is listed on the Glendale Register due to the quality of its post-and-beam architecture, as well as its original art glass designed by local artist Robert Brown.

### 2.4.13 Oakmont Woods

The Oakmont Woods subdivision occupies land in the Verdugo foothills once owned by Homer Baldridge, who built his home, Onondarka, on 136 acres in 1913. A popular riding stable of the same name operated from the property for many years. In 1950, Hyman Minkoff bought the house and its land and proceeded to lay out Oakmont Woods. All of the lots were built out within the decade, with some constructed by Minkoff himself and the remainder by others,



**Figure 2.26**  
Onondarka,  
looking toward  
the Verdugos  
(image: GPL)

resulting in homogeneous streetscapes filled with Traditional and Modern Ranch-style homes. The Minkoff family lives on through the area’s streets, named after Hyman’s daughters: Eileen (Eilinita Avenue), Dolores (Dolorita Avenue), Shirley Jean (Shirleyjean Street), and Camille (Camann Street). Three of them lived in the neighborhood, with Dolores residing in the old Onondarka House, which still

stands, though under different ownership.<sup>34</sup> The neighborhood is also the home of Camp Max Straus, a children’s camp founded in 1938 and owned by the Jewish Big Brothers/Big Sisters of Los Angeles.

### 2.4.14 Indian Springs

This neighborhood to the east of the Montrose Shopping Park is something of a “catch all” in that it did not develop as a residential neighborhood in the manner of the areas previously discussed. Along with the commercial area along Verdugo Road, it features an area zoned for light industrial use, an area of interesting Ranch-style apartment buildings, and the Verdugo Hills Hospital, which was built in 1972. Construction dates for structures in the area range from the 1950 into the 1990s.

While the commercial strip and the hospital dominate the area today, the popular memory of the Indian Springs resort remains strong. Indian Springs swimming pool and recreation area was built by Charles Bowden in 1928 at the north side of Verdugo Road, just east of Montrose. The name took advantage of the small oak-filled canyon’s presumed, but still unproven, use by the Tongva. Bowden’s goal was to not only offer a pleasant site for recreation but also to preserve Native American customs.<sup>35</sup> Whether the arrowhead logo and the Pueblo Revival-style buildings did that remains open for debate, but the large swimming pool, picnic grounds, tennis courts, and dance floor made Indian Springs one of the area’s most popular attractions.

The site closed in 1966 after cracks in the pool led to its condemnation. The previous year, the seven acres were annexed to Glendale. Developers bought the land with the intent of building a new hospital there. Instead, they chose a site farther up the hill, where today’s Verdugo Hills

Hospital stands, and used the Indian Springs canyon to dump the excavated dirt, sealing off the spring and filling in the small canyon to ready it for street-level commercial development. This is now the site of the Indian Springs shopping center, and its earlier incarnation is commemorated by a historical marker placed by the Historical Society of the Crescenta Valley.

The series of Ranch-style apartment buildings arrayed along Valihi Way and Stancrest Drive represent an unusually cohesive grouping of multi-family structures. Over thirty buildings, possibly the work of the same developer and/or architect, were built between 1951 and 1953. They feature gable-on-hip roofs, wide wood clapboards, dovescotes, and other elements associated with the Ranch style. In scale, they are often reminiscent of single-family houses, but typically consist of duplexes and triplexes, with a few larger buildings containing up to twelve units.

The Verdugo Hills Hospital is the successor to one of Glendale's early medical facilities, the Glendale Research Hospital, which opened in 1921. It was as a 43-bed hospital located on Piedmont Avenue just to the east of the intersection of Adams Street and East Lexington Drive (not to be confused with the Piedmont Avenue located in the North Glendale Community Plan area). In 1946 and under new ownership, the facility's name was changed to Behrens Memorial Hospital and the bed count was increased to one hundred. In the late 1950s, discussions began about corporate reorganization and the construction of a new facility. A site in North Glendale was chosen, and the Verdugo Hills Hospital opened its doors in 1972.<sup>36</sup>



# Chapter 3 Historic Resources in North Glendale

## 3.1 Previously Identified Historic Resources

Despite its rich history, few properties in North Glendale have been formally identified as historic resources. At the time of the Community Plan’s preparation in 2011, only four properties were designated on the Glendale Register of Historic Resources, with none found on the California or National Registers. No historic districts have been nominated or designated, and only two small-scale formal historic resource surveys have been undertaken.

The Stone House survey, conducted in 1990 and updated in 2010, focuses on the area’s native stone houses, but not the walls and other stone features found at properties that do not contain stone houses. This survey is believed to be comprehensive, but further survey work may discover additional properties with stone houses. Several properties outside the North Glendale area are also included in the survey, but are not included in chart below.

The citywide Craftsman Survey was conducted in 2007 to identify houses built in that style in the city’s medium and high density multi-family residential zones, where development pressure is greatest and these early Glendale residences are most vulnerable. Because of this focus, the survey did not look for Craftsman style properties in any other zones, including single-family neighborhoods. Though only a few houses in North Glendale were identified in the survey, many other Craftsman properties exist in the study area, and some of these may be eligible for designation as historic resources.

### North Glendale properties listed on the Glendale Register are:

Property Name	Address/Neighborhood	Construction Date	Designation Date	Glendale Register No.
Le Mesnager Barn	Deukmejian Wilderness Park Crescenta Highlands	1911	1977/1997	11
Walters House	3000 Sparr Boulevard Montecito Park	1923	1977/1997	28
Bonetto House	2819 Manhattan Avenue Verdugo City	1931	2006	62
Daily House	3637 El Lado Drive Whiting Woods	1954	2009	63

### North Glendale properties included in the 2010 Stone House Survey update are:

Address	Built	Neighborhood	Eligibility Determination
3751 Third Avenue	1930	Highway Highlands	Appears eligible for Glendale Register
3707 Fourth Avenue	1927	Highway Highlands	Appears eligible for National, California and Glendale Registers
3722 Fourth Avenue	1926	Highway Highlands	Appears eligible for Glendale Register

<b>Address</b>	<b>Built</b>	<b>Neighborhood</b>	<b>Eligibility Determination</b>
3747 Fourth Avenue	1927	Highway Highlands	Appears eligible for National, California and Glendale Registers
3751 Fourth Avenue	1927	Highway Highlands	Appears eligible for National Register
4363 Lauderdale Avenue	1927	Highway Highlands	Not eligible
3843 Fourth Avenue	1918	Crescenta Highlands	Not eligible; may warrant special consideration in local planning
3238-40 Prospect Avenue	1923	Crescenta Highlands	Not eligible; may warrant special consideration in local planning
2700 Piedmont Avenue	1922/ 1929	Verdugo City	Not eligible
2643 Manhattan Avenue	1923	Verdugo City	Appears eligible for Glendale Register
2545 Honolulu Avenue	1923	Verdugo City	Appears eligible for California and Glendale Registers
3070 Honolulu Avenue	1922	Verdugo City	Not eligible; may warrant special consideration in local planning
3620 Angelus Street	1931	Sparr Heights	Appears eligible for National, California and Glendale Registers
3544 Sierra Vista Avenue	1923	Sparr Heights	Appears eligible for Glendale Register

**North Glendale properties included in the 2007 Craftsman Survey are:**

<b>Address</b>	<b>Built</b>	<b>Neighborhood</b>	<b>Eligibility Determination</b>
3928 La Crescenta Avenue	1924	Verdugo City	Identified in reconnaissance survey; not evaluated (further research required)
2824 Montrose Avenue	1910	Verdugo City	Identified in reconnaissance survey; not evaluated (further research required)
3000 Montrose Avenue	1922	Verdugo City	Identified in reconnaissance survey; not evaluated (further research required)
2662 Piedmont Avenue	1922	Verdugo City	Not eligible; may warrant special consideration in local planning

There are undoubtedly many more sites of historic and cultural interest in North Glendale. Some of these may have some measure of local recognition, while others remain unknown. This may be because the stories historic sites tell are often about associations with events and people that cannot be understood by looking from the street. Some sites may relate specifically to a social or cultural group and may not appear significant to people from outside that group, therefore becoming “invisible.” Others may be of relatively recent vintage. Too often, resources from the recent past – today seen as those built from the end of World War II to the present – are taken for granted because they do not seem “old” or “historic.” North Glendale is

rich with sites from this period; many of these are likely valuable as architectural specimens or for the information they provide about postwar development patterns, social mores, and taste. Important historic buildings can hide in plain sight, however, and it cannot be said how many homes of architectural, historic, or cultural significance remain in North Glendale in the absence of a Community Plan-wide resource survey. Such surveys provide certainty to all parties with regard to treatment of potential historic sites. One of the goals recommended at the end of this document is that a historic resource survey be conducted for the entire North Glendale area. Using this historic context as a basis, and expanding on it as required by information found in the field, a survey would identify individual properties and historic districts that are potentially eligible for historic designation. Such surveys are beneficial to people such as property owners, buyers, and sellers, developers, and preservationists, providing certainty regarding potential historic resources to assist all parties in making land-use decisions. Such a survey could be sponsored and funded by the City of Glendale, matching grant programs or private funding sources.

## **3.2 Assessment Criteria for Potential Historic Resources**

Historic resources identified in North Glendale in the future may gain protection through designation at the federal, state, or local level. Generally, local-level listing on the Glendale Register of Historic Resources provides the greatest level of protection due to the city's ability to regulate changes through the Municipal Code. The following sections provide information about designation criteria for the listing of individual properties or historic districts at these three levels. Information about the integrity of potential resources and the effects of designation is included as well.

### **3.2.1 National Register of Historic Places**

The National Register is the nation's official list of buildings, structures, objects, sites, and districts worthy of preservation because of their significance in American history, architecture, archaeology, engineering, and culture. Authorized under the National Historic Preservation Act of 1966, the National Register is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect historic and archaeological resources.

The National Register recognizes resources of local, state and national significance which have been documented and evaluated according to uniform standards and criteria. Individual buildings, sites, objects, or structures, as well as groupings in historic districts, can qualify for listing on the National Register. Typically, a property must be over fifty years old to be listed. Owner consent is required for a property to be listed. In the absence of consent, official determinations of eligibility made by the California State Office of Historic Preservation and recognized by the Keeper of the National Register can afford some protections under the California Environmental Quality Act.<sup>37</sup>

#### ***Criteria for National Register Designation (must meet at least one)***

To be eligible for listing in the National Register, a resource must meet at least one of the following criteria:

- A. Is associated with events that have made a significant contribution to the broad patterns of our history.
- B. Is associated with the lives of persons significant in our past.

- C. Embodies the distinctive characteristics of a type, period or method of construction, or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction.
- D. Has yielded, or may be likely to yield, information important in history or prehistory.

### ***Assessment of Integrity***

The National Register includes only those properties that retain sufficient integrity to accurately convey their physical and visual appearance during their identified period of significance. Integrity is defined in the National Register program as a property's ability to convey its significance. This means, in essence, that a building with high integrity retains enough of its historic appearance that someone who knew it during its period of historic significance would recognize it today. The Secretary of the Interior identifies seven aspects of integrity:

**Location:** the place where the historic property was constructed or the place where the historic event occurred

**Design:** the combination of elements that create the form, plan, space, structure, and style of a property

**Setting:** the physical environment of a historic property

**Materials:** the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property

**Workmanship:** the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory

**Feeling:** a property's expression of the aesthetic or historic sense of a particular period of time

**Association:** the direct link between an important historic event or person and a historic property

A property need not meet all seven aspects, but generally one that qualifies for listing would meet at least three. Depending on which criterion a property is significant under, some integrity categories become more important than others. For example, a site significant for its associations with events or people (Criteria A and B) may still retain sufficient integrity to convey its significance even if it has a low degree of integrity of design, materials, or workmanship. However a property that is exclusively significant for its architecture (Criterion C) must retain a high degree of integrity of those three aspects.

Physical condition, whether deteriorated or pristine, is not a good indicator of a property's significance. While a property with alterations that reduce its integrity may be in excellent

condition, one in poor condition may be completely unaltered, retaining a high level of integrity.

***Effects of National Register Designation***

- Tax incentives, in some cases, for rehabilitation of depreciable structures.
- Tax deduction available for donation of preservation easement.
- Local building inspector must grant code alternatives provided under State Historical Building Code.
- Consideration in federally funded or licensed undertakings (Section 106, National Historic Preservation Act).
- Limited Protection: Environmental review may be required under the California Environmental Quality Act (CEQA) if property is threatened by a project.
- Automatic listing in California Register of Historical Resources. Owner may place his or her own plaque or marker at the resource site.

**3.2.2 California Register of Historical Resources**

The California Register is a program administered by the California State Office of Historic Preservation for use by state and local agencies, private groups and citizens to identify, evaluate, register and protect California's historical resources. The Register is the authoritative guide to the state's significant historical and archaeological resources.

The California Register program encourages public recognition and protection of resources of architectural, historical, archaeological and cultural significance, identifies historical resources for state and local planning purposes, determines eligibility for state historic preservation grant funding, and affords certain protections under the California Environmental Quality Act. Individual buildings, sites, objects, or structures, as well as groupings in historic districts, can qualify for listing on the California Register. Owner consent is required for a property to be listed. In the absence of consent, official determinations of eligibility made by the California State Office of Historic Preservation can afford some protections under the California Environmental Quality Act.<sup>38</sup>

***Criteria for Designation (must meet at least one)***

1. Associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States.
2. Associated with the lives of persons important to local, California or national history.
3. Embodies the distinctive characteristics of a type, period, region or method of construction or represents the work of a master or possesses high artistic values.
4. Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation.

***Assessment of Integrity***

The California Register requires the same assessment of integrity as described above for the National Register.

***Effects of Designation***

- Limited protection: Environmental review may be required under CEQA if property is threatened by a project. Contact your local planning agency for more information.

- Local building inspector must grant code alternatives provided under State Historical Building Code.
- Owner may place his or her own plaque or marker at the site of the resource.

### **3.2.3 Glendale Register of Historic Resources and Historic Districts**

Glendale created and adopted the Glendale Register of Historic Resources on September 30, 1997. Since then, the Register has continued to grow as more owners learn about the program and apply for listing. The Register does not constitute the complete list of historic properties in Glendale – more research and survey work will need to be done to find and document historic properties in North Glendale. Unlike the National Register, there is no minimum age for a property to be listed. Listing on the Register requires the approval of both the property owner and the City Council.

Once a property is on the Register, proposed alterations, repairs and demolitions must be approved by the Community Development Department and/or the Historic Preservation Commission. Owners of listed properties are eligible to participate in the city's Mills Act program, which can provide a significant reduction in property taxes in exchange for the owner's commitment to maintaining the property at the highest level of preservation.

Ten years passed before the city approved its Historic District Ordinance in 2007. The goal in creating historic districts is to help residents protect and enhance the appearance of neighborhoods that reflect important aspects of the city's history due to their architectural and/or historic character. The designation process includes many public meetings and hearings where property owners and area residents can voice their opinion about a proposed district. In addition, the area is surveyed and a historic context is prepared. Each property is assessed with regard to whether it contributes to the historic character of the district and whether it was built within the period of significance. Over 60% of a proposed district's properties be "contributors" in order to continue through the designation process. Ultimately, the owners of over 50% of the properties must request the district before the application is brought to City Council, which casts the final designation vote.

By regulating changes proposed to structures in historic districts, the alteration or removal of historic features and design elements that could affect the overall appearance of neighborhood is discouraged. Properties are not frozen in time - change is regulated rather than prohibited. Proposed work is reviewed using the city's Historic District Design Guidelines, which apply only to portions of the property visible from the street. Work conforming to the guidelines can receive a staff-level permit, and work that does not is reviewed in a public hearing by the Historic Preservation Commission.

#### ***Criteria for Glendale Register Designation (must meet at least one)***

- A. The proposed resource identifies interest or value as part of the heritage of the city;
- B. The proposed resource is the location of a significant historic event;
- C. The proposed resource identifies with a person or persons or groups who significantly contributed to the history and development of the city, or whose work has influenced the heritage of the city, the state or the United States;
- D. The proposed resource exemplifies one (1) of the best remaining architectural type in a neighborhood; or contains outstanding or exemplary elements of attention to architectural design, detail, materials or craftsmanship of a particular historic period;

- E. The proposed resource is in a unique location or contains a singular physical characteristic representing an established and familiar visual feature of a neighborhood;
- F. The proposed resource is a source, site or repository of archaeological interest; and/or
- G. The proposed resource contains a natural setting that strongly contributes to the well being of the people of the city.

***Criteria for Historic District Designation (must meet at least one)***

- A. Exemplifies or reflects special elements of the city's cultural, social, economic, political, aesthetic, engineering, architectural, or natural history;
- B. Is identified with persons or events 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;
- D. Represents the work of notable builders, designers, or architects;
- 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;
- F. Embodies a collection of elements of architectural design, detail, materials or craftsmanship that represent a significant structural or architectural achievement or innovation;
- 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;
- H. Conveys a sense of historic and architectural cohesiveness through its design, setting, materials, workmanship or association; or
- I. Has been designated a historic district in the National Register of Historic Places or the California Register of Historic Resources

***Assessment of Integrity***

The Preservation Ordinance and Glendale Register criteria for designation are silent with regard to the issue of historic integrity, as defined in the National Register section above. Though not a requirement for designation in Glendale, a property that retains more than three or four of these aspects would be more likely to be approved for designation.

***Effects of Designation***

- Design review of proposed alterations and, in historic districts, new construction.
- Property owner eligible for property tax reduction through Mills Act (Glendale Register listings only).
- Limited protection: Environmental review may be required under CEQA if property is threatened by a project.
- Consideration in federally funded or licensed undertakings (Section 106, National Historic Preservation Act).
- Local building inspector must grant code alternatives provided under State Historical Building Code.
- Owner may place his or her own plaque or marker at the site of the resource.

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# Chapter 4 Themes and Property Types

Broad themes can be drawn from North Glendale’s historical development patterns, significant people and events, and social and cultural milieu. Buildings, sites, objects, and districts associated with one or more of these themes may be of historic significance and eligible for designation at the federal, state, or local level. The area’s modern history as a primarily residential suburb necessarily limits the number of applicable themes when compared to the larger city of Glendale. Many aspects of its heritage, however, are shared not just with the larger city, but also with the region and the nation beyond. By looking at historic themes, we can place a specific area like North Glendale in context with broad patterns of history while still acknowledging its unique qualities and features.<sup>39</sup>

Certain property types are associated with specific themes and not others. For example, three thematic periods of residential development are identified for North Glendale. For “Early Residential and Agricultural Development,” which includes properties built through the 1910s, it is extremely unlikely that any commercial buildings exist if indeed they were ever built. Commercial structures did, however, begin to appear during the second phase of residential development and would be included within that theme.

In some cases, existing themes have been found that were written for similar neighborhoods in other municipalities in the region. These have been edited to reflect conditions specific to North Glendale and are incorporated below with credit given to the source. Some themes, however, are identified but only briefly introduced, and will require further development in the future. This will be necessary at the point that a historic resources survey is conducted for all or part of North Glendale. It is expected that any expansion on the following themes would occur concurrently with survey work to reflect resources encountered in the field.

## 4.1 Early Residential and Agricultural Development 1880-1910

Information from the County Assessors’ Office indicates that a small number of properties in North Glendale were built before the early 1910s, which marks the beginning of the area’s transformation from agriculture to residential use. Agricultural use lingered, particularly north of Foothill Boulevard, through World War II, when the last farms and orchards were plowed under for additional residential development. If agriculture-oriented uses are identified as being constructed after 1910, this theme will need to be expanded.

Any extant structures or plantings that date to the era before the residential subdivision of the nineteen-teens can be presumed to be of some interest. Alterations to buildings may lead to reduced levels of integrity, but any structures from the period may be eligible for designation if they are recognizable, tangible remnants of the valley’s early history. Stands of fruit trees or grapevines that date to the period may also be of interest, but none are known to remain at this time.

To be of significance at the federal, state, or local level, a property associated with this theme would need to meet the following criteria and integrity levels:

### **Property Types Associated with Theme**

Single-family residence (possibly farmhouse sub-type)

Outbuildings (barn, cistern, animal pen, etc.)  
Trees and/or vines

### **Significance Thresholds**

#### *National Register*

Criteria: A, B, C  
Integrity: high

#### *California Register*

Criteria: 1, 2, 3 (at least one)  
Integrity: high to moderate

#### *Glendale Register*

Criteria: A, B, C, D, F, G (at least one)  
Integrity: high to moderate; lower integrity may be considered for properties or of exceptional importance and/or rarity

#### *Historic District*

It is unlikely that any historic districts reflecting this theme exist in North Glendale.

## **4.2 Residential Development and Suburbanization, 1910–1945<sup>40</sup>**

More extensive transportation lines, coupled with the increasing use of private automobiles, enabled suburban development further removed from city centers. Real estate developers, eager to entice the aspiring middle classes, distinguished their offerings beyond the basic housing subdivision and offered distinctive communities using the very best in planning and design. Hyped as the perfect locations to raise a family in a safe and wholesome environment, the planned suburban community became the preferred choice for a burgeoning professional class.

The idea of a comprehensively planned and designed community was not a new one. Rather, its implementation represented an evolution of late-19th century and early-20th century planning ideals. One such ideal was the “Garden City” concept conceived by Englishman Ebenezer Howard. The Garden City incorporated strict building, landscape, density, and growth requirements into an economically self-sufficient city surrounded by a greenbelt. Inspired by Howard, American businessmen soon began planning garden suburbs, one of the most notable being Forest Hills, New York, designed by eminent landscape architect Frederick Law Olmstead, Jr. Olmstead and others promoted respect for natural topography while incorporating parks and extensive landscaping into their residential subdivisions, towns, and cities. As “Garden City” ideas became incorporated into American planning, the “economic self-sufficiency” aspect promoted by Howard was largely dropped. Despite incorporating amenities such as parks and neighborhood businesses, American garden suburbs (also called “residence parks”) were largely bedroom communities, dependent on nearby cities for their economic viability.

In Southern California, the evolution of city planning coincided with an appreciation of “old world” and exotic architectural styles, including idealized versions from the region’s Hispanic heritage. By the 1920s, it became common for new communities to incorporate aspects of the

Garden City movement, such as winding streets, landscaped parkways, and open green areas, while at the same time appropriating the architectural traditions of England, France, Spain, and Italy. The result was a mix of Spanish, Mediterranean, Tudor, and Normandy styles resembling nothing that might actually be found in Europe, generally grouped together under the name Period Revival styles. In North Glendale, only Sparr Heights and Montecito Park reflect this type of comprehensive development and have concentrations of homes designed in these styles.

Some parts of North Glendale developed without apparent reference to the Garden City or incorporation of the Period Revival styles. Highway Highlands was advertised to potential buyers as a low-cost alternative, with small lots available at reasonable prices. The homes built there were typically modest in scale and style, with many vernacular structures that do not easily fall into standard stylistic categories. Early development in Verdugo City and Crescenta Highlands followed a similar pattern.

Suburban hillside developments became a distinctive feature in Southern California, given the region's dramatic topography. While the initial boom in suburban subdivisions was made possible by the proliferation of streetcar lines, the private automobile made hillside areas not directly accessible by streetcar available for development. High above the flatlands, hillside developments offered not only picturesque views, but a level of exclusivity aimed squarely at the aspirations (and pretensions) of higher income families. In North Glendale, only Montecito Park was developed in this manner during the pre-war years.

In all cases, it is clear that the vision of an area's developer ultimately shapes the character we feel on the street today. Another factor that dramatically affected the pre-war suburbs were changes in transportation, with some communities being oriented toward streetcar lines, if not built because of them, and others more focused on the automobile. While the housing associated with these modes is similar, the creation of commercial clusters near streetcar lines, such as found at Sparr Heights and Montrose, differs dramatically from the commercial strips found along thoroughfares such as Foothill Boulevard.

### ***Streetcar Suburbanization***

The United States was unique among nations for allowing transit owners to sell real estate along the lines they operated, which fed the fortunes of speculators and created favorable conditions for suburbanization far from city centers. In Los Angeles County, Henry Huntington and his associates made their fortunes buying up cheap outlying land, subdividing it, and selling the lots as they built new yellow or red-line tracks nearby. Once the tracks were established, more suburbs and small-scale commercial development followed. The electric streetcar "fostered a tremendous expansion of suburban growth in cities of all sizes," it opened suburbia to a much wider range of people "from the working to upper-middle class," and it shaped the design of neighborhoods and homes.

This powerful pattern of suburban growth coincided with the early growth and development of Glendale, and "America's Fastest Growing City" boasted scores of new subdivisions along the streetcar lines that crisscrossed the city. In addition to the Pacific Electric lines, the Glendale & Montrose Electric Railway operated five cars and two lines of track between Glendale, La Crescenta, and northeast Los Angeles. In general, streetcar ridership peaked around 1924, but the Glendale & Montrose served North Glendale until service ended in 1930. The rail lines were replaced with bus routes, but increasing car ownership ultimately spelled their doom.

Relatively flat areas like Sparr Heights are most typical of streetcar-oriented development, but Montecito Park was also adjacent to the rail line and the parts of it that were developed first tend to be relatively level. Verdugo City also benefited when the line was extended along Montrose Avenue in 1924. The G&M line was originally built in 1913 to serve Montrose, including the Honolulu Avenue business district now within the North Glendale boundary. As noted above, development in that area did not take off until the early 1920s. Sparr Heights was also laid out with a dedicated business district to serve residents, focused on the area between Verdugo Road and Ocean View Avenue. In general, the earlier masonry commercial buildings were of vernacular design, but decorative brick treatments and, later, Spanish Colonial design influences began to appear. In the Montrose Shopping Park, some of these early facades are known to remain beneath the current, more contemporary facades. It is not known whether the same is true for any of Sparr Heights' early commercial buildings.

### ***Automobile-oriented Suburbanization***

The automobile was adopted in Southern California earlier and with greater enthusiasm than anywhere in the world. In 1908, Henry Ford began to manufacture the Model T and, by 1910, there were 20,000 cars registered in Los Angeles County. This increased to 141,000 in 1919 and to 777,000 in 1929. In 1915, Los Angeles had one car for every eight residents, while nationally, it was one car per 43; by 1925, Los Angeles had one car per 1.8 residents, while nationally, it was only one car per 6.6. By 1924, Los Angeles had the highest percentage of automobile ownership in the world. The 1920s is considered the “watershed decade for Los Angeles adoption of the automobile,” as the rate of car ownership held relatively steady into subsequent decades. Even so, Los Angeles continued to outpace the national average in later years; by 1940, L.A. had one car per 1.4 residents, compared to one car per 4.8 nationally.

Multiple factors unique to Los Angeles led to this early and sustained dominance. The dry climate kept unpaved roads in operation most of the year, while making driving in open cars relatively comfortable. The street grid was flat and straight in the heavily populated Los Angeles basin. Tar to make asphalt paving was locally abundant. Lower-density, single-family neighborhoods provided ample space to store and maintain cars, in contrast to denser eastern cities. The region's abundant natural recreational spots encouraged pleasure driving. The Automobile Club of Southern California was founded in 1900 (predating the formation of AAA by two years), promoting automobile ownership, hosting events, and encouraging road improvements and safety measures. Local newspapers devoted a Sunday section to new cars. Major local oil discoveries kept the fuel supply high and costs low. Jitneys (early taxis) and motor coaches (the early term for busses) were popular and offered an alternative to streetcars. The success of Ford's Model T, 1908–1927, made automobiles affordable to the masses.

In the 1920s, developers picked up on the trend toward commuting by automobile and began subdividing areas that had previously been difficult to access. The space in between streetcar lines began to be filled in as roads improved, and by the mid-20th century much of the Los Angeles basin had become built-out with single-family suburbs and decentralized commercial corridors. Builders began to select previously inaccessible hillsides and canyons for subdivisions that catered to upper middle class buyers who sought a more tranquil environment a short drive away. They further differentiated their developments from the pack by providing an attractive and convenient subdivision plan, making (or promising) key investments in the infrastructure and setting up architectural committees to enforce restrictive covenants on home design within the neighborhood. Whereas some early auto suburbs featured unpaved streets that were oiled

to prevent excessive dust, others featured amenities such as concrete streets, curbs, and sidewalks. Advertisements for Sparr Heights and Montecito Park proudly announced their concrete streets and design restrictions, as well as minimum purchase prices, as a way to set the neighborhoods apart from the other streetcar and automobile suburbs of North Glendale.

Only a limited amount of prewar development is believed to remain in North Glendale's auto-oriented commercial zones, including Foothill Boulevard, Honolulu Avenue in Verdugo City, and Verdugo Road in the Indian Springs area. It appears the latter area developed as a commercial zone after the disappearance of the streetcar.

To be of significance at the federal, state, or local level, a property associated with this theme would need to meet the following criteria and integrity levels:

**Property Types Associated with Theme**

- Single-family residence
- Commercial
- Schools
- Civic/religious/social group sanctuaries and clubhouses
- Transit-related properties

**Significance Thresholds**

*National Register*

- Criteria: A, B, C
- Integrity: high

*California Register*

- Criteria: 1, 2, 3 (at least one)
- Integrity: high to moderate

*Glendale Register*

- Criteria: B, C, D (at least one); A only in exceptional circumstances
- Integrity: high to moderate; lower integrity may be considered for properties or of exceptional importance and/or rarity

*Historic District*

- Criteria: A through H (at least one)
- Integrity: minimum 60% contributing structures; individual tracts or portions of tracts, as well as groupings of commercial buildings could qualify for designation as districts.

### **4.3 Residential Development and Suburbanization, post-1945<sup>41</sup>**

The most dramatic stage of suburbanization in the United States followed World War II. The postwar housing boom, manifested in the so-called "freeway" or "bedroom" suburbs, was fueled by increased automobile ownership, advances in building technology, and the Baby Boom. A critical shortage of housing and the availability of low-cost, long-term mortgages, especially favorable to veterans, greatly spurred the increase of home ownership.

Highway construction authorized under the 1944 act got off to a slow start, but by 1951, every major city was working on arterial highway improvements, with 65 percent of Federal funds being used for urban expressways. Under President Dwight D. Eisenhower, the Federal Aid Highway Act of 1956 provided substantial funding for the accelerated construction of a 41,000-mile, national system of interstate and defense highways which included 5,000 miles of urban freeways.

By the late 1950s, the interstate system began to take form and already exerted considerable influence on patterns of suburbanization. As the network of high-speed highways opened new land for development, residential subdivisions and multiple family apartment complexes materialized on a scale previously unimagined. Increasing national prosperity, the availability of low-cost, long-term mortgages, and the application of mass production and prefabrication methods created favorable conditions for home building and home ownership. These factors gave rise to merchant builders, who with loan guarantees and an eager market were able to develop extensive tracts of affordable, mass-produced housing at unprecedented speeds.

Though the interstate did not come to North Glendale until the early 1970s, the network that grew throughout the region made the Crescenta Valley's open, developable areas enticing to both developers and new home buyers. Retailing facilities migrated to the suburbs and were clustered in community shopping centers, such as the center that developed on the site of Indian Springs, or along commercial strips such as Foothill Boulevard which, despite its longstanding role as the Crescenta Valley's primary commercial street, today largely reflects the styles and typologies of the decades since the war.

By 1945, several factors - the lack of new housing, continued population growth, and six million returning veterans eager to start families - combined to produce the largest building boom in the nation's history, almost all of it concentrated in the suburbs. From 1944 to 1946, single-family housing starts increased eight-fold from 114,000 to 937,000. Spurred by the builders' credits and liberalized terms for Veterans Administration- and Federal Housing Authority (FHA)-approved mortgages by the end of the 1940s, home building proceeded on an unprecedented scale reaching a record high in 1950 with the construction of 1,692,000 new single-family houses. The liberalized terms of FHA-approved loans enabled veterans to use their "GI" benefit in place of cash, thereby eliminating the down payment on a new house altogether.

The experience of World War II demonstrated the possibilities offered by large-scale production, prefabrication methods and materials, and streamlined assembly methods. In 1947 developer William Levitt began to apply these principles to home building in a dramatically new way, creating his first large-scale suburb, Levittown on Long Island, which would eventually accommodate 82,000 residents in more than 17,500 houses.

While nothing on this scale was built anywhere in Glendale, the concept of limiting floorplans and exterior design options appealed to local developers who built smaller tracts that incorporated many of the production and design efficiencies introduced by Levitt. The subdivisions that began to appear represented not only an unprecedented building boom, but the concerted and organized effort by many groups, including the Federal government, to create a single-family house that a majority of Americans could afford.

Development in the postwar period was driven in large part by FHA policies. Curving streets, even when not required by topography, and cul-de-sacs were encouraged and many of these are found today in Crescenta Highlands. The Minimal Traditional style found in many North Glendale neighborhoods derives from the “FHA minimum house.” By mandating the size of homes and limiting decorative detailing to front facades, developers and buyers securing FHA loans were guided to this specific house typology. In North Glendale and the greater Los Angeles area, these homes often incorporated stylistic features used for the Period Revival styles of the 1920s and 1930s. Thus a Minimal Traditional house could have a Spanish, Tudor, or American Colonial Revival appearance, but with a stripped-down quality that lacks the detailing and workmanship of the earlier styles, as well as the higher cost. Though the style began to appear in the late 1930s, reflecting the FHA’s role in moving the country out of the depression, it lingered through the 1940s and, to a lesser extent, 1950s.

The Ranch style began to appear in the late 1940s and became the dominant choice for suburban development throughout the 1950s and 1960s. The style reflected modern consumer preferences and growing incomes. With its low, horizontal silhouette and rambling floor plan, the house type started on the West Coast but went on to become a phenomenon nationwide.

In the 1930s California architects Cliff May, H. Roy Kelley, William W. Wurster, and others adapted the traditional housing of Southwest ranches and *haciendas* and Spanish Colonial revival styles to a suburban house type suited for middle-income families. The house typically included natural materials such as brick or redwood and was oriented to an outdoor patio and gardens that ensured privacy and intimacy with nature. Promoted by *Sunset Magazine* between 1946 and 1958 and featured in portfolios such as *Western Ranch Houses* (1946) and *Western Ranch Houses* by Cliff May (1958), May’s work gained considerable attention in the Southwest and across the nation.

In the late 1940s popular magazine surveys indicated the postwar family’s preference for the informal Ranch house as well as a desire to have all their living space on one floor with separate areas for laundry and other utilities and a multipurpose room for hobbies and recreation. More homes began to feature innovations such as sliding glass doors, carports, screens of decorative blocks, and exposed timbers and beams, which derived as much from modernistic influences as those of traditional Western design.

The Ranch style is dominant in many of North Glendale’s neighborhoods, particularly Glenwood Oaks, Oakmont Woods, and Crescenta Highlands.

The Modern style, influenced by the work of Frank Lloyd Wright, Walter Gropius, Marcel Breuer, Mies van der Rohe, and others, inspired many architects to look to new solutions for livable homes using modern materials of glass, steel, and concrete, and principles of organic design that utilized cantilevered forms, glass curtain walls, and post-and-beam construction. The contemporary home featured the integration of indoor and outdoor living areas and open floor plans, which allowed a sense of flowing space. Characteristics such as masonry hearth walls, patios and terraces, carports, and transparent walls in the form of sliding glass doors and floor-to-ceiling windows became hallmarks of the contemporary residential design.

Several important Modern works are known to exist in North Glendale, including Richard Neutra’s Taylor House, John Lautner’s Schaeffer House, and Clair Earl’s Daily House, all in

Whiting Woods. The distinction between the Ranch and contemporary house became blurred as each type made use of transparent walls, privacy screens of decorative concrete blocks, innovations in open space planning, and the interplay of interior and exterior space. Several tracts reflecting this merger are located in Crescenta Highlands north of Foothill, Whiting Woods and Oakmont Woods.

Multi-family development in North Glendale is limited to portions of Verdugo City and Indian Springs, but in all cases dates to the postwar period, with many buildings incorporating aspects of the styles described above. Again, FHA policies encouraged some of this development. Title 608 of the National Housing Act, which guaranteed builders 90 percent-mortgages on multiple family projects conforming to FHA standards, continued until the mid-1950s. Most of North Glendale's multi-family housing stock was built after this time but before the downzonings of the 1980s and 1990s that prevent any new construction of large apartments or condominiums in North Glendale.

Commercial construction paced the residential boom but was limited to areas that had contained retail and office uses before the war. Postwar construction is therefore now found interspersed among older buildings in both the Montrose Shopping Park and the Sparr Heights business district. Foothill Boulevard, Honolulu Avenue in Verdugo City, and the Indian Springs area primarily reflect postwar architectural styles and typologies.

To be of significance at the federal, state, or local level, a property associated with this theme would need to meet the following criteria and integrity levels:

**Property Types Associated with Theme**

- Single-family residence
- Multi-family apartments and condominiums
- Commercial
- Schools
- Civic/religious/social group sanctuaries and clubhouses

**Significance Thresholds**

*National Register*

- Criteria: A, B, C
- Integrity: high

*California Register*

- Criteria: 1, 2, 3 (at least one)
- Integrity: high to moderate

*Glendale Register*

- Criteria: B, C, D (at least one); A only in exceptional circumstances

Integrity: high to moderate; lower integrity may be considered for properties or of exceptional importance and/or rarity; individual houses in postwar tracts may qualify if they are among the best representatives in their tract or neighborhood



*Historic District*

Criteria: A through H (at least one)

Integrity: minimum 60% contributing structures; individual tracts, portions of tracts, or groupings of postwar tracts could qualify for designation as districts

#### **4.4 Commercial Development**

Commercial development in North Glendale is intertwined with the story of the area's 20<sup>th</sup> century suburbanization and is referenced in sections 3.2 and 3.3 above. Future surveys may find that individual properties, or possibly groupings, are eligible for historic designation. Some of these may be early resources that reflect the early decades of growth and others may represent important aspects of the postwar boom.

The Montrose Shopping Park combines these eras, giving it two layers of potential significance. Some of the district's earliest buildings remain, but their original facades are generally hidden behind newer construction. The second layer is the creation of the shopping park itself in 1967, which could make the entire area a potential historic district based on issues such as urban revitalization, city planning, and architectural design. The former raises potential issues about the integrity of the encapsulated facades and whether they would be eligible for designation. In cases where significant amounts of original fabric remain and restoration is feasible, historic designation could provide an incentive for restoration through the Mills Act.

Less is known about the historic development of the Sparr Heights business district. Its role serving the surrounding residential developments is clear, but a survey will be required to appraise the potential historic importance of its resources, which include several Modern-style structure along with more vernacular construction. The same is true for Foothill Boulevard and the commercial center of Verdugo City.

To be of significance at the federal, state, or local level, a property associated with this theme would need to meet the following criteria and integrity levels:

**Property Types Associated with Theme**

Commercial: retail, office, entertainment, services

**Significance Thresholds**

*National Register*

Criteria: A, B, C

Integrity: high

*California Register*

Criteria: 1, 2, 3 (at least one)

Integrity: high to moderate

*Glendale Register*

Criteria: B, C, D (at least one); A only in exceptional circumstances

Integrity: high to moderate; lower integrity may be considered for properties or of exceptional importance and/or rarity

*Historic District*

Criteria: A through H (at least one)

Integrity: minimum 60% contributing structures; further study will be required to see if any commercial areas in North Glendale are potentially eligible as historic districts

## 4.5 Transportation

Few tangible reminders remain of the critical role transportation played in the development of North Glendale. The Glendale & Montrose Railway was undoubtedly the most important player in the area's early development, but it was gone by 1930. One Glendale & Montrose Railway car has been preserved at the Orange Empire Railway Museum in Perris, but only two pieces of railway heritage remain in North Glendale. The original car barn is now used as a warehouse by Anawalt Lumber on the west side of Verdugo Road just below Honolulu. While the building retains some of its original appearance, it has not been assessed for its integrity or historic eligibility. A reminder of the Dinky's route up Verdugo Road is retained in the landscaped median running up the middle of the street for several blocks adjacent to the Sparr Heights business district, but the tracks and overhead power lines have been removed.

North Glendale's parallelogram street pattern and the resulting obtuse and acute angles found at corner lots are also of historical interest. The pattern reminds us of the early pioneers who laid out the early tracts, but, in the absence of any large-scale threat, it difficult to see it as a historic resource in need of protection.

To be of significance at the federal, state, or local level, a property associated with this theme would need to meet the following criteria and integrity levels:

### **Property Types Associated with Theme**

Commercial (car barn)

Median strip

### **Significance Thresholds**

*National Register*

Criteria: A, B, C

Integrity: high

*California Register*

Criteria: 1, 2, 3 (at least one)

Integrity: high to moderate

*Glendale Register*

Criteria: A, D (at least one)

Integrity: high to moderate; lower integrity may be considered for properties or of exceptional importance and/or rarity; it is unlikely that the Verdugo median strip would qualify due to its lack of integrity, but its relationship to the railway might be commemorated in other ways

*Historic District*

It is unlikely that historic districts representing this theme exist in North Glendale

## 4.6 Water

Water lies at the very heart of North Glendale's heritage. Sites and artifacts relating to early efforts to bring water from the mountains to the valley below are very important reminders of the area's early history and are important to preserve. After the 2009 Station Fire cleared away almost all of the vegetation at the base of the San Gabriels, several water-related features were revealed for the first time in years. At least one stone cistern and a network of pipes set on steep hillsides remind us of the tremendous effort required to find water in Southern California's desert climate. These and any other resources associated with this theme are potentially eligible for designation.

The flood control system is important to the story of North Glendale as a byproduct of the great Flood of 1934 and as an ongoing means to protect life and property from future floods. While the entire system is not a likely candidate for designation, engineering achievements associated with the project or individual infrastructure features such as bridges may be eligible. The 1997 designation of four bridges over the Verdugo Wash near the Rossmoyne neighborhood establishes precedent for such listings.

Other resources such as water wells, tunnels, tanks, and reservoirs should also be included for assessment in any future historic resource surveys.

To be of significance at the federal, state, or local level, a property associated with this theme would need to meet the following criteria and integrity levels:

**Property Types Associated with Theme**

Cisterns and associated plumbing  
Water wells, tunnels, tanks, or reservoirs  
Debris basins and check dams  
Flood control channels  
Bridges

**Significance Thresholds**

*National Register*

Criteria: A, B, C  
Integrity: high

*California Register*

Criteria: 1, 2, 3 (at least one)  
Integrity: high to moderate

*Glendale Register*

Criteria: A, B, C, D (at least one)

Integrity: high to moderate; lower integrity may be considered for properties or of exceptional importance and/or rarity

*Historic District*

It is unlikely that historic districts representing this theme exist in North Glendale

## 4.7 Health Care

For a city its size, Glendale has a disproportionate number of top-rate hospitals: Glendale Adventist Medical Center, Glendale Memorial Hospital, and, in North Glendale, Verdugo Hills Hospital. The area's early association with health care through its many sanitariums has been suggested as a reason for this, but no direct links are known at this time.

In the 1880s, Dr. Benjamin Briggs established the first known sanitarium in the Crescenta Valley to treat tuberculosis, the disease that had taken his first wife. In the subsequent decades, the area's clean air and high elevation brought other sanitariums, most for lung diseases including asthma, emphysema, tuberculosis, bronchitis, but several for mental disorders as well. By the early 20<sup>th</sup> century, the Crescenta Valley was a regional center for health care. The names and total number of sanitariums located in North Glendale are uncertain.

Rockhaven, on Honolulu Avenue in Verdugo City, is the best known and the only one in the region that is intact; originally a mental hospital for women, it is described more fully in section 1.2 above. It is one of North Glendale's most interesting and important historic sites and is currently owned by the city. Little is known about the Hillcrest or Mt. Luken's sanitariums, but one building from the latter, which operated until 1946, remains as the Dunsmore Park Community Center, also owned by the city.<sup>42</sup> The former was located at 3815 Markridge Road.

The La Crescenta Women's Club organized the La Crescenta Valley Health Center Association in 1926. The clinic served only children of pre-school age and met in the women's clubhouse on La Crescenta Avenue.

Verdugo Hills Hospital opened its current campus in 1972, just up the hill from the Indian Springs site on Verdugo Road, becoming the valley's first full-range medical hospital. The institution's history in the city is longer, however. It began in 1921 as the Glendale Research Hospital on Piedmont Avenue in Glendale, which enlarged and became the Behrens Memorial Hospital in 1947.

To be of significance at the federal, state, or local level, a property associated with this theme would need to meet the following criteria and integrity levels:

**Property Types Associated with Theme**

Sanitarium building(s)

Hospital

## **Significance Thresholds**

### *National Register*

Criteria: A, B, C, D  
Integrity: high

### *California Register*

Criteria: 1, 2, 3, 4 (at least one)  
Integrity: high to moderate

### *Glendale Register*

Criteria: A, B, C, D (at least one)  
Integrity: high to moderate; lower integrity may be considered for properties or of exceptional importance and/or rarity

### *Historic District*

Rockhaven is a single property composed of multiple buildings set within a designed landscape. Similar properties have been designated as historic districts in other cities, but the site is seen as one potential historic resource rather than a group of resources at the present time.

## **4.8 Education**

The educational system in Glendale can be traced back to the Sepulveda School District which was formed in 1879. Encompassing seventy-five square miles, the district stretched from the Arroyo Seco to the Los Angeles River and from the mountains north of La Crescenta to Elysian Park. A two-room schoolhouse at the intersection of Verdugo Road and today's Chevy Chase Drive served the entire area. Over the years, communities began to develop their own, more centralized districts. In 1887, Benjamin Briggs established a new district in the Crescenta Valley, indicating his larger ambitions for the then-sparsely populated area. That district ultimately became the Crescenta School District. In the early 20<sup>th</sup> century, the central area of Glendale began to grow through a series of annexations that predate those involving the North Glendale area, leading to the creation of the Glendale Unified School District. In 1931, the Crescenta district became part of Glendale Unified, which explains why the latter's current boundary includes portions of the Crescenta Valley outside the political boundary of Glendale.<sup>43</sup>

North Glendale has six public schools: two specialized high schools, Clark Magnet and Alan F. Daily North, and four elementary schools, Fremont, Dunsmore, Valley View, and Lincoln. The primary public middle schools and high school that serve area residents are located outside of Glendale. Several private schools also serve the area: Chamlian Armenian, Skyward Christian, St. James the Lesser, and Verdugo Academy.

Schools are typically among a community's most prominent buildings and clearly serve important functions in terms of their educational mission and the lives of the children who pass through their doors. There is generally little, however, that might make one school property more important than another, unless, for example, it was the area's first school structure or played a role in an important regional event. Architectural design does often distinguish school

buildings, and those of North Glendale can be divided into two basic categories that may be useful for future eligibility assessments: pre- and post-World War II structures.

The design of schools changed significantly after the war, when tremendous population growth in areas like North Glendale led to major school construction campaigns. While earlier schools tend to feature blocky one- and two-story buildings with double-loaded central corridors, postwar school architecture expressed a new architectural direction. Covered exterior walkways replaced interior corridors, often allowing for more natural light and ventilation within the classrooms. Single-story buildings with long strips of windows became the norm. Further research into this typological shift will be required before relative assessments of the architectural importance of postwar schools can be made. If a survey determines that few pre-war structures remain, as does one of the early buildings at Lincoln Elementary, those that do may take on heightened significance as reminders of the earlier school typology.

Buildings associated with education may be built in a variety of styles. Examples that best represent the context and retain sufficient integrity may be eligible for designation.

To be of significance at the federal, state, or local level, a property associated with this theme would need to meet the following criteria and integrity levels:

**Property Types Associated with Theme**

School

**Significance Thresholds**

*National Register*

Criteria: C, possibly A or B in exceptional circumstances

Integrity: high

*California Register*

Criteria: 3, possibly 1 or 2 in exceptional circumstances (at least one)

Integrity: high to moderate

*Glendale Register*

Criteria: D, possibly B or C in exceptional circumstances (at least one)

Integrity: high to moderate; lower integrity may be considered for properties of exceptional importance

## **4.9 Civic, Social, and Religious Groups**

Civic-minded organizations have played a role in the lives of Crescenta Valley residents from the earliest days of the area's development. Whether primarily social or politically active, members of these groups have undoubtedly played key roles in political decision making for at least one hundred years. No detailed history of the groups' specific contributions has been undertaken, and this section of the North Glendale Historic Context will benefit from future research. Many groups, such as the Rotary, Optimists, and Kiwanis (which formed in the Crescenta Valley in 1925), have made major contributions to the community but do not necessarily build their own meeting halls.

The La Crescenta Woman's Club began life in 1911 as the Crescenta Club, which was organized to help improve the community at a point when there was barely a community. The group incorporated in 1924 with the objective of "advancement in all lines of general culture, promotion of the general welfare of the community and philanthropy work." Initial projects included making improvements to the La Crescenta School and offering aid during the Big Tujunga Fire of 1925. After the great flood of 1934, the Woman's Club served as a first aid station. The clubhouse was built in 1925 and enlarged in 1961, when the club celebrated its 50th anniversary. Damaged significantly in 1966 by an arson-set fire, it was rebuilt almost immediately and retains some of its historic features and character.<sup>44</sup>

An American Legion Hall was built in the Crescenta Valley in 1925. Though outside the North Glendale area, it undoubtedly served residents of the area. The stone-and-stucco structure was destroyed in the Flood of 1934, with several people who sought refuge in the building perishing. Local businessman Tom Bonetto, original owner of the Glendale Register-listed Bonetto House on Manhattan Avenue, donated nearby land on La Crescenta Avenue for a new hall. The simple wood-frame building, said to incorporate structural elements of the earlier structure, is extant, continuing to serve as the Verdugo Hills Post 288 of the American Legion.<sup>45</sup>

The German American League built Hindenburg Park at the base of the Verdugos and owned it for decades. It was the site of picnics and festivals for Germans from throughout the region, with attendance numbers in the thousands. In the late 1930s the festive gatherings took on a darker character as rallies by the German American Bund, a group supportive of the German Nazi Party, were held in the park, complete with uniformed Bund members and swastika flags. At the end of World War II, the German American League returned to holding its picnics and social gatherings, but these ended when the group decided to sell its land to the county in 1956. The county had developed Crescenta Valley Park adjacent to Hindenburg many years earlier and had long eyed the private park as a site for expansion. After the purchase, both the name and statue of Hindenburg were removed.

North Glendale is also home to a variety of houses of worship. Religious buildings are often key landmarks in their neighborhoods, sometimes for their architecture, sometimes for their role in the life of the community, and often for both. The grounds of religious sites can also be of significance. In the case of the Ananda Ashrama, the extensive open areas can be viewed as both a natural and cultural landscape.

To be of significance at the federal, state, or local level, a property associated with this theme would need to meet the following criteria and integrity levels:

**Property Types Associated with Theme**

- Clubhouse/Meeting Hall
- House of worship
- Community hall/parsonage
- Park

**Significance and Integrity Thresholds**

*National Register*

Criteria: A, B, C (at least one)

Integrity: high

*California Register*

Criteria: 1, 2, 3 (at least one)

Integrity: high to moderate

*Glendale Register*

Criteria: A, B, C, D, (at least one);

E, only in conjunction with others;

G, possibly for Crescenta Valley Park

Integrity: high to moderate; lower integrity may be considered for properties of exceptional importance

## 4.10 Parks & Recreation

Residents of North Glendale feel a particularly strong bond with nature due to the proximity of the San Gabriels and the Verdugos. Trails and fire roads in the Deukmejian Wilderness Park, with connections to areas outside the city boundary, and the Verdugo Mountains provide residents with easy access to remarkably pristine natural areas given their proximity to the urban area. These wild areas contrast with the designed parks that tend to be found within residential neighborhoods.

The first park opened by the City of Glendale after annexation was New York Avenue Park, placed on top of a reservoir just north of Foothill Boulevard in 1957. The larger Dunsmore Park opened in 1960, reflecting the city's effort to meet the growing need for open space in its new annexation. It contains Milton Hofert's eccentric stone walls as well as a building that remains from the Mt. Lukens Sanitarium, now used as a community center.

Prior to these dates, the city approved the 1956 sale of Hindenburg Park to the county for the enlargement of the existing Crescenta Valley Park. Deukmejian Wilderness Park was created in 1989, when the city joined the Santa Monica Mountains Conservancy in buying the property to stave off a development threat that would have brought hundreds of homes to the site. George Le Mesnager's barn, built in 1911, served as his winery until Prohibition did the business in. His descendents owned the building, which is the future home of the park's interpretive center, until 1961.

Each of these parks is associated with aspects of North Glendale's heritage that could make buildings or objects within them eligible for historic designation. Entire parks are designated by some cities, but this has not occurred in Glendale to date. Because parks are often located on relatively undisturbed land, there is also potential for the discovery of archaeological resources in the future.

To be of significance at the federal, state, or local level, a property associated with this theme would need to meet the following criteria and integrity levels:

**Property Types Associated with Theme**

Park

Community center

Decorative wall



Archaeological site

**Significance and Integrity Thresholds**

*National Register*

Criteria: A, B, C, D (at least one)

Integrity: high

*California Register*

Criteria: 1, 2, 3, 4 (at least one)

Integrity: high to moderate

*Glendale Register*

Criteria: A, B, C, D, (at least one);

E, only in conjunction with others;

G, possibly for Crescenta Valley Park

Integrity: high to moderate; lower integrity may be considered for properties of exceptional importance



# Chapter 5 Preservation Goals for North Glendale

Identifying and implementing goals for preservation in North Glendale should be viewed as a group effort. Historic resources help to define a community and its members, in turn, bring their varied backgrounds and experiences to bear on which aspects of their shared heritage are important to preserve. The following goals are identified to begin the dialogue about historic preservation in North Glendale that will occur between the city and its residents as the Community Plan is implemented.

## **Raise public awareness about the importance of preserving historic resources through educational outreach**

Educational outreach can raise awareness to some degree of the Glendale Register program and historic districting, but it is hard to reach a wide audience with individual presentations, which is most commonly done today. Other outreach methods should be considered to broaden participation in the Glendale Register program. Possibilities include a program to publicly recognize property owners whose work protects the city's historic resources, potential partnership opportunities with the *Glendale News Press*, programming on GTV6, and partnerships with the Historical Society of the Crescenta Valley.

## **Encourage property owners to nominate sites of interest to the Glendale Register, California Register, and/or National Register**

With only four properties listed on the Glendale Register, North Glendale is severely underrepresented in terms of the city's ability to protect important historic properties. While parity between neighborhoods and Community Plan areas is not a realistic or even desirable goal, it is clear that North Glendale possesses many more properties that would be eligible for historic designation than are now listed. The city should encourage owners to nominate properties important to area residents, including places meaningful to North Glendale's various ethnic and cultural groups.

## **Broaden awareness of existing incentives to encourage preservation and develop new incentives whenever feasible**

Information about financial and other incentives that might encourage increased participation in the city's preservation programs should be included as part of all educational outreach efforts. In addition, whenever possible, the city should create new incentives and actively study the efforts of other municipalities to incentivize preservation to achieve greater levels of participation.

## **Assist North Glendale residents and property owners in identifying potential historic districts**

Large-scale historic resource surveys are the most efficient means of finding places of historic interest. Some may be known to community members but never conveyed to the city, while others might be hiding in plain sight.

## **Explore funding options to perform a North Glendale resource survey**

Creative funding options for historic resources surveys are increasingly important in times of reduced city budgets. Exploring creative funding sources such as grant, private sector funding, public-private partnerships, and volunteer-driven surveys should be considered.

### **Conduct resource surveys of “Areas to Enhance” identified in the North Glendale Community Plan**

The Community Plan identifies almost all of the North Glendale area, including all of its residential neighborhoods, as “Areas of Stability.” This designation indicates that no changes are proposed to the existing zoning that might lead to increased development that might affect the area’s historic character. Several commercial zones are identified as “Areas to Enhance,” meaning limited change to both buildings and streetscapes will be encouraged. These areas are: Foothill Boulevard, several blocks of Honolulu Avenue to the west of the Shopping Park, the Sparr Heights and Indian Springs business districts, and Verdugo City’s small commercial node at the intersection of Honolulu and Pennsylvania. Because the extent of potential changes cannot be known at this time and no large-scale historic resources survey of North Glendale is likely to occur in the near future, a focused survey should be undertaken to identify potential resources within the identified enhancement areas.

## Endnotes

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- <sup>1</sup> Lawler, Mike and Robert Newcombe, *Images of America: La Crescenta* (San Francisco: Arcadia Publishing, 2005), 25.
- <sup>2</sup> Pitt, Leonard and Ramon A. Gutierrez, *Decline of the Californios: A Social History of the Spanish-Speaking Californias, 1846–1890*, University of California Press, 1999.
- <sup>3</sup> Sadler, Jo Anne, “Theodore Pickens: Fact vs. Fiction”, *Newsletter of the Historical Society of the Crescenta Valley*, Issue 83, June 2011, pp. 9, 11.
- <sup>4</sup> *Ibid.*, pp. 9-10.
- <sup>5</sup> Lawler, p. 13.
- <sup>6</sup> Lawler, p. 7.
- <sup>7</sup> <http://www.rancholacanada.com/history.html> Accessed June 14, 2011.
- <sup>8</sup> City of Glendale, *Historic Preservation Element of the General Plan (HPE)*, p. 12.
- <sup>9</sup> *Ibid.*
- <sup>10</sup> *op. cit.*, p. 13.
- <sup>11</sup> Ungermann-Marshall, Yana, *La Canada*, p. 86.
- <sup>12</sup> Lawler, p. 18.
- <sup>13</sup> Architectural Resources Group, “Rockhaven Sanitarium: Historic Resource and Conditions Assessment,” prepared for the City of Glendale, July 2009.
- <sup>14</sup> Lawler, p. 97; and [http://en.wikipedia.org/wiki/Swami\\_Paramananda\\_\(Ramakrishna\\_Mission\)](http://en.wikipedia.org/wiki/Swami_Paramananda_(Ramakrishna_Mission)), accessed July 11, 2011.
- <sup>15</sup> Lawler, Mike. “The Watts Towers of La Crescenta,” *Crescenta Valley Weekly*, November, 26, 2009.
- <sup>16</sup> Lawler, pp. 77-83.
- <sup>17</sup> *Ibid.*, p. 47.
- <sup>18</sup> Both canyons are outside the North Glendale area, Haines in Tujunga and Pickens in unincorporated La Crescenta.
- <sup>19</sup> Lawler, p. 85.
- <sup>20</sup> *Ibid.*
- <sup>21</sup> Dougherty, p. 16.
- <sup>22</sup> <http://www.shopmontrose.com/montrose-history.html> Accessed June 18, 2011.
- <sup>23</sup> Lawler, p. 26.
- <sup>24</sup> Gudde, Erwin and William Bright. *California Place Names: The Origin and Etymology of Current Geographical Names*, Los Angeles, University of California Press, 4<sup>th</sup> ed., 1998.
- <sup>25</sup> Quoted in Dougherty, June. *Sources of History for Third Grade Teachers in La Crescenta*. Self published, 1993, p. 249.
- <sup>26</sup> *Los Angeles Times*, “Verdugo City Organized at Mass Meeting,” February 15, 1924. Proquest Historical Newspapers Los Angeles Times (1881-1987), accessed July 5, 2011.
- <sup>27</sup> Lawler, p. 62.
- <sup>28</sup> “Orange County,” *Los Angeles Times (1886-1922)*; Nov 20, 1893, p. 7; ProQuest Historical Newspapers Los Angeles Times (1881 - 1987).
- <sup>29</sup> Dougherty, p. 222.
- <sup>30</sup> *Los Angeles Times* Nov 18, 1923, p. V21; ProQuest Historical Newspapers Los Angeles Times (1881 - 1987).
- <sup>31</sup> *Los Angeles Times (1923-Current File)*; Oct 28, 1923, p. V10; ProQuest Historical Newspapers Los Angeles Times (1881 - 1987).
- <sup>32</sup> *Glendale News Press*, “10-20-30 Years Ago,” August 1, 2008.
- <sup>33</sup> *Widow and Daughter to Challenge Two Wills*, Los Angeles Times (1923-Current File); Feb 9, 1953; ProQuest Historical Newspapers Los Angeles Times (1881 - 1987), pg. 12.
- <sup>34</sup> Yamada, Katherine. “Verdugo Views: Onondarka Gives Way to Oakmont Woods,” *Glendale News Press*, February 16, 2007 [http://articles.glendalenewspress.com/2007-02-16/news/gnp-yamada16\\_1\\_shirley-jean-oakmont-woods-house](http://articles.glendalenewspress.com/2007-02-16/news/gnp-yamada16_1_shirley-jean-oakmont-woods-house) Accessed July 1, 2011.

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- <sup>35</sup> Gilchrist, Tracy. *Glendale News Press*, "Historic Pool to be Remembered," September 15, 2006. [http://articles.glendalenewspress.com/2006-09-15/news/gnp-indiansprings15\\_1\\_historical-society-historic-pool-swimming](http://articles.glendalenewspress.com/2006-09-15/news/gnp-indiansprings15_1_historical-society-historic-pool-swimming) Accessed June 22, 2011.
- <sup>36</sup> Perry, E. Caswell and Carrol W. Parcher. *Glendale Area History*, Glendale: John W. Anderson, Publisher, 1974, pp. 87-89.
- <sup>37</sup> Information in this section adapted from resources provided by the California State Office of Historic Preservation, [http://www.parks.ca.gov/?page\\_id=21237](http://www.parks.ca.gov/?page_id=21237), accessed July 7, 2011.
- <sup>38</sup> *Ibid.*
- <sup>39</sup> Several context themes, or portions of themes, are culled from available contexts prepared by others that relate to North Glendale's history. These are credited in the endnotes.
- <sup>40</sup> LSA Associates Inc., "Historic Resources Survey for the Rossmoyne Historic District," draft dated May 2011. Edited by Planning staff as needed to reflect specific conditions of North Glendale.
- <sup>41</sup> Ames, David L. and Linda Flint McClelland, "Historic Residential Suburbs: Guidelines for Evaluation and Documentation for the National Register of Historic Resources," National Park Service, National Register Bulletin: <http://www.nps.gov/nr/publications/bulletins/suburbs/part2.htm>, accessed July 15, 2011. Edited by Planning staff as needed to reflect specific conditions of North Glendale.
- <sup>42</sup> Longoria, Ruth. "Landmark Re-opens at Dunsmore Park," *Crescenta Valley Sun*, November 21, 2008, p. A7.
- <sup>43</sup> HPE.
- <sup>44</sup> Lawler, p. 99.
- <sup>45</sup> Lawler, p. 100.