

South Cumberland Heights Historic Resources Survey

City of Glendale, California

Prepared for:

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Proposed South Cumberland Heights Historic District

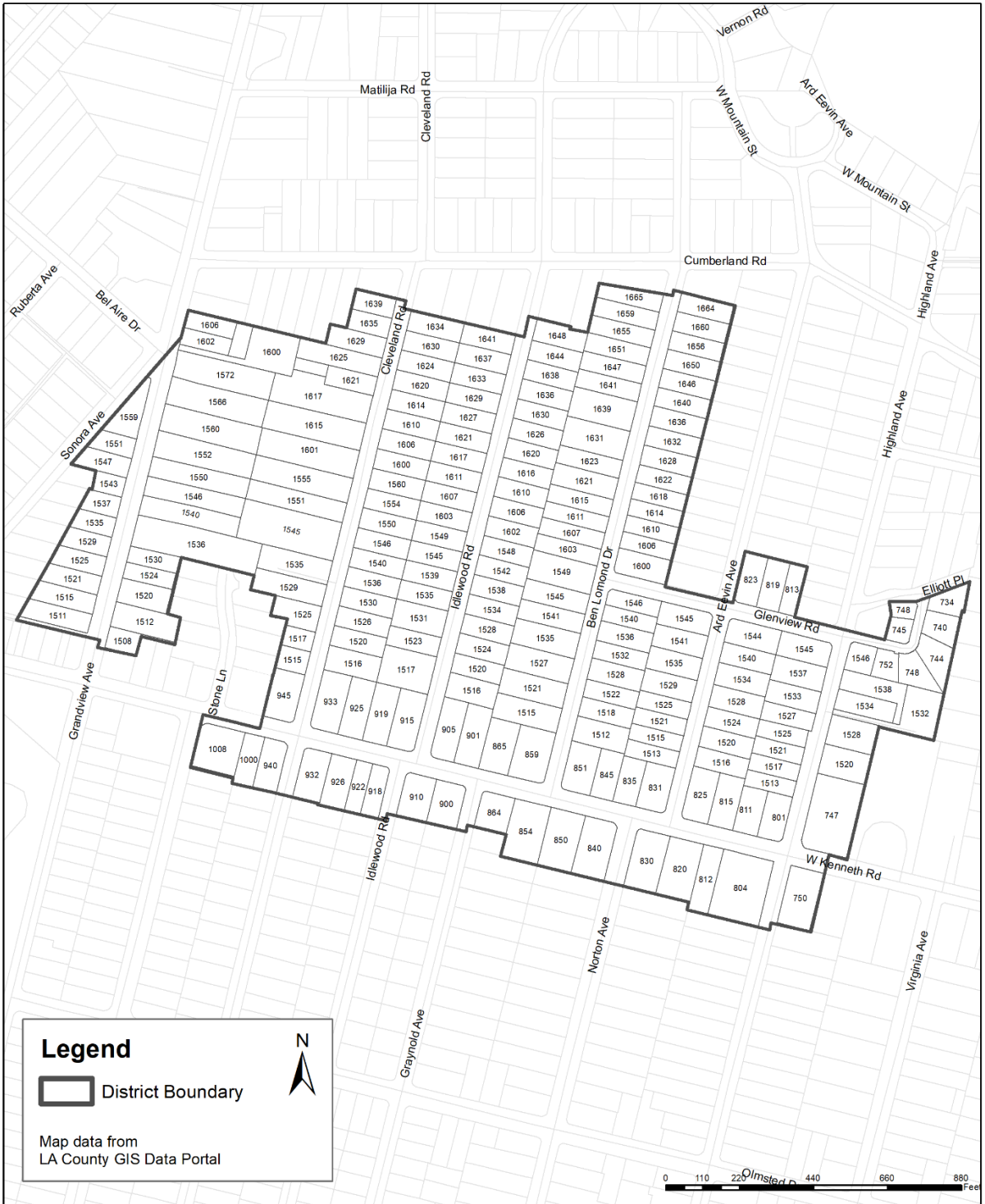


Figure 1. Map of proposed South Cumberland Heights Historic District.

EXECUTIVE SUMMARY

The purpose of this historic resource survey is to identify, document, and evaluate the proposed South Cumberland Heights Historic District, assessing its eligibility for listing in the Glendale Register of Historic Resources. Its potential eligibility for listing in the National Register of Historic Places (National Register) and California Register of Historical Resources (California Register) is also assessed.

The proposed district consists of 216 properties, all of which are single-family residences in the Cumberland Heights neighborhood of northwest Glendale. Adjacent to the estates of noted Glendale developers Leslie Brand and brothers Dan and Arthur Campbell, the land comprising Cumberland Heights witnessed the beginnings of development in the early twentieth century, and was then subdivided and developed in earnest beginning in the 1920s. Development of the neighborhood remained measured but apace into the Great Depression and the early postwar era.

The proposed district is a subset of a larger area called Cumberland Heights, the entirety of which was surveyed in 2004 and determined eligible for local listing as a historic district. However, the Cumberland Heights district, as evaluated then, was not designated following the survey. In subsequent years, the eligible district was broken into smaller sub-sections, two of which have been locally designated as historic districts. Ard Eevin Highlands, which includes the northeast section of the original Cumberland Heights district, was designated in 2009; North Cumberland Heights, which includes the northwest section of the original Cumberland Heights district, was designated in 2012. This survey report accounts for the remainder of the original Cumberland Heights district that has not been designated. This area is known as South Cumberland Heights.

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

Background and archival research were conducted into the history and development of South Cumberland Heights in order to develop a Historic Context Statement that is specific to the area (see Chapter 2). An intensive-level survey was then undertaken that included documentation and descriptions of all 216 properties within the proposed district boundaries. The survey information for each property was recorded on California Department of Parks and Recreation (DPR) 523 series Primary Record (a) forms; information for the district as a whole was recorded on DPR 523 series District Record (d) forms. DPR forms are included as Appendix B. It should be noted that although the intensive-level survey

included the evaluation of the historic district and its requisite features, each property was not individually evaluated for significance and eligibility.

Upon completion of this survey and analysis, ARG finds that the proposed South Cumberland Heights historic district is eligible for designation as a City of Glendale historic district. It satisfies the requirements established by the 2007 Glendale Historic District Overlay Zone Ordinance. Its period of significance begins in 1922, accounting for the beginning of suburban development in the district, and ends in 1960, by which time the district's primary period of development had come to a close. While houses constructed in the postwar period embody different architectural styles than those dating to earlier decades, they are generally consistent with the prevailing scale, massing, and character of the neighborhood and contribute to its significance and sense of place.

South Cumberland Heights includes an eclectic, yet compatible mélange of architectural styles that were popular during its primary period of development, between the early decades of the twentieth century and the early postwar period. Houses that were constructed earlier in the neighborhood's history, nearer the turn of the twentieth century, are generally designed in the Craftsman style; those dating to the 1920s and early 1930s are generally designed in the medley of Period Revival styles that were popular after World War I. Houses that date to the Depression era are generally designed in the more chaste and restrained Minimal Traditional style; those that date to the early postwar era are generally designed in appropriately scaled versions of the Modern and Ranch styles. In addition to its buildings, the district is defined by mature street trees, sidewalks, parkways, and other tract features that contribute to its sense of place.

Properties that date to the period of significance and retain integrity are considered to be "contributors" to the district. The survey determined that 74% of the area's properties are contributors, exceeding the ordinance requirement that over 60% of the properties have this status (see Figure 3, page 4).

The district also meets five of the nine designation criteria established by the ordinance, which requires that at least one criterion be met. The survey found that the proposed district meets Criteria A, B, C, G, and H. The survey also finds that the area appears to be eligible for listing in the California Register of Historical Resources under Criteria 1, 2, and 3.

Figure 2. Location of proposed South Cumberland Heights Historic District within the City of Glendale. Aerial imagery from Google Maps



Proposed South Cumberland Heights Historic District



Figure 3. Proposed South Cumberland Heights Historic District, map of contributing and non-contributing properties

1. PROJECT DESCRIPTION AND METHODOLOGY

In December 2017, the Glendale Historic Preservation Commission authorized a historic resource survey for the proposed South Cumberland Heights Historic District. This decision was based on the Commission's determination that information in the nomination suggested that the district proposed by area residents appeared to meet one or more of the designation criteria established by the Historic District Overlay Zone Ordinance. In addition, the owners of 44% of the properties within the proposed boundary signed a petition requesting that the City conduct the survey, exceeding the 25% required by the ordinance.

The proposed historic district consists of 216 single-family residences located in the South Cumberland Heights neighborhood of northwest Glendale. The district encompasses an area that is moderate in size and irregular in shape. Its streets slope gently upward toward the north as the terrain gradually ascends into the foothills of the Verdugo Mountains.

The proposed historic district is a subset of a larger area called Cumberland Heights, the entirety of which was surveyed in 2004 and determined eligible for local listing as a historic district. However, the Cumberland Heights district, as evaluated, was not designated following the survey, as district proponents withdrew their nomination pending changes to the City's historic district process that were completed in 2008. In subsequent years, the eligible district was broken into smaller sub-sections, two of which have been locally designated:

- Ard Eevin Highlands, comprising the northeast section of the original Cumberland Heights district, was designated in 2009.
- North Cumberland Heights, comprising the northwest section of the original Cumberland Heights district, was designated in 2012.

This survey report accounts for the remainder of the original Cumberland Heights district that has not been designated. This area is known as South Cumberland Heights.

The irregular shape of the proposed historic district owes to the fact that it was "carved out" of the original Cumberland Heights district. The north boundary of the proposed historic district is coterminous with the boundaries of the adjacent Ard Eevin Highlands and North Cumberland Heights districts; the south and west boundaries correspond to the boundaries of the original Cumberland Heights district, which is generally defined by Kenneth Road but then jogs north to the west of Cleveland Road. The east boundary generally corresponds to the boundaries of the original Cumberland Heights district to the east of Highland Avenue, but has been augmented to capture seven additional properties on Glenview Place and Elliott Place that were not included in the original Cumberland

Heights district. These additional properties bear similar physical and contextual qualities to adjacent properties, and it was therefore deemed appropriate to include them in the proposed historic district.

Cumberland Heights Neighborhood Historic Districts (Designated and Proposed)

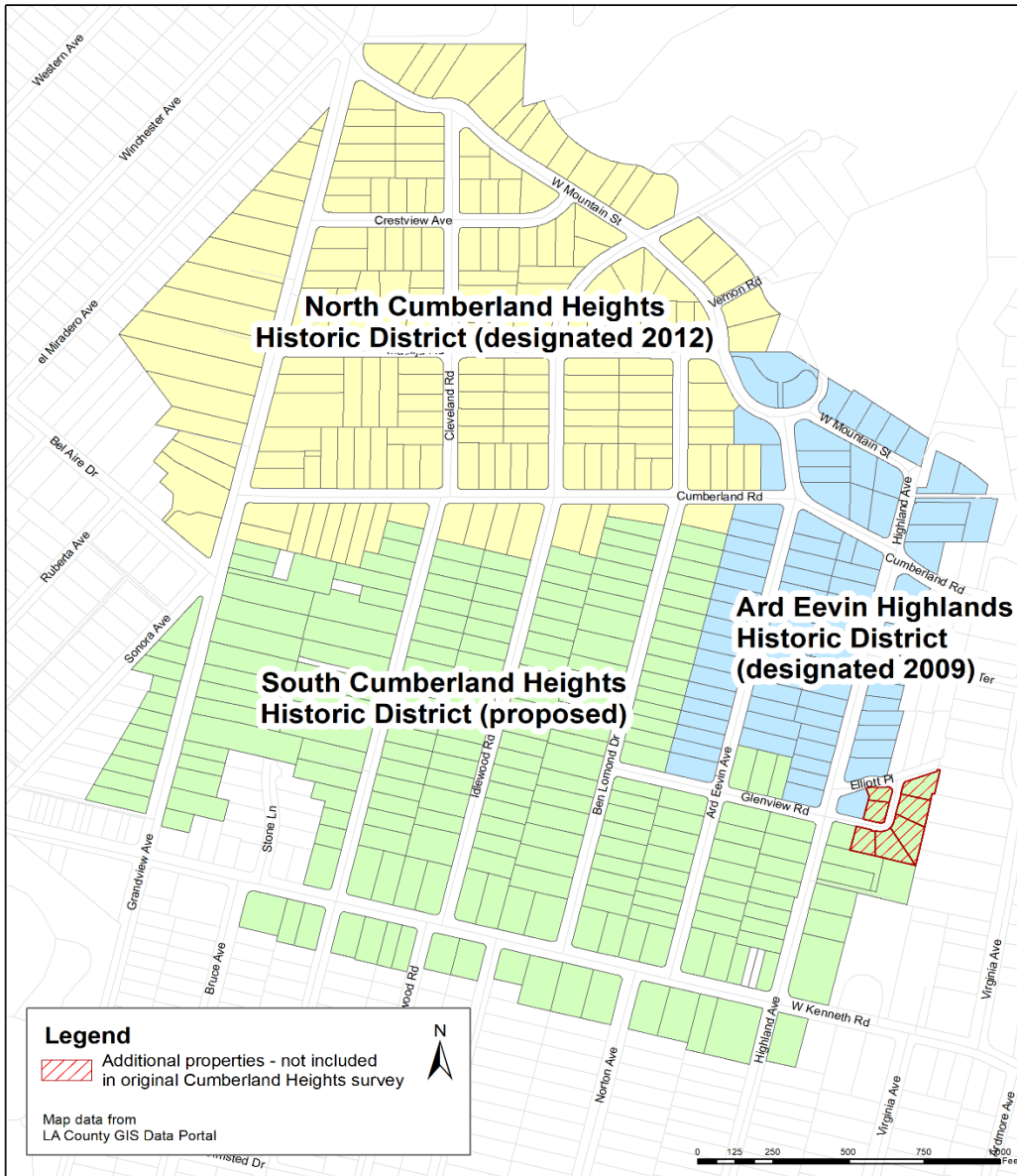


Figure 4. Map of the Cumberland Heights neighborhood, including designated historic districts and the proposed South Cumberland Heights historic district

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

- 813-823 Glenview Road
- 1508-1610 Grandview Avenue
- 1513-1546 Highland Avenue
- 748-1008 W. Kenneth Road
- 1515-1639 Cleveland Road
- 1516-1648 Idlewood Road
- 1512-1665 Ben Lomond Drive
- 1513-1545 Ard Eevin Avenue
- 734, 740, 744, 745, 748, 752 Glenview Road
- 748 Elliott Place

This report was prepared by Architectural Resources Group (ARG). ARG staff who contributed to this study include Katie E. Horak, Principal; Andrew Goodrich, AICP, Senior Associate; and Rosa Lisa Fry. Project support was provided by ARG intern Krista Gelev. Ms. Horak, Mr. Goodrich, and Ms. Fry meet the *Secretary of the Interior's Professional Qualification Standards, 36 CFR Part 61*, in the discipline of Architectural History.

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

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

- Reviewed previously developed historic context statements and historic resources surveys for background information and relevant context narrative, including historic contexts that had previously been prepared for Cumberland Heights (2004), Ard Eevin Highlands (2009), and North Cumberland Heights (2012).
- Developed a historic context statement for the proposed district through building upon previously prepared context statements and information included in the historic district application.
- Reviewed additional archival information and applicable contexts related to the area.
- Conducted a windshield survey of the proposed district and surrounding area to understand its immediate setting, layout, streetscape, landscape, architectural styles, and general integrity relative to adjacent neighborhoods.
- Surveyed every residence within the proposed boundary, preparing architectural descriptions, noting and researching

alterations, identifying character-defining features of the buildings and landscape, and documenting the properties with digital photographs.

- Prepared Department of Parks and Recreation (DPR) 523 series Primary Record (a) forms for each property, and District Record (d) forms for the district as a whole.
- Evaluated the Study Area for eligibility as a historic district against federal, state, and local criteria.

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

MAPS

Maps of the Study Area contained in this report were produced by ARG, and contain parcel information obtained from the Los Angeles County Office of the Assessor.

CRITERIA FOR EVALUATION

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

The National Park Service defines a historic district as "a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development."¹

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

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

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

its historic appearance and/or the character-defining elements that illustrate its historical significance.

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

PREVIOUSLY IDENTIFIED HISTORIC RESOURCES

As of the time of this survey, two properties within the proposed historic district boundary are individually listed in the Glendale Register of Historic Resources.

The Ben Lomond House (1518 Ben Lomond Drive, 1925) was added to the Glendale Register of Historic Resources (#59) in 2006. The house is designed in the French-inspired style, which was popular during the neighborhood's formative period of development in the 1920s.



Figure 5. Ben Lomond House, 1518 N. Ben Lomond Drive, built in 1925 and listed in the Glendale Register of Historic Resources. Photo by ARG

The Stanford House (804 W. Kenneth Road, 1928) was added to the Glendale Register of Historic Resources (#91) in 2011. The house was designed by architect Earl C. Rahn for the family of John Stanford, the owner of a successful Glendale construction and real estate business. It is an excellent example of the Spanish Colonial Revival style.



Figure 6. Stanford House, 804 W. Kenneth Road, built in 1928 and listed in the Glendale Register of Historic Resources. Photo by ARG

2. HISTORIC CONTEXTS AND THEMES

INTRODUCTION

Purpose

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

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

Acknowledgements

This historic context statement is intended to supplement past efforts by the City and its project consultants to develop an increasingly comprehensive historic context statement for Glendale. The most relevant of these past efforts is the Citywide Historic Context Statement (1993), developed by Teresa Grimes and Leslie Heumann & Associates, and the Historic Resource Survey Report for the Cumberland Heights neighborhood (2004), prepared by Historic Resources Group. In addition, pertinent sections of the survey reports for the Ard Eevin Highlands Historic District (2008) and the North Cumberland Heights Historic District (2012) were consulted in the preparation of this survey report.

This context statement has also benefited from the work and research of Mark Taraborelli, Derek Catao, Kat Babbitt, and Cliff Claycomb, who provided key information and research material in the historic district nomination about the development history of the neighborhood. Lastly, the National Register Bulletin *Historic Residential Suburbs: Guidelines for Evaluation and Documentation for the National Register of Historic Places* (2002) by David Ames and Linda Flint McClelland provided the necessary evaluative framework for the National Register.

DEVELOPMENT HISTORY

Early History

Rancho San Rafael and Early Anglo Settlement

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

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

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

Following the Great Partition, the area that would eventually become Cumberland Heights passed into the hands of Rafaela Verdugo de Sepulveda, the granddaughter of José María Verdugo and wife of Fernando Sepulveda, the descendent of another prominent California family.⁶ Rafaela's allotment of land spanned 909.4 acres along the base of the Verdugo Mountains and included the entire Survey Area. Between the 1870s and 1890s, Rafaela subdivided and sold portions of

² City of Glendale, "Overview of Glendale History," accessed Mar. 2020.

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

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

⁵ "Rancho San Rafael: A Land in Transition," *KCET*, Oct. 4, 2010.

⁶ "Rancho San Rafael: Beaudry and Verdugo de Sepulveda Parcels," map, ca. 1872, accessed Mar. 2020 via The Huntington Library, Solano-Reeve Collection.

the land. Among the earliest settlers in the area was Jesse D. Hunter, who acquired a swath of land on the south side of present-day Cumberland Road. The Hunter Subdivision, recorded in 1883, parsed the land into 15 parcels that ranged between 12 and 50 acres in size.⁷ Other early settlers of northwest Glendale included Jonathan R. Scott and, later, Leslie C. Brand.⁸



Figure 7. Glendale and environs ca. 1870s. Source: Los Angeles Public Library Photo Collection

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

Early Subdivision and Development

Glendale was beginning to take shape to the south and west of the Survey Area in the late nineteenth century. Like many Southern California communities, Glendale can trace its modern-day roots to the 1880s, when the completion of transcontinental rail lines and a subsequent fare “war” between the competing Southern Pacific and Santa Fe Railroad companies opened up previously inaccessible land and ushered in a wave of speculative development activity across the region. In 1887, developers C.E. Thom, Erskine M. Ross, B.F. Patterson, H.J. Crow, and E.T. Byram pooled together land that they had purchased and platted a 150-acre

⁷ Tract map for the Hunter Subdivision, MR 5-395, Nov. 1883, accessed Mar. 2020 via the Los Angeles County Department of Public Works.

⁸ “Cumberland Heights Historic Resource Survey Report,” Sept. 30, 2004, 9.

⁹ *Ibid.*, 8.

town site that they called "Glendale."¹⁰ The boundaries of the original town site were defined as First Street (now Lexington Avenue) on the north, Fifth (now Harvard Avenue) and south of Sixth (now Colorado Street) streets on the south, Central Avenue on the west, and the Childs Tract (a portion of which is now Chevy Chase Drive) on the east.

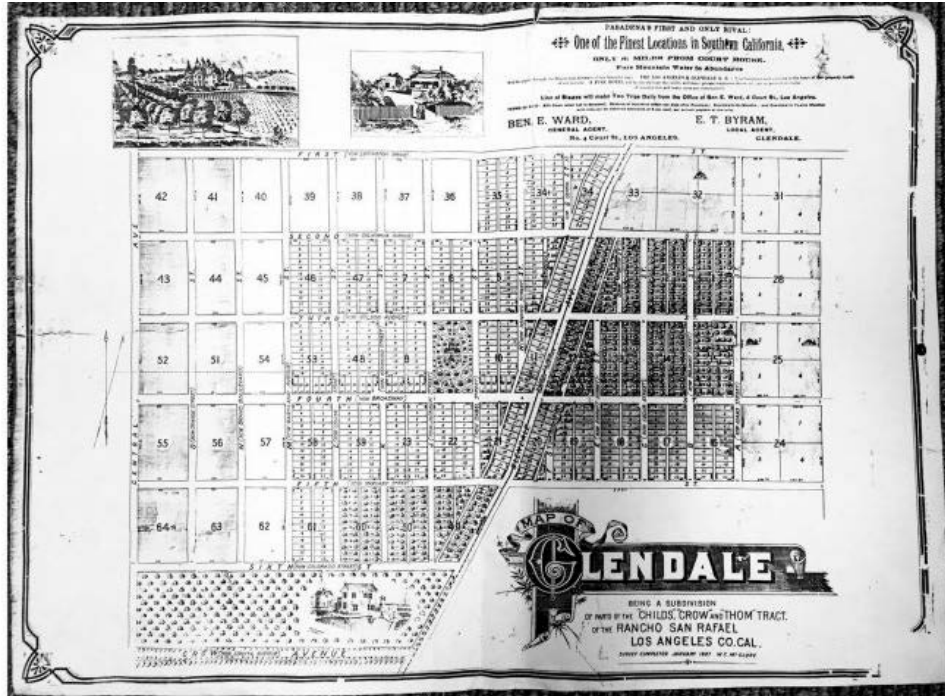


Figure 8. Original plat map of Glendale, 1887. Source: Glendale Public Library Special Collections

Development within the newly-founded town of Glendale was sluggish for the duration of the nineteenth century. The real estate boom abruptly collapsed shortly after the town was recorded in 1887; consequently, land sales and development activity - once bustling - fell completely flat. A grand, Queen Anne style hotel, intended to be a focal point of the new town, closed amid a sea of contractor debt, standing as a stark symbol of the economic collapse.¹¹ In addition, and perhaps most importantly, Glendale lacked a direct and dependable transportation connection to Los Angeles, making the nascent town difficult to access and thwarting development activity. A spur line affiliated with the San Pedro, Los Angeles, and Salt Lake Railroad had been constructed down Glendale Avenue in 1887, but operated only on a sporadic basis. For the remainder of the nineteenth century, Glendale remained a sparsely-developed town "of about 300 people... [with] no gas or electric lights, electric irons or electric cars."¹²

¹⁰ Perry and Parcher (1981), 11.

¹¹ Pacific Coast Architecture Database, "Glendale Hotel, Downtown, Glendale, CA," accessed Mar. 2020.

¹² E. Caswell Perry, Shirley Catherine Berger, and Terri E. Jonisch, *Glendale: A Pictorial History* (Norfolk: The Donning Company, 1990), 23.

Figure 9. The Glendale Hotel, open for only a brief period before the collapse of the economic boom of the 1880s. Source: Los Angeles Public Library Photo Collection



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

Leslie C. Brand and the Campbell Brothers

The early history of northwest Glendale is closely associated with the investments and development pursuits of Leslie Coombs Brand, often dubbed the “father of Glendale.”¹³ Born in Missouri in 1859, Brand arrived in Southern California in 1886, at the height of the real estate boom that was brought on by the arrival of transcontinental rail service. Upon arriving in California, Brand co-founded the Title Guarantee and Trust Company, established a close working relationship with transit magnate Henry Huntington, and invested heavily in real estate in and around the nascent town of Glendale, as well as in the nearby Burbank and San Fernando areas.¹⁴ Brand’s aspirations dovetailed with Huntington’s plan to construct a network of electric streetcars between suburban communities and central Los Angeles. Brand was perhaps Glendale’s

¹³ City of Glendale, “Brand Library/El Miradero,” accessed Mar. 2020.

¹⁴ “Cumberland Heights Historic Resource Survey Report,” Sept. 30, 2004, 9-10.

single-greatest civic booster, working tirelessly to promote his vision for Glendale up until his death in 1925. Brand played a pivotal role in bringing water, telephone, and transportation infrastructure to Glendale in the early 1900s.¹⁵



Figures 10-11.
Leslie Brand, early
developer of
Glendale. Source:
Calisphere

In the early twentieth century, Brand acquired several hundred acres along the foothills to the northwest of Glendale - then a remote outpost on the outskirts of town that was undeveloped aside from a smattering of agricultural properties. The *Los Angeles Times*, reporting on Brand's acquisition in 1903, notes that the area is "without improvements," and remarks that "about fifty acres of the land are in bearing oranges and ten in lemons."¹⁶ It also notes that Brand intended to "have the greater portion of the lands planted in strawberries and winter vegetables," made possible by Brand's acquisition of water rights in the area.¹⁷

Shortly after acquiring this foothill acreage, Brand commissioned his brother-in-law, architect Nathaniel Dryden, to design his personal house, perched atop the crest of a hill overlooking Glendale and its environs. Brand called his house "El Miradero," the Spanish word for "viewpoint."¹⁸ Constructed at a then-exorbitant cost of \$60,000, the 5,000-square-foot estate was an exotic edifice that "combined Moorish, Spanish and Indian elements in a palatial structure."¹⁹ The unusual, Sarcenic styling of El Miradero was influenced by the East Indian Pavilion at the World's Columbian Exposition in Chicago of 1893, which Brand had attended.²⁰ Brand later bequeathed the residence and its surrounding acreage to the City of Glendale; the property, which is located slightly north of the Survey Area, is currently used as a public library and park.²¹

¹⁵ Ibid.

¹⁶ "Quarter Million Dollars in Land," *Los Angeles Times*, Mar. 27, 1903.

¹⁷ Ibid.

¹⁸ City of Glendale, "Brand Library/El Miradero," accessed Mar. 2020.

¹⁹ Susan Vaughn, "Mansion Still Speaks Volumes," *Los Angeles Times*, Jul. 3, 1992.

²⁰ Ibid.

²¹ City of Glendale, "Brand Library/El Miradero," accessed Mar. 2020.

Figures 12-13.
Views of El
Miradero, the estate
of Leslie Brand.
Source: Calisphere



It was also around this time that another key player in the early planning and development of the Survey Area, Daniel “Dan” Campbell, arrived in Southern California. Originally from Ireland, Campbell, at the age of 19, came to the United States and sought to strike it rich in the goldfields of the Alaskan Klondike.²² While there, Campbell became acquainted with Joe Brand, the younger brother of Leslie Brand, who sold the enterprising young Irishman on the merits and economic potential of Southern California’s real estate market. Campbell eventually visited Los Angeles and stayed for a period with the Brand family, at which point he witnessed Leslie Brand’s success in transportation and real estate development firsthand. Brand took a liking to Campbell, and persuaded the young man to purchase 25 acres at the base of the Verdugo Mountains, next to his property.

Campbell erected a house on his newly-acquired property and, like Brand, commissioned architect Dryden to design it. The house, built in 1903, was called “Ard Eevin,” believed to be an Irish name meaning “delightful peak.”²³ Its design was expressive and eclectic, incorporating elements of the American Colonial Revival and Craftsman styles as well as features that have been described in contemporary literature as representing the “West Indian Plantation” style.²⁴ Ard Eevin complemented the adjacent El Miradero/Brand residence, which was completed the following year and also represented a non-conformist interpretation of Period Revival styles, albeit in a different way.

Both Ard Eevin and El Miradero reflected the earliest patterns of development in northwest Glendale, in which large country estates peppered an otherwise-virgin landscape along the Verdugo foothills. For their owners, these houses signified wealth and prestige, and also afforded them a degree of physical separation from the bustle of urban life.²⁵ The area surrounding the Brand and Campbell estates remained almost entirely undeveloped in the early twentieth century, with the

²² “Cumberland Heights Historic Resource Survey Report,” Sept. 30, 2004, 10.

²³ Ibid, 11; “National Register of Historic Places Registration Form, Ard Eevin,” prepared by Daniel D. Paul, May 13, 2006.

²⁴ “Cumberland Heights Historic Resource Survey Report,” Sept. 30, 2004, 11.

²⁵ Ibid.

adjacent land being used for agriculture. In 1905, the *Glendale News Press*, reporting on the construction of Campbell's Ard Eevin estate, wrote that "much profit is realized by the owner from cultivating the fertile acres which lie east, south and west of the residence."²⁶



Figure 14. Ard Eevin, the estate of Dan Campbell. Source: City of Glendale Planning Division

Both residences are located slightly outside the boundaries of the Survey Area; however, they were prominent local architectural landmarks that drew attention to the otherwise-sparse landscape of the northwest Glendale area. Given their prominence and provenance, these houses spurred interest among sightseers, indirectly advertising the area's scenic qualities and opening the door for its future development. "It is well worth the time and expense necessary to get a sight of these homes and the grand view to be obtained of the valleys from this location," remarked the *Glendale News-Press* in 1905. "We predict the coming winter will bring many sightseers and homeseekers to this most favored spot in [the] beautiful San Fernando Valley."²⁷

Arthur Campbell, the brother of Dan Campbell, also arrived in the area at about this time, acquiring property to the east of Highland Avenue and constructing a residence of his own. Like Dan, Arthur Campbell also farmed his land in the early twentieth century. The Campbell brothers both worked for Brand; Arthur managed his utility companies and Dan managed the First National Bank of Glendale, which had been founded by Brand in 1905.²⁸ They also began investing in Glendale real estate.

²⁶ *Glendale News-Press*, Oct. 27, 1905.

²⁷ *Ibid.*

²⁸ "Cumberland Heights Historic Resource Survey Report," Sept. 30, 2004, 9-11.

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

The arrival of dependable inter-urban transportation contributed to Glendale’s growth shortly after the turn of the twentieth century.

Between 1902 and 1903, Leslie Brand and E.D. Goode, Secretary of the Glendale Improvement Association, worked collaboratively to secure a right-of-way for an electric railway, which would run along what became Brand Boulevard through a large swath of land that was owned by Brand.²⁹ The right-of-way was then acquired by Henry Huntington’s Pacific Electric Railway Company, which constructed a line that began in downtown Los Angeles and terminated in downtown Glendale. By providing a direct connection between Glendale and downtown Los Angeles with a travel time that averaged 20 minutes, the Pacific Electric (Red Car) line enhanced the accessibility of Glendale and led to its incorporation in 1906.³⁰ Additional “spur” lines were added to the Red Car route in subsequent years. The completion of the Red Car line was augmented by the completion of a second, albeit less direct, electric rail line in 1909 that arrived in downtown Glendale from the east. Financed by E.D. Goode, this route connected to a Yellow Car line that provided service between downtown Los Angeles and Eagle Rock.³¹

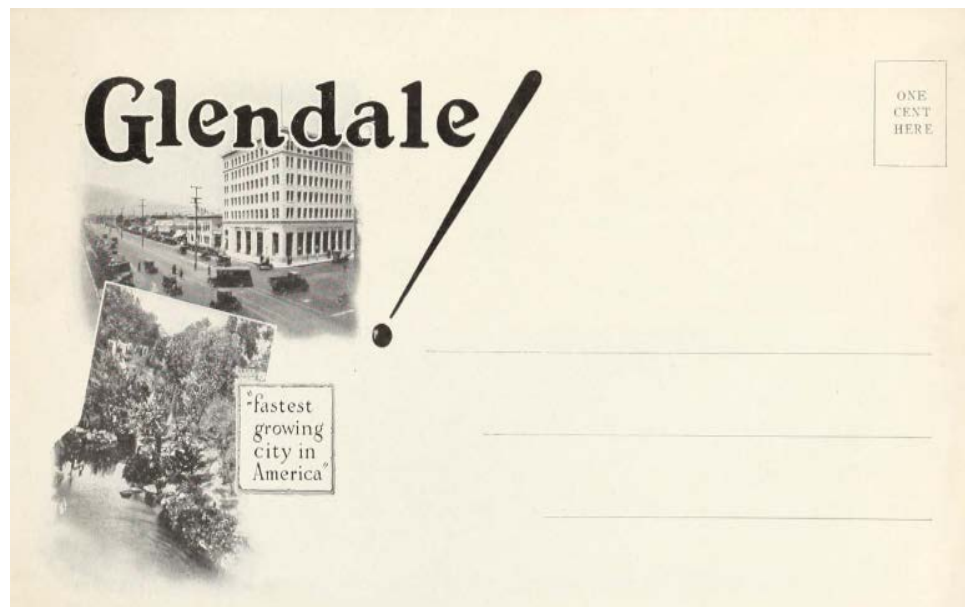


Figure 15. Postcard in promotional leaflet released by the Glendale Chamber of Commerce, c. 1924-25. Source: California Digital Library

Electric streetcar lines functioned as the primary catalyst for growth at this time, making Glendale ripe for new development by generating a demand for new houses that were removed from central Los Angeles yet remained within a reasonable commuting distance. Responding to this

²⁹ Glendale Historical Society, “Glendale History - A Brief Look,” accessed Mar. 2020.

³⁰ Perry and Parcher, *Glendale Area History* (1981), 21-23.

³¹ *Ibid*, 25.

newfound demand, developers and civic boosters marketed Glendale as a residential suburb - or a "community of homes" - early in its developmental history.³² U.S. Census Bureau data indicated that Glendale's population increased by 393 percent between 1910 and 1920, and "the fastest growing city in America" became its official (albeit disputed) slogan.³³ This statistic was touted relentlessly by developers and boosters, who were eager to promote Glendale and attract prospective settlers. The city continued to grow at a swift rate between 1920 and 1930 as the Southern California region came of age and experienced a period of economic prosperity.



Figure 16. Truck sign touting Glendale's growth, ca. 1923. Source: Los Angeles Public Library Photo Collection

Development of Cumberland Heights

Early Subdivision and the Real Estate Boom of the 1920s

Between the turn-of-the-twentieth century and the early 1920s, the Brand and Campbell estates were surrounded by open land, much of it associated with the Hunter Subdivision that had been platted into large parcels in 1883. Apart from small-scale agricultural uses, the only development activity in the area at this time consisted of the sale and re-subdivision of some of the land. In 1907, a lot within the Hunter Subdivision to the south of present-day Cumberland Road was acquired and re-subdivided into the Jones and Valentine Tract, comprising two parcels that measured 19 acres each.³⁴ Concurrent with the recordation of this tract, two previously unnamed county streets that transected the area were named Grandview Avenue and Kenneth Road.³⁵ In 1912,

³² Juliet M. Arroyo, Katherine Peters Yamada, and George Ellison, *Postcard History Series: Glendale* (Charleston, SC: Arcadia Publishing, 2007), 9.

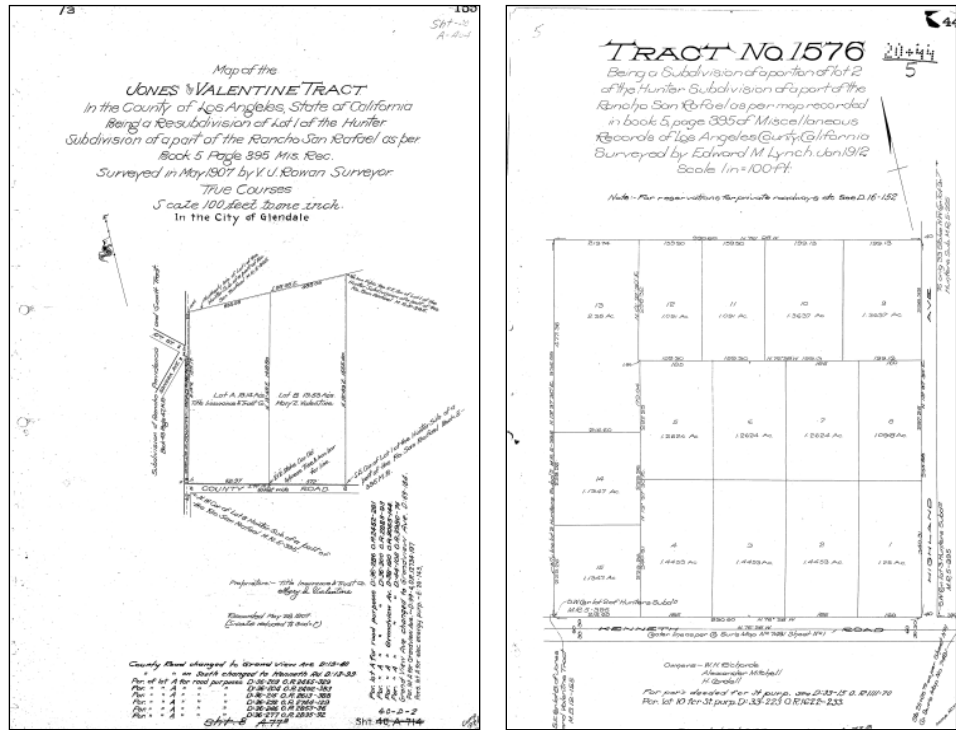
³³ *Ibid.*, 72.

³⁴ Tract map for the Jones and Valentine Tract, MB 12-155, May 1907, accessed Mar. 2020 via the Los Angeles County Department of Public Works.

³⁵ *Ibid.*

another portion of the Hunter Subdivision was re-subdivided to create the new Tract 1576. Tract 1576 occupied the area north of Kenneth Road, west of Highland Avenue, and east of the Jones and Valentine Tract.³⁶

Figures 17-18. Tract maps of the Jones and Valentine Tract (1907) and Tract 1576 (1912). Source: Los Angeles County Department of Public Works



However, these subdivisions were speculative in nature and existed largely on paper; they did not result in widespread neighborhood development. Only one house in the Survey Area, 1549 Ben Lomond Drive, dates to the early twentieth century and appears to be original to the neighborhood. It has since been extensively altered. Two others, 1621 Ben Lomond Drive (1912) and 1631 Ben Lomond Drive (1910), were constructed in the 1910s, but were both relocated to their current locations from Brand Boulevard in the 1920s.

The origins of the Cumberland Heights neighborhood date to the early 1920s, when Glendale was witnessing a period marked by swift and steady growth and a dramatic population increase. Buoyed by the construction of a vast network of electric streetcars and the prospect of a suburban dream, more and more prospective homeowners ventured outside of established neighborhoods and into suburban communities, including Glendale. This, in turn, spurred the subdivision and development of many new residential neighborhoods on the outskirts of town. The citrus orchards, vineyards, and scenic estates that had once characterized the foothill lands to the north and west of Glendale became rich fodder for

³⁶ Tract map for Tract 1576, MB 20-44, accessed Mar. 2020 via the Los Angeles County Department of Public Works.

investors and real estate developers, who subdivided the land into new residential neighborhoods. These investors capitalized on the desire for home ownership that permeated public opinion and tapped into society's infatuation with suburban living.

There were a number of local investors and real estate firms who led the charge toward suburbanization at this time. Chief among these investors were Leslie Brand and Dan and Arthur Campbell. Homer and Campbell, a firm organized by the Campbell brothers, emerged as one of the most prolific real estate practices in Glendale during this time, amassing more than \$200,000 in sales in the Glendale area.³⁷

Beginning in the early 1920s, portions of the estates of Brand, the Campbells, and others who had invested in the area were subdivided and platted into more conventional residential neighborhoods that, over time, would become known as Cumberland Heights. Cumberland Heights consists of the Survey Area as well as the adjacent Ard Eevin Highlands and North Cumberland Heights historic districts, all of which were developed at the same general time, were developed by the same group of interested parties, and ascribed to the same template of residential development that was characteristic of the era. It was during the 1920s that this once-peripheral corner of Glendale shed its rural roots and began its swift transformation into a populous suburban district.

One of the largest and most prominent tracts to be subdivided in the area was recorded in September 1923 by Dan and Arthur Campbell. Known as Campbell Heights, it encompassed a swath of the brothers' real estate holdings, consisting of acreage to the south and west of the Ard Eevin estate and Arthur's residence on Mountain Street.³⁸ Campbell Heights was touted as the "ideal homesite," with advertisements making frequent mention of prominent individuals who purchased lots there. "In short," remarked Arthur Campbell about the tract that bore his name, "practically everyone who visits the tract buys, and the remarkable thing about it is that they buy not to hold but to build...Campbell Heights will not last long. It is going too fast."³⁹

A reporter for the *Glendale News Press*, writing about Campbell Heights in September 1923, described the area in the hyperbolic prose that were characteristic of real estate practices during this period:

...development there [is] exceedingly rapid, with street work practically all in and houses of the larger type going up on all hands. The view particularly is fine. There is nothing to break the long, beautiful panorama that spreads from east to west, and that

³⁷ "Cumberland Heights Historic Resource Survey Report," Sept. 30, 2004, 9-11.

³⁸ Tract map for Tract 6663, MB 76-54, Sept. 1923, accessed Mar. 2020 via the Los Angeles County Department of Public Works.

³⁹ "Cumberland Heights Historic Resource Survey Report," Sept. 30, 2004, 15-16.

unfolds southward clear to the sea, a world of grandeur that would be difficult to duplicate anywhere. Surely here one might build the home of his dreams.⁴⁰

The Campbell Heights tract included parcels to the north and south of Cumberland Road. Most of the parcels within this tract fall within the adjacent Ard Eevin Highlands and North Cumberland Heights historic districts; however, a few parcels to the south of Cumberland Road, along Ben Lomond Drive, are a part of the Survey Area. Dan and Arthur Campbell were similarly involved in the development of several other tracts in the greater Cumberland Heights neighborhood. The Campbells either owned these tracts outright or partnered with other developers in some capacity.

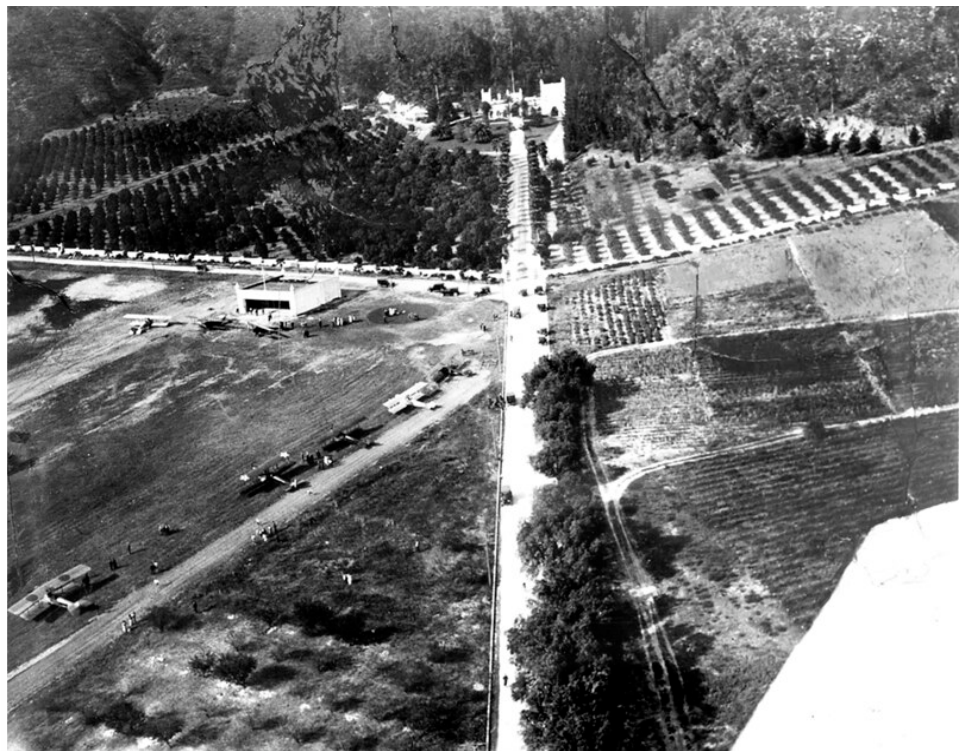


Figure 19. Aerial view of the Survey Area, ca. 1921. Grandview Avenue is in the foreground and leads to the Brand residence/ El Miradero, at rear. Source: Glendale Public Library Special Collections

However, based on available information conveyed in tract maps the Campbells appear to have been most heavily involved in the development of tracts to the immediate north and east of the Survey Area, in the adjacent Ard Eevin Highlands and North Cumberland Heights historic districts. By contrast, most of the subdivisions in the Survey Area were carved out of the previously-platted Jones and Valentine Tract (1907) and Tract 1576 (1912); these original tracts consisted of large, multi-acre parcels that were acquired and re-platted into smaller residential lots.

⁴⁰ *Glendale News Press*, Sept, 29, 1923.

The Campbells' names do not appear on most of the tract maps encompassing the Survey Area. Many of these maps have illegible signatures, so it is possible that the Campbells were more heavily involved in the development of the South Cumberland Heights area than the available evidence suggests.

Once the Campbells had invested heavily in the subdivision and development of the greater Cumberland Heights area, other investors and developers swiftly followed suit. The Survey Area was not the product of any one developer, but is rather a patchwork of individual subdivisions that were platted and developed alongside each other, at about the same time, and in the same general manner. Altogether, the Survey Area comprises portions of 20 different subdivisions, most of which were carved out of existing tracts and then re-platted into smaller residential subdivisions (see Figure 18, page 25). The overwhelming majority of these subdivisions were recorded between 1923 and 1924, consistent with development patterns elsewhere in the Cumberland Heights neighborhood and reflecting the extraordinary demand for new suburban housing in northwest Glendale at this time.

Tracts within the Survey Area vary in size, with some comprising just a handful of parcels and others encompassing entire blocks. One of the largest subdivisions in the area is Tract No. 6664, a re-subdivision of earlier tracts that was recorded in 1923.⁴¹ As originally platted, Tract No. 6664 comprised the 1500 and 1600 blocks of the east side of Cleveland Road and both sides of Idlewood Road, between Cumberland Road (north) and Kenneth Road (south). Active in the development of this subdivision were several owners and builder including investors E.G. Manning, the Lehigh Investment Company, Seth J. Rice, contractor O'Neil and Son, Antonio Farinacci, Earl S. Hook, and M.E. Valentine.

Consistent with common practices of the day, parcels within these subdivisions were developed incrementally and on an individual basis, rather than all at once and by a single entity. Per this structure, the developers of each tract would sell lots to either individual homeseekers or investment companies, and buyers would construct a new dwelling in an architectural style of their choosing. As a result, houses within the subdivision ascribe to the same basic massing, bulk, and scale, but exhibit some variety with respect to architectural style.

⁴¹ Tract map for Tract 6664, MB 82-24, Dec. 1923, accessed Mar. 2020 via the Los Angeles County Department of Public Works.

Proposed South Cumberland Heights Historic District

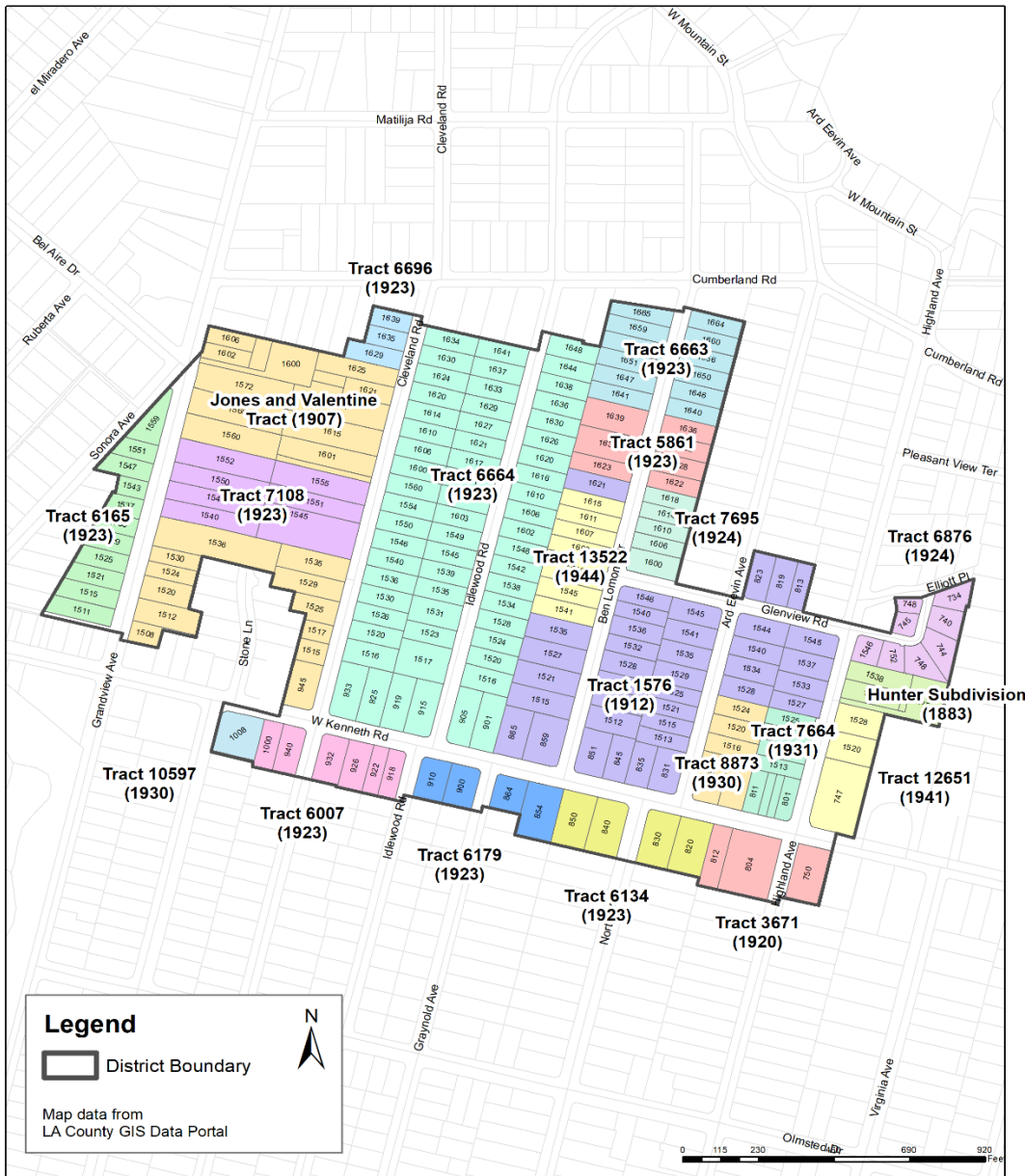


Figure 20. Map of tract boundaries within the Survey Area, gleaned from subdivision maps

Development of the Survey Area began in earnest in 1923, when a considerable number of its requisite subdivisions were platted and put on the market. Only nine of the Survey Area's 216 properties (4%) have construction dates that pre-date 1923, and of these two were moved to the Survey Area from their original locations on Brand Boulevard. By

contrast, 86 of the Survey Area's 216 properties (40%) were constructed between 1923 and 1929, reflecting the surge in new development activity that transformed the area into a suburban enclave at this time. Houses in the neighborhood that date to the 1920s are generally designed in the medley of Period Revival styles that had come into vogue and were then seen as barometers of good taste. The Spanish Colonial Revival, Tudor Revival, and French-Inspired styles were most commonly applied to the dwellings constructed in the Survey Area at this time, though the neighborhood was peppered with other historicist idioms including the Mediterranean Revival, Monterey Revival, and American Colonial styles. This variety of historically-inspired architectural styles was typical of suburban neighborhoods that witnessed considerable development in the 1920s, with an eclectic yet cohesive visual vocabulary.



Figure 21. Postcard view of residence at 1648 Idlewood Road, n.d. Provided courtesy of Catherine Jurca

Most houses within the Survey Area are relatively modest interpretations of their respective architectural style and were likely designed and constructed by a building contractor. However, a few are known to have been designed by an architect including the Spanish Colonial Revival-style Stanford House at 804 W. Kenneth Road (built 1924, listed on the Glendale Register), which was designed by architect Earl C. Rahn. Slightly outside the Survey Area, in the North Cumberland Heights district, Glendale architect Alfred F. Priest designed the Tudor Revival-style house at 1675 Ard Eevin Avenue.⁴²

The area attracted several prominent members of the Glendale community during its formative period of growth. Among them were Dr. L.E. Eames, who relocated and reconfigured an existing house from Brand

⁴² "Plans Residence," *Los Angeles Times*, Dec. 30, 1923.

Boulevard to 1631 Ben Lomond Drive in 1925; and Dr. Norman C. Paine, who commissioned an elegant Spanish Colonial Revival-style house at 1617 Cleveland Road (1931).⁴³ The renowned baseball coach Rod Dedeaux, who was the head baseball coach for the University of Southern California (USC) for 45 years, resided in the house at 747 W. Kenneth Road; baseball players Casey Stengel and Babe Herman resided nearby in houses slightly outside the Survey Area at 1663 Grandview Avenue and 1622 Highland Avenue, respectively.⁴⁴ Blues musician Willie Dixon resided in a Tudor Revival style house at 1541 Ard Eevin Avenue later in his life, where he lived until his death in 1992.⁴⁵

Great Depression through World War II (1929-1942)

By the late 1920s, the Survey Area was well-established and had assumed the form and appearance of a suburban neighborhood, with about half of all parcels improved. The greatest amount of development activity had occurred on the 1500 and 1600 blocks of Cleveland and Idlewood roads and Ben Lomond Drive; elsewhere in the Survey Area, development activity was more sporadic, with some parcels improved and others undeveloped. Portions of the Survey Area with the greatest number of undeveloped parcels included its southeast quadrant - generally, the area east of Ben Lomond Drive and south of Glenview Road - and the area west of Cleveland Road.

The Great Depression thwarted development activity in many communities, including some Glendale-area neighborhoods, but compared to larger nationwide trends development activity remained steady in the Survey Area following the Stock Market Crash of 1929 and the economic tumult that ensued. Continued residential development in the area during the Depression years is generally attributed to the nearby presence of entertainment and wartime industries, both of which soldiered on and fueled the local economy.

Two new residential subdivisions were platted in the Survey Area in the early 1930s: Tract 8873, recorded in 1930, and Tract 7664, recorded in 1931. Both are small subdivisions that are located side-by-side, and collectively comprise about a dozen parcels on the east side of Ard Eevin Avenue and the west side of Highland Avenue, to the north of Kenneth Road.⁴⁶ Both were carved out of the existing Tract 1576, which had been recorded in 1912 and encompassed much of the southeast quadrant of the Survey Area. A third subdivision, Tract 10597, was also subdivided in 1930; it mostly consisted of parcels to

⁴³ "Cumberland Heights Historic Resource Survey Report," Sept. 30, 2004, 15.

⁴⁴ *Ibid.*

⁴⁵ Steve Appleford, "Family Perpetuates a Legacy of the Blues," *Los Angeles Times*, Oct. 19, 1995; "Willie Dixon Buys \$700,000 House in Glendale, Calif.," *Jet* 79.9 (Dec. 10, 1990), 36.

⁴⁶ Tract maps for Tract 8873, MB 171-131, Mar. 1930, and Tract 7664, MB 175-41 Jan. 1931, accessed Mar. 2020 via the Los Angeles County Department of Public Works.

the south of Kenneth Road, but includes one parcel that falls within the boundaries of the Survey Area.⁴⁷

Within these newly-subdivided tracts and elsewhere throughout the Survey Area, new houses were constructed on vacant lots, rounding out development patterns within much of the neighborhood by filling in parcels that remained vacant. 75 of the Survey Area's 216 parcels (35%) were constructed during the Depression era, between 1930 and 1942. Generally, houses that were constructed earlier in the Depression era, during the first half of the 1930s, are similar in massing, scale, and style to houses that were built in the neighborhood during the 1920s. These houses vary between one and two stories in height and are designed in the same Spanish Colonial Revival, Tudor Revival, and French-Inspired styles that were popular in the 1920s and carried over into the next decade. However, houses built in the latter half of the 1930s and the early 1940s tended to reflect the economic restraint of the era and embodied the more austere Minimal Traditional style, which emphasized economy and efficiency with respect to home design. However, as a whole the area continued to read as a unified entity due to the scale and massing of individual houses and the retention of tract features like parkways and street trees, which contributed to the area's distinctive sense of place.

Development within the Survey Area ground to an abrupt halt altogether in 1942, when the United States entered into World War II and a moratorium on new residential construction was imposed as the nation redirected its resources to wartime production. One new subdivision, Tract 13522, was recorded in 1944, taking a portion of the exiting Tract 1572 and re-platting it into seven smaller residential lots.⁴⁸ Its owners are listed on map records at Alfred and Barbara Lathrup. However, no development activity within this tract, or elsewhere in the Survey Area, occurred until after the war, when building moratoria were lifted.

Development after World War II (1946-1957)

Glendale, like many communities in Southern California, experienced a population boom after World War II as scores of military veterans returned home from the war and sought jobs in the nearby aerospace and entertainment industries. This rapid increase in population led to a heightened demand for housing and ushered in a wave of new residential development. Postwar residential development in Glendale consisted of new housing tracts in previously undeveloped areas of the city, in addition to infill development within established residential neighborhoods. The Cumberland Heights area was largely developed by the onset of World War II, but there remained a smattering of parcels

⁴⁷ Tract map for Tract 10597, MB 173-39, Sept. 1930, accessed Mar. 2020 via the Los Angeles County Department of Public Works.

⁴⁸ Tract map for Tract 13522, MB 268-7, Aug. 1944, accessed Mar. 2020 via the Los Angeles County Department of Public Works.

that were unimproved, particularly in the southeast and southwest corners of the Survey Area. Consistent with prevailing trends of infill development in Glendale, the few vacant parcels that remained in the neighborhood were developed with new single-family residences.

39 houses were added to the Survey Area between 1946 and 1960, accounting for 18% of its total building stock. These houses rounded out patterns of development in the neighborhood, filling in all vacant parcels. The Survey Area was entirely developed by 1960.

No new subdivisions were platted within the Survey Area after 1944. In 1967, a small subdivision, Tract 30005, was recorded on a swath of land adjacent to the Survey Area that remained undeveloped. This tract consists of ten parcels that are oriented around a small cul-de-sac, Stone Lane. These parcels were developed beginning in the late 1960s, after Cumberland Heights's primary period of development, and are not included in the Survey Area.

Houses dating to the early postwar period are almost exclusively single-story (as opposed to earlier residences, which were often two stories) and were generally designed in variations of the Ranch and Modern styles, which had emerged as the dominant modes of American residential architecture by the mid-twentieth century. Ranch style houses are characterized by their horizontal silhouettes and elongated floor plans; Modern style houses incorporated clean lines and geometric volumes. Both reflected consumer preferences and society's infatuation with modernity and progress. Given the compact size of lots within the neighborhood, Ranch and Modern houses in the Survey Area tend to be comparatively small in scale and modest in appearance. While clearly products of the postwar period, these later additions to the Survey Area are compatible with its prevailing scale, massing, and character.

Proposed South Cumberland Heights Historic District

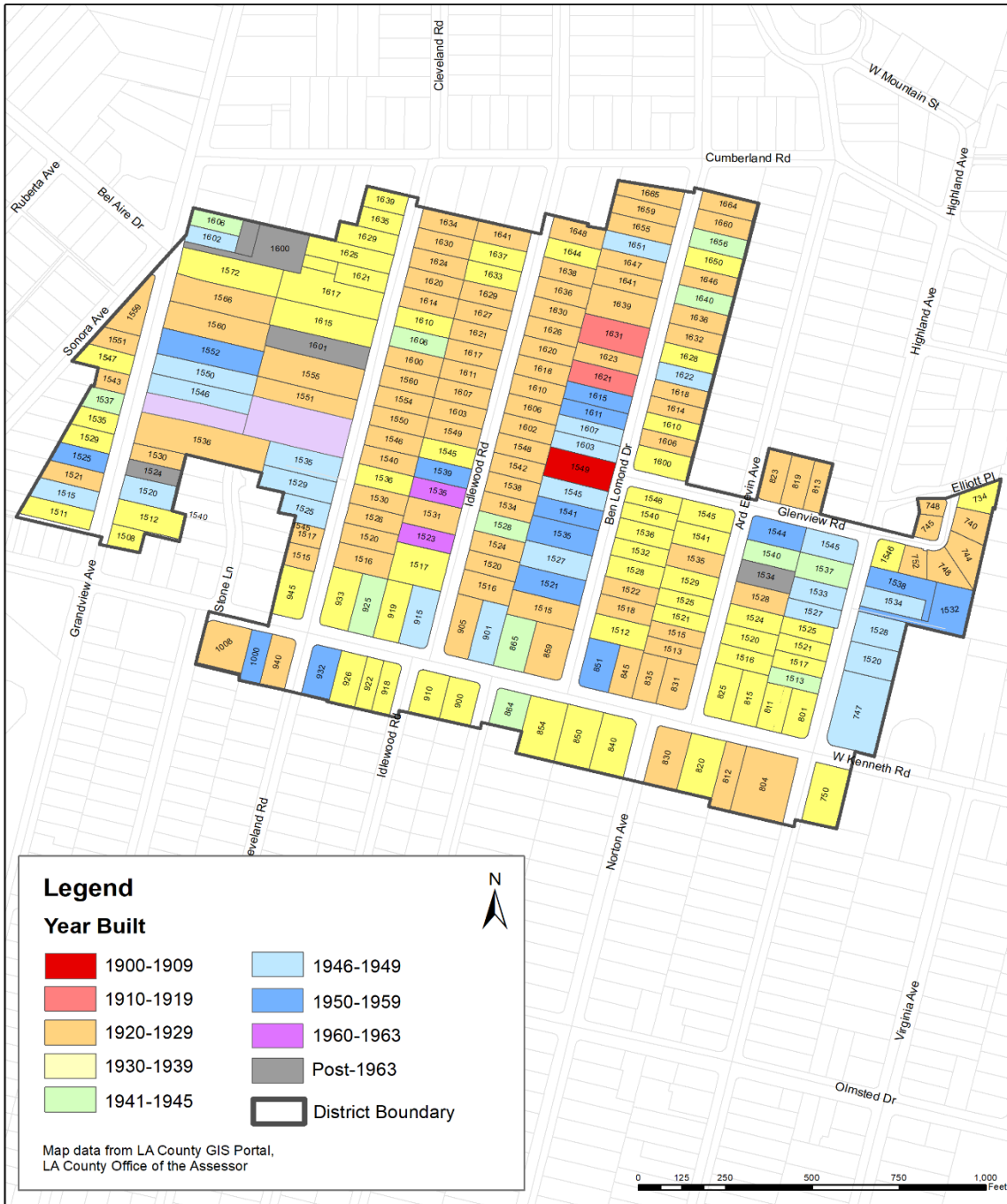


Figure 22. Map indicating construction dates of properties within the proposed South Cumberland Heights Historic District

RELEVANT HISTORIC CONTEXTS AND THEMES

Context: Residential Development and Suburbanization

Theme: The Role of Transportation: Automobile Suburbanization

Development of the Survey Area was made possible by the advent of the automobile as a dominant mode of personal transportation, both in Southern California and elsewhere across the United States.

Since the nineteenth century, transportation has been a key determinant of residential development patterns in cities throughout the United States. Modes of transportation played a pivotal role in dictating how American households traveled between their places of residence and their places of work. Accordingly, advances in transportation technology hastened the trend of suburbanization by providing a means by which development could reach farther and farther away from central cities and into the hinterlands of urban society. During the Industrial Revolution, suburban settings had become increasingly desirable places to live. As cities industrialized and emerged as centers of American manufacturing, they also “became increasingly crowded and congested places perceived to be unhealthy and dangerous.”⁴⁹ The clean air, ample open space, and dearth of heavy industry in suburban environments were widely seen as antidotes to the density, pollution, and congestion that pervaded the nineteenth century American city.

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

Many of the earliest neighborhoods in Glendale are associated with this trend, as their subdivision and early growth was spurred by the construction of a streetcar line between downtown Los Angeles and

⁴⁹ “National Register Bulletin: Historic Residential Suburbs,” Sept. 2002 (U.S. Department of the Interior, National Park Service, National Register of Historic Places), 38.

Glendale in 1904. Various extensions and spur lines were added to the local streetcar network in subsequent years, radiating progressively outward from the historic downtown core and making possible the development of land further out into the periphery. The Burbank-Glendale line of the Pacific Electric Railway, which ran down Glenoaks Boulevard, opened in 1911, providing service to the neighborhoods of northwest Glendale for the first time.⁵⁰ This line was located about a mile to the south of the Survey Area and other sections of the Cumberland Heights neighborhood - close enough to open the floodgates for new development in this general area of the city, but still too distant to result in the development of the Survey Area at this time. Indeed, subdivision maps and construction permits indicate that Cumberland Heights remained very sparsely developed for well more than a decade after the Burbank-Glendale line commenced service, suggesting that the proximity of streetcars did not directly lead to instantaneous growth in this area.



Figure 23. Pacific Electric Red Car on the Burbank-Glendale line, 1911. Source: Glendale Public Library Special Collections

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

In the first three decades of the twentieth century, the American public developed an infatuation with - and became increasingly reliant upon -

⁵⁰ City of Glendale, "Proposed North Cumberland Heights Historic District, Historic Resource Survey Update," prepared Aug. 2012, 17.

the automobile.⁵¹ Once seen as a luxury item attainable only by the well-to-do, the passenger car became much more widely available after industrialist Henry Ford pioneered a method whereby cars could be produced in mass quantities. In 1908, Ford introduced the Model T, a more economical model geared toward the common man, and using his mass production methods Ford became the single largest auto manufacturer in the nation.⁵² This, in turn, allowed Ford to continually lower the price of his passenger cars, resulting in a substantial increase in ownership. The automobile became a popular mode of travel across the nation and particularly in Southern California, where it was adopted earlier and arguably with greater enthusiasm than anywhere else. In 1910, there were 20,000 cars registered in Los Angeles County; this number increased to 141,000 by 1919, and 777,000 by 1929.⁵³ In the mid-1920s, Los Angeles had one car per 1.8 residents - compared to the national statistic of one car per 6.6 residents - and by 1924, Los Angeles had the highest percentage of automobile ownership in the world.⁵⁴ The car had unequivocally become a way of life in Los Angeles by the 1920s.



Figure 24.
Automobiles on
Broadway and
Orange Street in
Glendale, 1924.
Source: Los Angeles
Public Library Photo
Collection

⁵¹ Andrew Wood, "The Rise and Fall of the Great American Motel," Jun. 30, 2017, accessed Mar. 2020.

⁵² City of Los Angeles, "SurveyLA, Los Angeles Citywide Historic Context Statement, Context: Commercial Development, Theme: Commercial Development and the Automobile," Aug. 2016, 5.

⁵³ Robert M. Fogelson, *The Fragmented Metropolis: Los Angeles, 1850-1930* (Berkeley: University of California Press, 1993), 92; Richard Longstreth, "The Perils of a Parkless Town," in Martin Wachs and Margaret Crawford, eds., *The Car and the City: The Automobile, the Building Environment, and Daily Urban Life* (Ann Arbor: University of Michigan Press, 1992), 142.

⁵⁴ Richard Longstreth, "The Perils of a Parkless Town" (1992), 142.

Numerous factors unique to the Southern California region coalesced to make this trend possible.⁵⁵ The region's dry, temperate climate allowed unpaved roads to remain in operation most of the year and made driving in open cars relatively comfortable. The street grid was flat and straight in the heavily populated Los Angeles basin. The tar needed to make asphalt paving was locally abundant, and the lower-density, single-family neighborhoods that were favored in the region provided ample space to store and maintain cars, in contrast to the denser and more urban environments of eastern cities. Southern California's abundant natural recreational spots encouraged pleasure driving, and organizations like the Automobile Club of Southern California, which was founded in 1900, promoted automobile ownership and advocated for road improvements and safety. Local newspapers devoted entire sections to new cars. Major local oil discoveries provided an ample fuel supply and kept the cost of driving low. The decentralization of Midwestern automobile and rubber companies after World War I ushered in the arrival of car-related industries to Southern California; a Ford Motor Assembly Plant opened in Long Beach (1930), a General Motors Plant opened in South Gate (1936); and Samson, Goodyear, Goodrich, and Firestone opened tire factories in metropolitan Los Angeles (1920s). "In 1928, with Goodyear and [the] three other large rubber companies, Los Angeles became the second greatest rubber manufacturing center in the United States."⁵⁶



Figures 25-26
Wayfinding signage
installed by the
Automobile Club of
Southern California,
n.d. Source: Los
Angeles Public
Library Photo
Collection

The ascent of the automobile ushered in changes to the essential form and character of residential suburbs. No longer restrained by the fixed routes of electric streetcars, developers and community builders began acquiring and subdividing areas that had previously been difficult to access because of their relative distance from streetcar lines. New roads, most of which were now paved with macadam or asphalt, were cleaved into the landscape, allowing developers to fill in the open spaces in

⁵⁵ This paragraph adapted from the City of Glendale, "Proposed North Cumberland Heights Historic District, Historic Resource Survey Update," prepared Aug. 2012, 17-18.

⁵⁶ Library of Congress, "Goodyear Rubber Company, 6701 South Central Avenue, Los Angeles, Los Angeles County, CA," accessed Mar. 2020.

between streetcar lines and resulting in the infill of once-rural suburban settings. Developers could now venture into more challenging hillside areas and subdivide the varied terrain into residential lots with picturesque settings and commanding views. Roads became wider and charted more meandering, curvilinear courses that would have been difficult to traverse by streetcar but could be done with ease by the automobile. Compared to the streetcar suburbs that preceded them, early automobile suburbs “became decentralized, creating fringes of increasingly low densities. With commuters no longer needing to live within walking distance of the streetcar line, residential suburbs could be built at lower densities to form self-contained neighborhoods that afforded more privacy, larger yards, and a park-like setting.”⁵⁷

There is no sharp line marking the end of streetcar suburbs and the beginning of early automobile suburbs; for decades these two modes of transit continued to operate alongside one another. However, generally speaking this shift began to take root in the 1910s and had become firmly manifest in the American metropolitan landscape by the early 1920s. The rise of private automobile ownership at this time “stimulated an intense period of suburban expansion between 1918 and the onset of the Great Depression.”⁵⁸ The 1920s are described as the “watershed decade for Los Angeles adoption of the automobile,” as well as the changes to the cityscape that accompanied this paradigm shift.⁵⁹

The origins of the Cumberland Heights neighborhood - including the Survey Area - date to the early 1920s, when the area’s expansive estates and neighboring agricultural tracts were parsed into smaller residential subdivisions. That the neighborhood experienced a flurry of development activity at the same time that the automobile was coming of age is not mere coincidence, but is demonstrative of the profound impact that the car and car travel had on the built environment of Glendale and other Southern California communities. Car travel suddenly made it possible for prospective homeowners to travel to this area on the outskirts of Glendale and purchase suburban lots on which to build a house. Marketing materials, beseeching homeseekers to visit the various tracts that were opening in the Cumberland Heights area, directed people to the neighborhood by way of car; one advertisement called attention to the parallel between neighborhood development and vehicular travel, stating that “some of the choicest foothill property, which was considered inaccessible twelve to fifteen years ago, has been brought into development by boulevards and motorcars.”⁶⁰

⁵⁷ “National Register Bulletin: Historic Residential Suburbs,” Sept. 2002, 22.

⁵⁸ Ibid.

⁵⁹ Wachs and Crawford, eds., *The Car and the City: The Automobile, the Building Environment, and Daily Urban Life*, 1992, 304.

⁶⁰ *Los Angeles Times*, Mar, 21, 1922.

The Survey Area includes a number of tract and planning features that exhibit deference to the automobile. The neighborhood developed about a mile to the north of the Pacific Electric Red Car line that ran down Glenoaks Boulevard - making it somewhat inconvenient for neighborhood residents to commute by way of streetcar. Blocks within the neighborhood are longer than those in older suburban neighborhoods and were not particularly conducive to pedestrian travel. Its streets are wide enough to comfortably accommodate automobile traffic. Some feature no sidewalks or pedestrian accommodations; those that do are flanked by parkways and street trees that provide for a pleasant drive and provide a degree of protection for pedestrians by creating a physical barrier, however modest, between cars and people. Many of the streets continue up into the foothills and ascend up into steeper hillside areas, which is much more accommodating to vehicles than it is to streetcars or pedestrians.

The influence of the automobile on patterns of neighborhood development is also manifest in the design of the houses themselves. Almost every house within the Survey Area was constructed with a curb cut and driveway, so that owners could park their vehicles off street. Garages are also common features within the neighborhood, with earlier houses generally accompanied by a detached garage and/or porte cochere and later additions to the neighborhood featuring garages that are attached to the house. The integration of garages into residential design in the 1930s and '40s reflects just how much the automobile was becoming a key part of everyday life and the suburban experience.



Figure 27.
Residence on
Cumberland Road,
1928. Note porte
cochere and
garage at rear.
Source: USC
Digital Library

While streetcar suburbs tended to be socioeconomically diverse and attracted a range of household types, early automobile suburbs tended to be more homogenous with respect to both class and race. To promote ridership, streetcar operators kept fares low and many offered flat fares with free transfers, which made it possible for working-class and middle-income families to reside in suburban neighborhoods alongside streetcar lines. In contrast, automobile ownership, while made affordable through methods of mass production, was not as easily attainable to those on the lower socioeconomic rungs of society, and many of the suburban neighborhoods that developed in concert with the automobile attracted white, middle- and upper-income households who sought reprieve from urban life and the class and racial homogeneity that came with it. The homogeneity of these neighborhoods was retained for many years through discriminatory real estate tactics like restrictive covenants and steering.

These trends were manifest in the composition of Cumberland Heights during the neighborhood's formative period of development. When the federal Home Owners Loan Corporation (HOLC) assessed the neighborhood in the late 1930s with the purpose of evaluating its mortgage lending risk, it noted that "deed restrictions are adequate... limiting construction to single-family residences and protecting against racial hazards...the location is a popular one not alone for its altitude and view but also on account of the homogeneity of its middle to higher income home owners."⁶¹ The neighborhood was rated "green" by the agency, the highest of four color designations given to neighborhoods.

These early automobile suburbs continued to be the dominant pattern of residential development in Southern California and elsewhere in the nation until World War II. After the war, the United States embarked upon a massive highway building program, which led to the development of a vast network of freeways across Southern California and led to new patterns of suburbanization that gave rise to bedroom communities, expansive, mass-produced suburbs that dramatically changed the essence of the American suburban experience.⁶²

⁶¹ HOLC map for Burbank & Glendale, Area No. A-4, Mar. 27, 1939, accessed Mar. 2020 via the Testbed for the Redlining Archives of California's Exclusionary Spaces (TRACES).

⁶² "National Register Bulletin: Historic Residential Suburbs," Sept. 2002, 23-24.

3. PHYSICAL CHARACTER

NEIGHBORHOOD CHARACTER

The proposed South Cumberland Heights Historic District is a subset of the larger Cumberland Heights neighborhood, which consists of the Survey Area as well as two adjacent historic districts: Ard Eevin Highlands and North Cumberland Heights. The Survey Area is located to the south and west of the Ard Eevin Highlands Historic District, which was locally designated in 2009, and to the south of the North Cumberland Heights Historic District, which was locally designated in 2012. The irregular shape of the Survey Area is due to the fact that it was carved out of the original Cumberland Heights district that was surveyed in 2004.

The proposed South Cumberland Heights Historic District includes the parcels associated with the following addresses:

- 813-823 Glenview Road
- 1508-1610 Grandview Avenue
- 1513-1546 Highland Avenue
- 748-1008 W. Kenneth Road
- 1515-1639 Cleveland Road
- 1516-1648 Idlewood Road
- 1512-1665 Ben Lomond Drive
- 1513-1545 Ard Eevin Avenue
- 734, 740, 744, 745, 748, 752 Glenview Road
- 748 Elliott Place

Located at the base of the Verdugo Mountains, the Survey Area occupies an area that is characterized by gently sloping terrain. There are some gradual changes in elevation as streets within the Survey Area travel north toward the mountains. Streets become steeper, and grade changes more pronounced, in areas to the immediate north of the Survey Area, in the adjacent Ard Eevin Highlands and North Cumberland Heights districts.

Streets within the Survey Area all adhere to a modified grid that is etched across much of northwest Glendale. This grid is askew of the cardinal directions, corresponding with the contour of the adjacent Verdugo Mountains. Most streets within the Survey Area are generally oriented to the north and south and consist of long blocks that are uninterrupted between Kenneth Road (south) and Cumberland Road (north). However, there are two exceptions that interrupt this otherwise-regular street pattern: Glenview Road, which transects the district mid-block via an east-west course, and Elliott Place, which extends to the east of Highland Avenue at an angle and terminates in a cul-de-sac. All streets are moderate in width and paved in asphalt.

Most of the streets within the Survey Area are flanked by concrete curbs, scored concrete sidewalks, and narrow parkways. The parkways are generally planted with strips of grass and mature street trees. Uniform street tree schemes are found along Idlewood Road (river she-oak), Ben Lomond Drive (southern magnolia), Ard Eevin Avenue (red flowering gum), and most of Glenwood Road (red flowering gum). Parkways along other streets feature an eclectic assortment of street trees that do not adhere to a uniform planting scheme. Streets at the east end of the Survey Area - Elliott Place, Highland Avenue, and the easternmost section of Glenview Road - do not have sidewalks or parkways. At the west end of the district, Grandview Avenue has sidewalks along the east side of the street only; the west side of the street is flanked by mature American sweetgum trees. This variation with respect to tract and landscape features is likely due to the influence of multiple developers in the area.

Unlike some Glendale neighborhoods, where street lighting was touted as a tract feature, there does not appear to be a uniform street lighting standard in the Survey Area. Two streets - Idlewood Road and Ben Lomond Drive - are illuminated by single post metal electroliers that are installed in the parkway space and appear to be original street features. Elsewhere in the Survey Area, lighting consists of modern "cobrahead" style streetlights that are affixed to utility poles.

Individual parcels within the Survey Area are generally rectangular but of different sizes, reflecting the fact that the neighborhood consists of multiple tracts that were subdivided independent of one another. Parcels on the east side of Grandview Avenue and the west side of Cleveland Road are larger than others. Throughout the Survey Area, parcels are generally deep, and vehicular storage generally consists of detached garages that are located at the rear of lots. However, there are a few houses with later construction dates with attached garages. Garages are typically accessed from the front of the lot, via curb cuts and concrete driveways.

Houses within the Survey Area are all set back from the street, but reflective of the patchwork of subdivisions comprising the area setbacks are varied. This results in houses having different street frontages on some blocks than on others, rather than the more uniform frontages associated with single-developer tracts. These houses' front setbacks are generally planted with lawns and various types of mature trees and vegetation. Many houses are approached by a concrete walkway that bisects the front lawn, connecting the sidewalk and the porch.

With the exception of the aforementioned street trees, landscape features within the Survey Area are located on private property and reflect the tastes of individual property owners. None of the mature trees, shrubs, or groundcover species represented in the Survey Area appears to be native, as historic photographs of the area indicate that it consisted of native chaparral prior to its subdivision in the early twentieth

century. Oak and sycamore trees, both species that are native to Southern California, can be found on some properties, but none appear to pre-date the houses with which they are associated. Landscape features are diverse and range widely in age, with no one species occurs with regularity across the Survey Area.



Figures 28-29.
General context and
streetscape of the
South Cumberland
Heights
neighborhood.
Photos by ARG

As noted, houses within the Survey Area exhibit variation in terms of architectural style, providing the area with an eclectic, yet visually cohesive character. Architectural styles that are represented in the Survey Area are further addressed in the section below.

ARCHITECTURAL STYLES

As a community that developed over the course of multiple decades, the Survey Area includes houses that were constructed in a wide variety of styles. The area's diverse architectural character is reflective of shifts in architectural taste between the 1920s and the post-World War II era.

The Survey Area includes a concentration of Period Revival style architecture, which was popular during its formative period of development in the 1920s and early 1930s. The Spanish Colonial Revival style is the most common idiom, though there are also sizable numbers of Tudor Revival, French-Inspired, and American Colonial Revival style houses present. To a lesser extent, examples of the Mediterranean Revival and Monterey Revival styles can also be found. Houses constructed during the Great Depression and in the years immediately preceding World War II take on a more varied character; whereas some continued to embody various Period Revival traditions, the Minimal Traditional and Modern styles were also introduced. Most of the houses that were constructed after World War II were designed in the Modern or Ranch styles, both of which were common choices for residential architecture at the time.

There are also a few Craftsman style houses in the neighborhood, most of which were constructed in the 1910s at other locations and then moved to the neighborhood in the 1920s. Since the Cumberland Heights area did not develop in earnest until the 1920s - by which time Craftsman architecture had begun to fall out of favor - the Craftsman style is not as strongly represented as the above-listed styles that preceded it.

Craftsman

The Craftsman style was popular in Southern California between 1900 and 1925. Rooted in the Arts and Crafts movement, the style emphasized the use of handcrafted products over machine-made details, a reaction against the perceived excess of the Victorian-era styles of previous years. It also emphasized an integral relationship between indoor and outdoor spaces. The Craftsman style was popular nationwide but was especially prolific in Southern California, as the mild climate was conducive to the ideas underpinning the style. The Craftsman style was a common choice for houses constructed in Glendale during the early twentieth century. It is commonly expressed in the form of a bungalow - a low-slung, one-story

dwelling with a large front porch - though it was applied to some larger houses as well.

Character-defining features of Craftsman architecture include:

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

Three examples of the Craftsman style were identified in the Survey Area, two of which were originally located elsewhere in Glendale and subsequently moved to South Cumberland Heights:

- 1621 Ben Lomond Drive (1912, moved to present site in 1925)
- 1631 Ben Lomond Drive (1910, moved to present site in 1929)
- 835 Kenneth Road (1922)

Mediterranean Revival

The Mediterranean Revival style is an eclectic synthesis of architectural elements that are loosely derived from various cultures around the Mediterranean region including Italy, Spain, southern France, and northern Africa. It was seen as especially well-suited to Southern California because of the region's Spanish origins and its temperate climate. The style was interpreted in various ways, but in general Mediterranean Revival style buildings are defined by an eclectic synthesis of architectural features that are broadly classified as Mediterranean in origin, and are distinguished by their formality and grandeur. The style was among the Period Revival styles that were popular in the first several decades of the twentieth century.

Character-defining features of Mediterranean Revival architecture include:

- Two-story configuration
- Symmetrical massing and balanced, proportioned façades
- Low-pitched hipped roof with red clay tile cladding; some buildings feature flat roofs
- Wide eaves and decorative brackets
- Smooth stucco wall cladding
- Elaborate entrances and door surrounds
- Wood double-hung and casement windows
- First-story windows are often full-height with arched openings

- Eclectic mix of decorative details, often Classical in origin

Seven examples of the Mediterranean Revival style were identified in the Survey Area:

- 1535 Ard Eevin Avenue (1923)
- 1614 Ben Lomond Drive (1927)
- 1540 Cleveland Road (1926)
- 1555 Cleveland Road (1926)
- 1635 Cleveland Road (1930)
- 1524 Idlewood Road (1924)
- 831 W Kenneth Road (1925)

Spanish Colonial Revival

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

Character-defining features of Spanish Colonial Revival architecture include:

- Two-story configuration
- Asymmetrical massing
- Red clay tile low or moderate-pitched gable or hip roof, often complex in form
- Smooth stucco wall cladding
- Wood casement, wood double hung, or steel casement windows, typically multi-light
- Arched colonnades
- Arched and parabolic door and window openings
- Grilles of wood, wrought iron, or plaster
- Balconies and patios
- Decorative terra cotta and tile work

69 examples of the Spanish Colonial Revival style were identified in the Survey Area:

- 1515 Ard Eevin Avenue (1925)
- 1516 Ard Eevin Avenue (1930)
- 1520 Ard Eevin Avenue (1930)

- 1524 Ard Eevin Avenue (1930)
- 1525 Ard Eevin Avenue (1930)
- 1529 Ard Eevin Avenue (1932)
- 1512 Ben Lomond Drive (1932)
- 1532 Ben Lomond Drive (1933)
- 1536 Ben Lomond Drive (1934)
- 1606 Ben Lomond Drive (1926)
- 1610 Ben Lomond Drive (1936)
- 1618 Ben Lomond Drive (1927)
- 1632 Ben Lomond Drive (1926)
- 1636 Ben Lomond Drive (1928)
- 1639 Ben Lomond Drive (1928)
- 1650 Ben Lomond Drive (1930)
- 1655 Ben Lomond Drive (1924)
- 1664 Ben Lomond Drive (1926)
- 1517 Cleveland Road (1924)
- 1526 Cleveland Road (1926)
- 1530 Cleveland Road (1926)
- 1536 Cleveland Road (1930)
- 1550 Cleveland Road (1925)
- 1551 Cleveland Road (1928)
- 1600 Cleveland Road (1927)
- 1610 Cleveland Road (1932)
- 1615 Cleveland Road (1930)
- 1617 Cleveland Road (1932)
- 1621 Cleveland Road (1932)
- 1624 Cleveland Road (1926)
- 1629 Cleveland Road (1930)
- 748 Elliott Place (1926)
- 740 Glenview Road (1927)
- 744 Glenview Road (1927)
- 745 Glenview Road (1926)
- 748 Glenview Road (1927)
- 752 Glenview Road (1928)
- 823 Glenview Road (1924)
- 1511 Grandview Avenue (1935)
- 1512 Grandview Avenue (1930)
- 1521 Grandview Avenue (1927)
- 1547 Grandview Avenue (1934)
- 1551 Grandview Avenue (1929)
- 1559 Grandview Avenue (1926)
- 1566 Grandview Avenue (1927)
- 1517 Highland Avenue (1931)
- 1521 Highland Avenue (1935)
- 1538 Idlewood Road (1925)

- 1542 Idlewood Road (1925)
- 1549 Idlewood Road (1925)
- 1606 Idlewood Road (1925)
- 1607 Idlewood Road (1925)
- 1611 Idlewood Road (1925)
- 1616 Idlewood Road (1926)
- 1621 Idlewood Road (1926)
- 1638 Idlewood Road (1929)
- 801 W Kenneth Road (1931)
- 804 W Kenneth Road (1928)
- 811 W Kenneth Road (1933)
- 815 W Kenneth Road (1930)
- 825 W Kenneth Road (1934)
- 830 W Kenneth Road (1926)
- 845 W Kenneth Road (1923)
- 905 W Kenneth Road (1927)
- 915 W Kenneth Road (1947)
- 919 W Kenneth Road (1933)
- 926 W Kenneth Road (1935)
- 933 W Kenneth Road (1934)
- 940 W Kenneth Road (1927)

Tudor Revival

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

Character-defining features of Tudor Revival architecture include:

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

30 examples of the Tudor Revival style were identified in the Survey Area:

- 1513 Ard Eevin Avenue (1926)
- 1521 Ard Eevin Avenue (1933)
- 1528 Ard Eevin Avenue (1927)
- 1541 Ard Eevin Avenue (1930)
- 1522 Ben Lomond Drive (1925)
- 1641 Ben Lomond Drive (1923)
- 1646 Ben Lomond Drive (1927)
- 1647 Ben Lomond Drive (1925)
- 1660 Ben Lomond Drive (1926)
- 1516 Cleveland Road (1925)
- 1554 Cleveland Road (1926)
- 1614 Cleveland Road (1926)
- 1620 Cleveland Road (1926)
- 1634 Cleveland Road (1926)
- 1560 Grandview Avenue (1923)
- 1520 Idlewood Road (1926)
- 1534 Idlewood Road (1925)
- 1548 Idlewood Road (1925)
- 1603 Idlewood Road (1925)
- 1610 Idlewood Road (1925)
- 1620 Idlewood Road (1925)
- 1626 Idlewood Road (1925)
- 1629 Idlewood Road (1929)
- 1630 Idlewood Road (1926)
- 1636 Idlewood Road (1927)
- 1641 Idlewood Road (1924)
- 750 W Kenneth Road (1937)
- 812 W Kenneth Road (1925)
- 854 W Kenneth Road (1931)
- 1008 W Kenneth Road (1923)

French-Inspired

French-inspired architecture became popular in the 1920s and 1930s, a period when many Americans who had served in France during World War I began purchasing houses. Buildings designed in the style incorporate a variety of architectural traditions found in the domestic architecture of France. The defining feature of the style is a tall, steeply-pitched hipped roof, often accentuated by dormers.

Character-defining features of French-inspired architecture include:

- Two-story configuration
- Steeply-pitched hip roof, sometimes slate or shingle clad
- Smooth stucco wall cladding with brick or stone accents
- Arched doors, windows, and/or dormers
- Tall, narrow windows, arranged in groups with multi-pane glazing

- Double hung or casement sash windows, often with leaded panes
- Elaborate chimneys, often with multiple chimney pots

13 examples of French-inspired architecture were identified in the Survey Area:

- 1518 Ben Lomond Drive (1926)
- 1623 Ben Lomond Drive (1925)
- 1628 Ben Lomond Drive (1931)
- 1520 Cleveland Road (1926)
- 1546 Cleveland Road (1925)
- 1560 Cleveland Road (1927)
- 1630 Cleveland Road (1926)
- 1533 Highland Avenue (1948)
- 1602 Idlewood Road (1925)
- 1617 Idlewood Road (1925)
- 1627 Idlewood Road (1929)
- 900 W Kenneth Road (1939)
- 922 W Kenneth Road (1939)

American Colonial Revival

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

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

- One or two-story configuration
- Side gable or hip roofs, often with gabled dormers
- Wood shiplap and/or brick wall cladding
- Accentuated entry porch or front door, with decorative pediment surrounded by pilasters or slender columns
- Doors with overhead fanlights and/or sidelights
- Wood double hung sash windows with multi-light glazing
- Louvered or paneled wood shutters

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

- 1540 Ben Lomond Dr (1938)
- 1545 Ben Lomond Dr (1948)
- 1546 Ben Lomond Dr (1932)
- 1625 Cleveland Road (1936)
- 1515 Grandview Avenue (1948)
- 1536 Grandview Avenue (1922)
- 1572 Grandview Avenue (1937)
- 1537 Highland Avenue (1940)
- 1531 Idlewood Road (1924)
- 840 W Kenneth Road (1936)
- 925 W Kenneth Road (1940)

Monterey Revival

Monterey Revival architecture is derived from Boston merchant Thomas Oliver Larkin's nineteenth century residence in Monterey, California. Larkin's house, and others that were built in Northern California at this time, blended elements of the Spanish Colonial Revival and American Colonial Revival styles, incorporating the adobe construction methods of Spanish architecture and the simple massing of houses on the East Coast. The single-most identifying feature of the style is a full-width, second-floor front facing balcony. Like other historically derived idioms, Monterey style architecture was revived in the 1920s and became a common choice for domestic architecture, popularized by architects such as Roland Coate. These later examples merged the Spanish Eclectic and American Colonial Revival styles to greater or lesser extents.

Character-defining features of Monterey Revival architecture include:

- Two-story configuration
- Simple rectangular or L-shaped plan
- Low-pitched side-gabled roof with shingles or clay tiles
- Exterior walls clad in stucco, brick, and wood siding; application of different cladding materials on the first and second floors
- Second-story balcony, usually cantilevered, with simple post supports and open-rail balustrades
- Double hung and casement wood windows with divided lights
- Full-length windows or glazed doors generally open onto balcony
- Wood window shutters

Two examples of the Monterey Revival style were identified in the Survey Area:

- 1545 Cleveland Road (1930)
- 820 W Kenneth Road (1933)

Minimal Traditional

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

Character-defining features of Minimal Traditional architecture include:

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

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

- 1540 Ard Eevin Avenue (1941)
- 1545 Ard Eevin Avenue (1936)
- 1600 Ben Lomond Drive (1932)
- 1603 Ben Lomond Drive (1946)
- 1607 Ben Lomond Drive (1948)
- 1611 Ben Lomond Drive (1950)
- 1615 Ben Lomond Drive (1950)
- 1622 Ben Lomond Drive (1948)
- 1640 Ben Lomond Drive (1940)
- 1651 Ben Lomond Drive (1945)
- 1656 Ben Lomond Drive (1941)
- 1515 Cleveland Road (1939)
- 1606 Cleveland Road (1941)
- 1639 Cleveland Road (1937)
- 734 Glenview Road (1934)
- 1508 Grandview Avenue (1939)
- 1525 Grandview Avenue (1950)
- 1529 Grandview Avenue (1938)

- 1535 Grandview Avenue (1939)
- 1537 Grandview Avenue (1940)
- 1540 Grandview Avenue (1947)
- 1546 Grandview Avenue (1946)
- 1550 Grandview Avenue (1948)
- 1606 Grandview Avenue (1940)
- 1513 Highland Avenue (1941)
- 1525 Highland Avenue (1936)
- 1527 Highland Avenue (1948)
- 1546 Highland Avenue (1938)
- 1528 Idlewood Road (1940)
- 1545 Idlewood Road (1937)
- 1633 Idlewood Road (1936)
- 1637 Idlewood Road (1936)
- 1644 Idlewood Road (1939)
- 910 W Kenneth Road (1939)
- 918 W Kenneth Road (1939)
- 945 W Kenneth Road (1939)

Modern

Modernism is a broad architectural movement that was widely applied to buildings across Southern California between the 1940s and 1960s. Its roots are diverse, though the style is definitively linked to the European modernist movement that developed between World War I and World War II. Modern architecture was widely applied to residential, commercial, and institutional buildings alike, many of which were designed by some of Southern California's most pioneering and influential architects. In general, the Modernism movement rejected past traditions and historicist styles, instead embracing modern materials and technologies and prioritizing function over form.

Character-defining features of Modern architecture include:

- One or two-story configuration
- Rectilinear forms with a horizontal emphasis
- Flat or low-pitched roofs, often with soffited eaves
- Smooth stucco or wood wall cladding, sometimes with brick or concrete block accents
- Steel casement or aluminum sliding windows, often arranged in horizontal bands
- Minimal ornamentation
- Attached garages or carports are common

Four examples of the Modern style were identified in the Survey Area:

- 819 Glenview Road (1921, remodeled 1950s)

- 1524 Grandview Avenue (1973)
- 1552 Grandview Avenue (1951)
- 1534 Highland Avenue (1948)

Ranch

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

Character-defining features of the Ranch style include:

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

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

- 1544 Ard Eevin Avenue (1950)
- 1521 Ben Lomond Drive (1951)
- 1527 Ben Lomond Drive (1948)
- 1528 Ben Lomond Drive (1930)
- 1535 Ben Lomond Drive (1951)
- 1541 Ben Lomond Drive (1951)
- 1525 Cleveland Road (1947)
- 1520 Grandview Avenue (1948)
- 1602 Grandview Avenue (1949)
- 1520 Highland Avenue (1948)
- 1528 Highland Avenue (1946)

- 1538 Highland Avenue (1950)
- 1545 Highland Avenue (1947)
- 1523 Idlewood Road (1960)
- 1535 Idlewood Road (1960)
- 1539 Idlewood Road (1959)
- 747 W Kenneth Road (1946)
- 850 W Kenneth Road (1939)
- 851 W Kenneth Road (1950)
- 859 W Kenneth Road (1922, subsequently remodeled)
- 864 W Kenneth Road (1941)
- 865 W Kenneth Road (1940)
- 901 W Kenneth Road (1949)
- 1000 W Kenneth Road (1952)

4. EVALUATION AS A POTENTIAL HISTORIC DISTRICT

SUMMARY STATEMENT OF SIGNIFICANCE

The South Cumberland Heights Historic District appears to be eligible for local listing under five local criteria: A, B, C, G, and H. The district's significance is derived from its association with broad patterns of residential development and suburbanization that are associated with the proliferation of the automobile, and the flurry of suburban growth and expansion of the City of Glendale beginning in the 1920s. The district is a manifestation of the various economic, architectural, and aesthetic factors that came together to shape the character of Glendale's neighborhoods at this time. The district is also significant for its association with brothers Dan and Arthur Campbell, noted figures in the developmental and banking history of Glendale who played a heavy hand in sowing the seeds for the district's development. Finally, the district contains a notable concentration of Period Revival styles and complementary idioms, like the Minimal Traditional and Ranch styles, that convey important trends in architectural history during the district's primary period of development.

The district also appears to be eligible for listing in the California Register of Historical Resources (California Register) under California Register Criteria 1, 2, and 3, for the same reasons summarized above.

LOCAL ELIGIBILITY EVALUATION

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

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

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

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

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

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

Contributors and Non-Contributors

The proposed district consists of 216 residential properties, all of which are single-family residences. This survey identified 163 of these as “contributors,” representing 75% of the properties. This exceeds the City’s requirement that at least 60% of properties be contributors for a historic district application to continue through the designation process.

Contributing status is determined by three factors:

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

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

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

High

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

Moderate

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

Low

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

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

Period of Significance

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

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

The period of significance for the South Cumberland Heights Historic District is identified as 1922 to 1960. Though there had been attempts to subdivide the area prior to this time, it was not until the early 1920s that the Cumberland Heights area began to develop in earnest and assume its present-day character. The earliest contributing houses within the historic district that are original to the neighborhood date to 1922. There are two contributing structures with earlier construction dates - 1621 Ben Lomond Drive (1912) and 1631 Ben Lomond Drive (1910) - but both were originally located elsewhere in Glendale and then relocated to these addresses in 1925 and 1929, respectively, when the neighborhood was amid its formative period of development. The relocation of these houses falls within the period of significance and their scale, massing, and architectural character are consistent with adjacent residences.

Development within the district continued at a steady, yet tempered pace for the next several decades, with the majority of parcels developed by the onset of World War II; the few remaining parcels that were undeveloped were subsequently improved in the early postwar period, with the last contributing houses constructed in 1960. Despite the

relatively long spread of construction dates and variety of architectural styles, houses within the district are visually compatible with one another, and together they are demonstrative of the broad patterns of residential development and associated trends in architecture that shaped Glendale neighborhoods in the first half of the twentieth century.

Boundary Justification

The boundaries of the South Cumberland Heights Historic District correspond with the boundaries of the original Cumberland Heights district that was surveyed in 2004. These boundaries are generally defined by Kenneth Road on the south, Grandview Avenue on the west, and Highland Avenue on the east. The irregular north boundary is a result of the fact that the original Cumberland Heights district was carved into three sections, two of which have already been designated as local historic districts: Ard Eevin Highlands (2009) and North Cumberland Heights (2012). The north boundary of the South Cumberland Heights district was drawn to encompass all of the remaining properties from the 2004 survey that were not included in the two designated districts.

The historic district application included seven additional properties - six on Glenview Road, and one on Elliott Place - that were not included within the original Cumberland Heights district, but were identified as potential district contributors. ARG evaluated these additional seven properties as part of the field survey and concluded that it is appropriate to include them as part of the South Cumberland Heights district. All were constructed within the identified period of significance, are associated with the same historic contexts and themes, and are aesthetically and spatially compatible with other houses in the district.

One property included in the historic district application - 1005 W. eth Road (1960) - does not contribute to the district, and is associated with the adjacent tract of post-World War II houses on Stone Lane. This property was removed from the district boundary at the request of the applicant and upon field inspection.

California Historic Resource Status Codes

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

5B: Contributor to a local historic district and listed or determined eligible for listing on the Glendale Register of Historic Resources; subject to design review per Glendale Historic Preservation Ordinance. Of the 163 contributing properties, two were assigned

this code: the Ben Lomond House at 1518 Ben Lomond Drive, and the Stanford House at 804 W. Kenneth Road.

5D1: Contributor to a local historic district; subject to design review per Glendale Historic District Ordinance; not evaluated for individual eligibility for Glendale, California, or National Registers. The other 161 contributing properties were assigned this code.

7DNC: Non-contributor to a local historic district; subject to design review per Glendale Historic District Ordinance; not evaluated for Glendale, California, or National Registers. 52 properties were assigned this code.

One property within the district could not be evaluated at the time of the field survey, and was not assigned a status code. 1532 Highland Avenue is located on a flag lot and is not visible, so a determination of eligibility could not be made for this property.

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

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

Glendale Designation Criteria

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

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

The Survey Area is significant for exemplifying special elements of Glendale's economic, aesthetic, and architectural history. The area is demonstrative of how advances in transportation - specifically the

advent and expansion of the personal automobile - facilitated suburban development and the physical expansion of Glendale and its environs in the early decades of the twentieth century. The relative distance of the neighborhood from central Glendale, its exceptionally long blocks and hilly terrain, as well as features such as garages and porte cocheres associated with individual houses are demonstrative of the impact that the car had on residential development at the time during which it was subdivided and developed.

The Survey Area also contains an excellent concentration of residences constructed between the 1920s and the early postwar period. There is a particularly strong representation of properties developed during the 1920s and early 1930s, when the city was amid a period of extraordinary growth and expansion. Collectively, houses within the Survey Area are demonstrative of the broad architectural trends, aesthetic preferences, and general character and quality of residential architecture that defined the physical fabric of Glendale's neighborhoods at this time.

- B. *Is identified with persons or events significant in local, state, or national history. District Meets this Criterion.*

The Survey Area is significant for its association with brothers Dan and Arthur Campbell, both highly influential figures in the history of Glendale. The Campbells owned and subdivided much of the land in and around the Survey Area. Their role in the City's physical growth and expansion, as well as their involvement in matters related to banking and transportation, contributed to the development of the City as it exists in the present day. While the Campbells did not live within the Survey Area, and much of what now comprises South Cumberland Heights appears to have been subdivided and developed by others, the Campbells' contributions to the development of the greater Cumberland Heights area are myriad and deep. It is due in no small part to their extensive investment in this area of Glendale that South Cumberland Heights developed as it did beginning in the 1920s.

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

The Survey Area meets this criterion for containing a significant concentration of architectural styles that were popular between the 1920s and early postwar period. Of particular note is its concentration of Period Revival style architecture, with many houses embodying distinctive characteristics of the Spanish Colonial Revival, Mediterranean Revival, Tudor Revival, French-Inspired, American Colonial Revival, and Monterey Revival styles. Examples of the

Minimal Traditional and Ranch styles that were popular in the 1940s and 1950s are interspersed throughout the Survey Area, and generally complement the Period Revival styles that prevail within the neighborhood. The Survey Area is notable for the quality of its houses and the relative degree of articulation expressed in their design.

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

The Survey Area does not meet this criterion. No single builder, designer, or architect is known to have made a significant contribution to the development or overall appearance of the Survey Area. Houses within the area were designed by numerous architects and builders over the span of its history; though some of these architects are significant, including Earl C. Rahn, the district as a whole does not represent their work in a manner that satisfies the conditions of this criterion.

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

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

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

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

of their respective architectural style and do not stand out as particularly innovative.

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

The Survey Area is significant for representing geographical patterns associated with automobile suburbanization, which lent impetus to the prevailing form, scale, and visual character of suburban neighborhoods in Glendale and its environs in the first several decades of the twentieth century. The Survey Area exhibits common characteristics of an automobile suburb in its relatively long blocks and wide streets, which accommodated vehicular traffic; the lack of pedestrian accommodations such as sidewalks on some streets; and architectural features such as curb cuts, driveways, porte cocheres, and garages, which were incorporated into the design of houses in the district and allowed for on-site vehicular parking and storage. Common to automobile suburbs, streets within the Survey Area also contain features such as landscaped parkways and streetlamps.

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

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

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

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

CALIFORNIA REGISTER EVALUATION

The proposed South Cumberland Heights Historic District appears to be eligible for listing in the California Register of Historical Resources (California Register) for its significance at the local level under California Register Criteria 1, 2, and 3:

1. *[The district is] 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. District Meets this Criterion.*

The Survey Area is associated with significant patterns of residential development and automobile suburbanization in Glendale. As discussed in the evaluation against local criteria, the origins and development history of the neighborhood are linked to the proliferation of automobile travel, which hastened the development of once-peripheral areas in northwest Glendale at a time in which the City was witnessing extraordinary growth. The Survey Area is an expression of the broad patterns of history related to residential development and suburbanization that characterized Glendale's neighborhoods at this time. It is therefore associated with broad patterns of events related to the City's economic, aesthetic, and architectural history and meets California Register Criterion 1.

2. *[The district is] associated with the lives of persons important to local, California or national history. District Meets this Criterion.*

As discussed in the evaluation against local Criterion B, the Survey Area's development history bears a strong association with the contributions of Dan and Arthur Campbell, real estate developers and civic boosters who played a heavy hand in promoting and developing Glendale real estate in the early decades of the twentieth century. The Survey Area is therefore associated with the lives of persons important to Glendale history and meets California Register Criterion 2.

3. *[The district] 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. District Meets this Criterion.*

As discussed in the evaluation against local criteria, the Survey Area contains a notable concentration of Period Revival style architecture, and many of its contributing houses embody distinctive characteristics of a wide range of complementary Period Revival idioms. The district, as a whole, is valuable to a study of the Period Revival movement and its influence on the built environment of Glendale, and therefore meets California Register Criterion 3.

4. *[The district] has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation. District Does Not Meet this Criterion at this Time.*

The Survey Area lies on soil that has been disturbed by construction and extensive grading. The area is not known to possess any paleontological or archaeological resources. It is possible that the area may contain subsurface resources that have the potential to yield information important to the prehistory or history of the area; however, this falls outside the scope of this evaluation. With further research and analysis, this criterion may be reconsidered.

The proposed South Cumberland Heights Historic District retains sufficient integrity and character-defining features to convey its historical significance at the local level under the above-listed California Register criteria.

NATIONAL REGISTER EVALUATION

The National Register of Historic Places (National Register) is the nation's master inventory of known historic resources. The National Register is administered by the National Park Service (NPS) and includes listings of buildings, structures, sites, objects, and districts that possess historic, architectural, engineering, archaeological, or cultural significance at the national, state, or local level.

Though National Register criteria are similar to those of the California Register, the significance and integrity thresholds for a district to be listed in the National Register are generally understood to be higher than that for California Register listing. To be eligible for the National Register, a district must rise to a high level of significance in comparison to similar concentrations of properties, and must retain a relatively high level of integrity to be eligible for listing.

The 2004 survey of Cumberland Heights was inconclusive with respect to National Register eligibility. This survey suggested that perhaps only a portion of the larger area might meet National Register criteria pending additional focused analysis toward this end. Neither of the two locally designated districts that were subsequently carved out of Cumberland Heights - Ard Eevin Highlands and North Cumberland Heights - were determined to be eligible for listing in the National Register at the time of their evaluation for local listing in 2009 and 2012, respectively.

However, the survey report for North Cumberland Heights notes that "because other areas within the Cumberland Heights area initially proposed may apply for district status in the future, it is recommended

that any determination regarding National Register eligibility wait until the entire area can be reevaluated through further survey evaluation.”⁶³ To be consistent with previous determinations regarding National Register eligibility of neighborhoods in the general vicinity, ARG recommends that the same standard apply to South Cumberland Heights, and that any determinations of the district’s eligibility against National Register criteria wait until the Cumberland Heights area can be reevaluated in its entirety.

Master tables of all surveyed properties are included as Appendix A of this report, and DPR 523 forms (one District Record and 216 Primary Records) are also included as Appendix B.

⁶³ “Proposed North Cumberland Heights Historic District, Historic Resource Survey Update,” Aug. 2012, 33-34.

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APPENDIX A: PROPERTY DATA TABLES

TABLE 1. Master Property List

Street Address	AIN	Build Date	Architectural Style	Status Code	District Status
1513 Ard Eevin Ave	5629-015-004	1926	Tudor Revival	5D1	C
1515 Ard Eevin Ave	5629-015-003	1925	Spanish Colonial Revival	5D1	C
1516 Ard Eevin Ave	5629-016-019	1930	Spanish Colonial Revival	5D1	C
1520 Ard Eevin Ave	5629-016-018	1930	Spanish Colonial Revival	5D1	C
1521 Ard Eevin Ave	5629-015-002	1933	Tudor Revival	5D1	C
1524 Ard Eevin Ave	5629-016-017	1930	Spanish Colonial Revival	5D1	C
1525 Ard Eevin Ave	5629-015-001	1930	Spanish Colonial Revival	5D1	C
1528 Ard Eevin Ave	5629-016-001	1927	Tudor Revival	5D1	C
1529 Ard Eevin Ave	5629-015-020	1932	Spanish Colonial Revival	5D1	C
1534 Ard Eevin Ave	5629-016-002	1987	Contemporary	7DNC	NC
1535 Ard Eevin Ave	5629-015-019	1923	Mediterranean Revival	5D1	C
1540 Ard Eevin Ave	5629-016-003	1941	Minimal Traditional	5D1	C
1541 Ard Eevin Ave	5629-015-018	1930	Tudor Revival	5D1	C
1544 Ard Eevin Ave	5629-016-004	1950	Ranch	5D1	C
1545 Ard Eevin Ave	5629-015-017	1936	Minimal Traditional	5D1	C
1512 Ben Lomond Dr	5629-015-009	1932	Spanish Colonial Revival	7DNC	NC
1515 Ben Lomond Dr	5629-011-024	1922	Contemporary	7DNC	NC
1518 Ben Lomond Dr	5629-015-010	1926	French-Inspired	5B	C
1521 Ben Lomond Dr	5629-011-023	1951	Ranch	7DNC	NC
1522 Ben Lomond Dr	5629-015-011	1925	Tudor Revival	5D1	C
1527 Ben Lomond Dr	5629-011-022	1948	Ranch	5D1	C
1528 Ben Lomond Dr	5629-015-012	1930	Ranch	7DNC	NC
1532 Ben Lomond Dr	5629-015-013	1933	Spanish Colonial Revival	5D1	C
1535 Ben Lomond Dr	5629-011-021	1951	Ranch	5D1	C
1536 Ben Lomond Dr	5629-015-014	1934	Spanish Colonial Revival	5D1	C
1540 Ben Lomond Dr	5629-015-015	1938	American Col. Revival	7DNC	NC
1541 Ben Lomond Dr	5629-011-020	1951	Ranch	5D1	C
1545 Ben Lomond Dr	5629-011-019	1948	American Col. Revival	5D1	C
1546 Ben Lomond Dr	5629-015-016	1932	American Col. Revival	5D1	C
1549 Ben Lomond Dr	5629-011-018	1900	Contemporary	7DNC	NC
1600 Ben Lomond Dr	5629-015-016	1932	Minimal Traditional	7DNC	NC
1603 Ben Lomond Dr	5629-011-017	1946	Minimal Traditional	5D1	C
1606 Ben Lomond Dr	5629-014-002	1926	Spanish Colonial Revival	5D1	C
1607 Ben Lomond Dr	5629-011-016	1948	Minimal Traditional	5D1	C
1610 Ben Lomond Dr	5629-014-003	1936	Spanish Colonial Revival	5D1	C

TABLE 1. Master Property List (cont.)

Street Address	AIN	Build Date	Architectural Style	Status Code	District Status
1611 Ben Lomond Dr	5629-011-015	1950	Minimal Traditional	5D1	C
1614 Ben Lomond Dr	5629-014-004	1927	Mediterranean Revival	5D1	C
1615 Ben Lomond Dr	5629-011-014	1950	Minimal Traditional	5D1	C
1618 Ben Lomond Dr	5629-014-005	1927	Spanish Colonial Revival	7DNC	NC
1621 Ben Lomond Dr	5629-012-011	1912	Craftsman	5D1	C
1622 Ben Lomond Dr	5629-014-015	1948	Minimal Traditional	5D1	C
1623 Ben Lomond Dr	5629-012-014	1925	French-Inspired	7DNC	NC
1628 Ben Lomond Dr	5629-014-016	1931	French-Inspired	5D1	C
1631 Ben Lomond Dr	5629-012-013	1910	Eclectic Craftsman	5D1	C
1632 Ben Lomond Dr	5629-014-017	1926	Spanish Colonial Revival	5D1	C
1636 Ben Lomond Dr	5629-014-018	1928	Spanish Colonial Revival	5D1	C
1639 Ben Lomond Dr	5629-012-012	1928	Spanish Colonial Revival	5D1	C
1640 Ben Lomond Dr	5629-013-015	1940	Minimal Traditional	5D1	C
1641 Ben Lomond Dr	5629-012-015	1923	Tudor Revival	5D1	C
1646 Ben Lomond Dr	5629-013-014	1927	Tudor Revival	5D1	C
1647 Ben Lomond Dr	5629-012-016	1925	Tudor Revival	5D1	C
1650 Ben Lomond Dr	5629-013-013	1930	Spanish Colonial Revival	5D1	C
1651 Ben Lomond Dr	5629-012-017	1945	Minimal Traditional	7DNC	NC
1655 Ben Lomond Dr	5629-012-018	1924	Spanish Colonial Revival	5D1	C
1656 Ben Lomond Dr	5629-013-012	1941	Minimal Traditional	5D1	C
1659 Ben Lomond Dr	5629-012-019	2020	Contemporary	7DNC	NC
1660 Ben Lomond Dr	5629-013-011	1926	Tudor Revival	5D1	C
1664 Ben Lomond Dr	5629-013-010	1926	Spanish Colonial Revival	5D1	C
1665 Ben Lomond Dr	5629-012-020	2016	Contemporary	7DNC	NC
1515 Cleveland Rd	5629-007-003	1939	Minimal Traditional	5D1	C
1516 Cleveland Rd	5629-010-011	1925	Tudor Revival	5D1	C
1517 Cleveland Rd	5629-007-004	1924	Spanish Colonial Revival	5D1	C
1520 Cleveland Rd	5629-010-012	1926	French-Inspired	5D1	C
1525 Cleveland Rd	5629-007-024	1947	Ranch	7DNC	NC
1526 Cleveland Rd	5629-010-013	1926	Spanish Colonial Revival	5D1	C
1529 Cleveland Rd	5629-007-006	1947	No definable style	7DNC	NC
1530 Cleveland Rd	5629-010-014	1926	Spanish Colonial Revival	5D1	C
1535 Cleveland Rd	5629-007-007	2014	Contemporary	7DNC	NC
1536 Cleveland Rd	5629-010-015	1930	Spanish Colonial Revival	5D1	C
1540 Cleveland Rd	5629-010-016	1926	Mediterranean Revival	7DNC	NC
1545 Cleveland Rd	5629-007-027	1930	Monterey Revival	5D1	C
1546 Cleveland Rd	5629-010-017	1925	French-Inspired	7DNC	NC
1550 Cleveland Rd	5629-010-018	1925	Spanish Colonial Revival	5D1	C

TABLE 1. Master Property List (cont.)

Street Address	AIN	Build Date	Architectural Style	Status Code	District Status
1551 Cleveland Rd	5629-007-009	1928	Spanish Colonial Revival	5D1	C
1554 Cleveland Rd	5629-010-019	1926	Tudor Revival	5D1	C
1555 Cleveland Rd	5629-007-010	1926	Mediterranean Revival	5D1	C
1560 Cleveland Rd	5629-009-012	1927	French-Inspired	5D1	C
1600 Cleveland Rd	5629-009-013	1927	Spanish Colonial Revival	5D1	C
1601 Cleveland Rd	5629-008-002	2003	Contemporary	7DNC	NC
1606 Cleveland Rd	5629-009-014	1941	Minimal Traditional	5D1	C
1610 Cleveland Rd	5629-009-015	1932	Spanish Colonial Revival	7DNC	NC
1614 Cleveland Rd	5629-009-016	1926	Tudor Revival	5D1	C
1615 Cleveland Rd	5629-008-003	1930	Spanish Colonial Revival	5D1	C
1617 Cleveland Rd	5629-008-004	1932	Spanish Colonial Revival	7DNC	NC
1620 Cleveland Rd	5629-009-017	1926	Tudor Revival	5D1	C
1621 Cleveland Rd	5629-008-016	1932	Spanish Colonial Revival	5D1	C
1624 Cleveland Rd	5629-009-018	1926	Spanish Colonial Revival	5D1	C
1625 Cleveland Rd	5629-008-014	1936	American Col. Revival	5D1	C
1629 Cleveland Rd	5629-008-013	1930	Spanish Colonial Revival	5D1	C
1630 Cleveland Rd	5629-009-019	1926	French-Inspired	5D1	C
1634 Cleveland Rd	5629-009-020	1926	Tudor Revival	5D1	C
1635 Cleveland Rd	5629-008-012	1930	Mediterranean Revival	7DNC	NC
1639 Cleveland Rd	5629-008-011	1937	Minimal Traditional	5D1	C
748 Elliott Pl	5629-020-002	1926	Spanish Colonial Revival	5D1	C
734 Glenview Rd	5629-021-009	1934	Minimal Traditional	7DNC	NC
740 Glenview Rd	5629-021-008	1927	Spanish Colonial Revival	7DNC	NC
744 Glenview Rd	5629-021-007	1927	Spanish Colonial Revival	5D1	C
745 Glenview Rd	5629-020-001	1926	Spanish Colonial Revival	5D1	C
748 Glenview Rd	5629-021-006	1927	Spanish Colonial Revival	5D1	C
752 Glenview Rd	5629-021-017	1928	Spanish Colonial Revival	5D1	C
813 Glenview Rd	5629-017-006	1926	Contemporary	7DNC	NC
819 Glenview Rd	5629-017-009	1921	Modern	7DNC	NC
823 Glenview Rd	5629-017-010	1924	Spanish Colonial Revival	5D1	C
1508 Grandview Ave	5629-006-005	1939	Minimal Traditional	5D1	C
1511 Grandview Ave	5622-023-018	1935	Spanish Colonial Revival	5D1	C
1512 Grandview Ave	5629-006-004	1930	Spanish Colonial Revival	5D1	C
1515 Grandview Ave	5622-023-017	1948	American Col. Revival	5D1	C
1520 Grandview Ave	5629-006-018	1948	Ranch	7DNC	NC
1521 Grandview Ave	5622-023-014	1927	Spanish Colonial Revival	5D1	C
1524 Grandview Ave	5629-006-028	1973	Modern	7DNC	NC
1525 Grandview Ave	5622-023-013	1950	Minimal Traditional	5D1	C

TABLE 1. Master Property List (cont.)

Street Address	AIN	Build Date	Architectural Style	Status Code	District Status
1529 Grandview Ave	5622-023-010	1938	Minimal Traditional	7DNC	NC
1530 Grandview Ave	5629-006-027	1920	Contemporary	7DNC	NC
1535 Grandview Ave	5622-023-009	1939	Minimal Traditional	5D1	C
1536 Grandview Ave	5629-006-001	1922	American Col. Revival	5D1	C
1537 Grandview Ave	5622-023-006	1940	Minimal Traditional	7DNC	NC
1540 Grandview Ave	5629-006-032	1947	Minimal Traditional	5D1	C
1543 Grandview Ave	5622-023-004	1926	No defined style	7DNC	NC
1546 Grandview Ave	5629-006-012	1946	Minimal Traditional	5D1	C
1547 Grandview Ave	5622-023-003	1934	Spanish Colonial Revival	5D1	C
1550 Grandview Ave	5629-006-011	1948	Minimal Traditional	5D1	C
1551 Grandview Ave	5622-023-002	1929	Spanish Colonial Revival	5D1	C
1552 Grandview Ave	5629-006-010	1951	Modern	5D1	C
1559 Grandview Ave	5622-023-001	1926	Spanish Colonial Revival	5D1	C
1560 Grandview Ave	5629-005-001	1923	Tudor Revival	5D1	C
1566 Grandview Ave	5629-005-002	1927	Spanish Colonial Revival	5D1	C
1572 Grandview Ave	5629-005-003	1937	American Col. Revival	5D1	C
1600 Grandview Ave	5629-005-007	1995	Unknown (not visible)	7DNC	NC
1602 Grandview Ave	5629-005-004	1949	Ranch	5D1	C
1606 Grandview Ave	5629-005-005	1940	Minimal Traditional	7DNC	NC
1513 Highland Ave	5629-016-012	1941	Minimal Traditional	5D1	C
1517 Highland Ave	5629-016-011	1931	Spanish Colonial Revival	5D1	C
1520 Highland Ave	5629-021-012	1948	Ranch	7DNC	NC
1521 Highland Ave	5629-016-010	1935	Spanish Colonial Revival	5D1	C
1525 Highland Ave	5629-016-009	1936	Minimal Traditional	7DNC	NC
1527 Highland Ave	5629-016-005	1948	Minimal Traditional	5D1	C
1528 Highland Ave	5629-021-013	1946	Ranch	7DNC	NC
1532 Highland Ave	5629-021-014	1953	Unknown (not visible)	Unevaluated	
1533 Highland Ave	5629-016-006	1948	French-Inspired	5D1	C
1534 Highland Ave	5629-021-002	1948	Modern	5D1	C
1537 Highland Ave	5629-016-007	1940	American Col. Revival	5D1	C
1538 Highland Ave	5629-021-015	1950	Ranch	7DNC	NC
1545 Highland Ave	5629-016-008	1947	Ranch	5D1	C
1546 Highland Ave	5629-021-004	1938	Minimal Traditional	5D1	C
1516 Idlewood Rd	5629-011-003	1923	Contemporary	7DNC	NC
1517 Idlewood Rd	5629-010-006	1931	No definable style	7DNC	NC
1520 Idlewood Rd	5629-011-004	1926	Tudor Revival	5D1	C
1523 Idlewood Rd	5629-010-022	1960	Ranch	5D1	C

TABLE 1. Master Property List (cont.)

Street Address	AIN	Build Date	Architectural Style	Status Code	District Status
1524 Idlewood Rd	5629-011-005	1924	Mediterranean Revival	5D1	C
1528 Idlewood Rd	5629-011-006	1940	Minimal Traditional	5D1	C
1531 Idlewood Rd	5629-010-021	1924	American Col. Revival	5D1	C
1534 Idlewood Rd	5629-011-007	1925	Tudor Revival	5D1	C
1535 Idlewood Rd	5629-010-020	1960	Ranch	5D1	C
1538 Idlewood Rd	5629-011-008	1925	Spanish Colonial Revival	5D1	C
1539 Idlewood Rd	5629-010-004	1959	Ranch	7DNC	NC
1542 Idlewood Rd	5629-011-009	1925	Spanish Colonial Revival	5D1	C
1545 Idlewood Rd	5629-010-003	1937	Minimal Traditional	5D1	C
1548 Idlewood Rd	5629-011-010	1925	Tudor Revival	5D1	C
1549 Idlewood Rd	5629-010-002	1925	Spanish Colonial Revival	5D1	C
1602 Idlewood Rd	5629-011-011	1925	French-Inspired	5D1	C
1603 Idlewood Rd	5629-010-001	1925	Tudor Revival	5D1	C
1606 Idlewood Rd	5629-011-012	1925	Spanish Colonial Revival	5D1	C
1607 Idlewood Rd	5629-009-011	1925	Spanish Colonial Revival	7DNC	NC
1610 Idlewood Rd	5629-011-012	1925	Tudor Revival	7DNC	NC
1611 Idlewood Rd	5629-009-010	1925	Spanish Colonial Revival	5D1	C
1616 Idlewood Rd	5629-012-001	1926	Spanish Colonial Revival	5D1	C
1617 Idlewood Rd	5629-009-009	1925	French-Inspired	5D1	C
1620 Idlewood Rd	5629-012-002	1925	Tudor Revival	5D1	C
1621 Idlewood Rd	5629-009-008	1926	Spanish Colonial Revival	5D1	C
1626 Idlewood Rd	5629-012-003	1925	Tudor Revival	7DNC	NC
1627 Idlewood Rd	5629-009-006	1929	French-Inspired	5D1	C
1629 Idlewood Rd	5629-009-006	1929	Tudor Revival	5D1	C
1630 Idlewood Rd	5629-012-004	1926	Tudor Revival	7DNC	NC
1633 Idlewood Rd	5629-009-005	1936	Minimal Traditional	5D1	C
1636 Idlewood Rd	5629-012-005	1927	Tudor Revival	5D1	C
1637 Idlewood Rd	5629-009-004	1936	Minimal Traditional	5D1	C
1638 Idlewood Rd	5629-012-006	1929	Spanish Colonial Revival	5D1	C
1641 Idlewood Rd	5629-009-003	1924	Tudor Revival	5D1	C
1644 Idlewood Rd	5629-012-007	1939	Minimal Traditional	5D1	C
1648 Idlewood Rd	5629-012-008	1924	Eclectic	5D1	C
747 W Kenneth Rd	5629-021-011	1946	Ranch	5D1	C
750 W Kenneth Rd	5634-006-002	1937	Tudor Revival	5D1	C
801 W Kenneth Rd	5629-016-016	1931	Spanish Colonial Revival	5D1	C
804 W Kenneth Rd	5628-001-015	1928	Spanish Colonial Revival	5B	C
811 W Kenneth Rd	5629-016-013	1933	Spanish Colonial Revival	5D1	C
812 W Kenneth Rd	5628-001-016	1925	Tudor Revival	5D1	C

TABLE 1. Master Property List (cont.)

Street Address	AIN	Build Date	Architectural Style	Status Code	District Status
815 W Kenneth Rd	5629-016-021	1930	Spanish Colonial Revival	5D1	C
820 W Kenneth Rd	5628-001-030	1933	Monterey Revival	5D1	C
825 W Kenneth Rd	5629-016-020	1934	Spanish Colonial Revival	5D1	C
830 W Kenneth Rd	5628-001-029	1926	Spanish Colonial Revival	5D1	C
831 W Kenneth Rd	5629-015-005	1925	Mediterranean Revival	5D1	C
835 W Kenneth Rd	5629-015-006	1922	Craftsman	7DNC	NC
840 W Kenneth Rd	5628-002-002	1936	American Col. Revival	5D1	C
845 W Kenneth Rd	5629-015-007	1923	Spanish Colonial Revival	7DNC	NC
850 W Kenneth Rd	5628-002-001	1939	Ranch	5D1	C
851 W Kenneth Rd	5629-015-008	1950	Ranch	5D1	C
854 W Kenneth Rd	5628-002-030	1931	Tudor Revival	5D1	C
859 W Kenneth Rd	5629-011-026	1922	Ranch	7DNC	NC
864 W Kenneth Rd	5628-002-029	1941	Ranch	5D1	C
865 W Kenneth Rd	5629-011-025	1940	Ranch	5D1	C
900 W Kenneth Rd	5628-003-024	1939	French-Inspired	5D1	C
901 W Kenneth Rd	5629-011-001	1949	Ranch	5D1	C
905 W Kenneth Rd	5629-011-002	1927	Spanish Colonial Revival	5D1	C
910 W Kenneth Rd	5628-003-001	1939	Minimal Traditional	5D1	C
915 W Kenneth Rd	5629-010-007	1947	Spanish Colonial Revival	5D1	C
918 W Kenneth Rd	5628-004-029	1939	Minimal Traditional	7DNC	NC
919 W Kenneth Rd	5629-010-008	1933	Spanish Colonial Revival	5D1	C
922 W Kenneth Rd	5628-004-028	1939	French-Inspired	7DNC	NC
925 W Kenneth Rd	5629-010-009	1940	American Col. Revival	5D1	C
926 W Kenneth Rd	5628-004-024	1935	Spanish Colonial Revival	5D1	C
932 W Kenneth Rd	5628-004-023	1955	Contemporary	7DNC	NC
933 W Kenneth Rd	5629-010-010	1934	Spanish Colonial Revival	5D1	C
940 W Kenneth Rd	5628-005-002	1927	Spanish Colonial Revival	5D1	C
945 W Kenneth Rd	5629-007-002	1939	Minimal Traditional	5D1	C
1000 W Kenneth Rd	5628-005-001	1952	Ranch	7DNC	NC
1008 W Kenneth Rd	5628-005-016	1923	Tudor Revival	5D1	C

TABLE 2. Properties by Construction Date

Street Address	Build Date	Architectural Style
1549 Ben Lomond Dr	1900	Contemporary
1631 Ben Lomond Dr	1910	Eclectic Craftsman
1621 Ben Lomond Dr	1912	Craftsman
1530 Grandview Ave	1920	Contemporary
819 Glenview Rd	1921	Modern (altered)
1515 Ben Lomond Dr	1922	Contemporary
1536 Grandview Ave	1922	American Colonial Revival
835 W Kenneth Rd	1922	Craftsman
859 W Kenneth Rd	1922	Ranch
1535 Ard Eevin Ave	1923	Mediterranean Revival
1641 Ben Lomond Dr	1923	Tudor Revival
1560 Grandview Ave	1923	Tudor Revival
1516 Idlewood Rd	1923	Contemporary
845 W Kenneth Rd	1923	Spanish Colonial Revival
1008 W Kenneth Rd	1923	Tudor Revival
1655 Ben Lomond Dr	1924	Spanish Colonial Revival
1517 Cleveland Rd	1924	Spanish Colonial Revival
823 Glenview Rd	1924	Spanish Colonial Revival
1524 Idlewood Rd	1924	Mediterranean Revival
1531 Idlewood Rd	1924	American Colonial Revival
1641 Idlewood Rd	1924	Tudor Revival
1648 Idlewood Rd	1924	Eclectic
1515 Ard Eevin Ave	1925	Spanish Colonial Revival
1522 Ben Lomond Dr	1925	Tudor Revival
1623 Ben Lomond Dr	1925	French-Inspired
1647 Ben Lomond Dr	1925	Tudor Revival
1516 Cleveland Rd	1925	Tudor Revival
1546 Cleveland Rd	1925	French-Inspired
1550 Cleveland Rd	1925	Spanish Colonial Revival
1534 Idlewood Rd	1925	Tudor Revival
1538 Idlewood Rd	1925	Spanish Colonial Revival
1542 Idlewood Rd	1925	Spanish Colonial Revival
1548 Idlewood Rd	1925	Tudor Revival
1549 Idlewood Rd	1925	Spanish Colonial Revival
1602 Idlewood Rd	1925	French-Inspired
1603 Idlewood Rd	1925	Tudor Revival
1606 Idlewood Rd	1925	Spanish Colonial Revival
1607 Idlewood Rd	1925	Spanish Colonial Revival

TABLE 2. Properties by Construction Date (cont.)

Street Address	Build Date	Architectural Style
1610 Idlewood Rd	1925	Tudor Revival
1611 Idlewood Rd	1925	Spanish Colonial Revival
1617 Idlewood Rd	1925	French-Inspired
1620 Idlewood Rd	1925	Tudor Revival
1626 Idlewood Rd	1925	Tudor Revival
812 W Kenneth Rd	1925	Tudor Revival
831 W Kenneth Rd	1925	Mediterranean Revival
1513 Ard Eevin Ave	1926	Tudor Revival
1518 Ben Lomond Dr	1926	French-Inspired
1606 Ben Lomond Dr	1926	Spanish Colonial Revival
1632 Ben Lomond Dr	1926	Spanish Colonial Revival
1660 Ben Lomond Dr	1926	Tudor Revival
1664 Ben Lomond Dr	1926	Spanish Colonial Revival
1520 Cleveland Rd	1926	French-Inspired
1526 Cleveland Rd	1926	Spanish Colonial Revival
1530 Cleveland Rd	1926	Spanish Colonial Revival
1540 Cleveland Rd	1926	Mediterranean Revival
1554 Cleveland Rd	1926	Tudor Revival
1555 Cleveland Rd	1926	Mediterranean Revival
1614 Cleveland Rd	1926	Tudor Revival
1620 Cleveland Rd	1926	Tudor Revival
1624 Cleveland Rd	1926	Spanish Colonial Revival
1630 Cleveland Rd	1926	French-Inspired
1634 Cleveland Rd	1926	Tudor Revival
748 Elliott Pl	1926	Spanish Colonial Revival
745 Glenview Rd	1926	Spanish Colonial Revival
813 Glenview Rd	1926	Contemporary
1543 Grandview Ave	1926	No defined style
1559 Grandview Ave	1926	Spanish Colonial Revival
1520 Idlewood Rd	1926	Tudor Revival
1616 Idlewood Rd	1926	Spanish Colonial Revival
1621 Idlewood Rd	1926	Spanish Colonial Revival
1630 Idlewood Rd	1926	Tudor Revival
830 W Kenneth Rd	1926	Spanish Colonial Revival
1528 Ard Eevin Ave	1927	Tudor Revival
1614 Ben Lomond Dr	1927	Mediterranean Revival
1618 Ben Lomond Dr	1927	Spanish Colonial Revival
1646 Ben Lomond Dr	1927	Tudor Revival

TABLE 2. Properties by Construction Date

Street Address	Build Date	Architectural Style
1560 Cleveland Rd	1927	French-Inspired
1600 Cleveland Rd	1927	Spanish Colonial Revival
740 Glenview Rd	1927	Spanish Colonial Revival
744 Glenview Rd	1927	Spanish Colonial Revival
748 Glenview Rd	1927	Spanish Colonial Revival
1521 Grandview Ave	1927	Spanish Colonial Revival
1566 Grandview Ave	1927	Spanish Colonial Revival
1636 Idlewood Rd	1927	Tudor Revival
905 W Kenneth Rd	1927	Spanish Colonial Revival
940 W Kenneth Rd	1927	Spanish Colonial Revival
1636 Ben Lomond Dr	1928	Spanish Colonial Revival
1639 Ben Lomond Dr	1928	Spanish Colonial Revival
1551 Cleveland Rd	1928	Spanish Colonial Revival
752 Glenview Rd	1928	Spanish Colonial Revival
804 W Kenneth Rd	1928	Spanish Colonial Revival
1551 Grandview Ave	1929	Spanish Colonial Revival
1627 Idlewood Rd	1929	French-Inspired
1629 Idlewood Rd	1929	Tudor Revival
1638 Idlewood Rd	1929	Spanish Colonial Revival
1516 Ard Eevin Ave	1930	Spanish Colonial Revival
1520 Ard Eevin Ave	1930	Spanish Colonial Revival
1524 Ard Eevin Ave	1930	Spanish Colonial Revival
1525 Ard Eevin Ave	1930	Spanish Colonial Revival
1541 Ard Eevin Ave	1930	Tudor Revival
1528 Ben Lomond Dr	1930	Ranch
1650 Ben Lomond Dr	1930	Spanish Colonial Revival
1536 Cleveland Rd	1930	Spanish Colonial Revival
1545 Cleveland Rd	1930	Monterey Revival
1615 Cleveland Rd	1930	Spanish Colonial Revival
1629 Cleveland Rd	1930	Spanish Colonial Revival
1635 Cleveland Rd	1930	Mediterranean Revival
1512 Grandview Ave	1930	Spanish Colonial Revival
815 W Kenneth Rd	1930	Spanish Colonial Revival
1628 Ben Lomond Dr	1931	French-Inspired
1517 Highland Ave	1931	Spanish Colonial Revival
1517 Idlewood Rd	1931	No defined style
801 W Kenneth Rd	1931	Spanish Colonial Revival
854 W Kenneth Rd	1931	Tudor Revival

TABLE 2. Properties by Construction Date (cont.)

Street Address	Build Date	Architectural Style
1529 Ard Eevin Ave	1932	Spanish Colonial Revival
1512 Ben Lomond Dr	1932	Spanish Colonial Revival
1546 Ben Lomond Dr	1932	American Colonial Revival
1600 Ben Lomond Dr	1932	Minimal Traditional
1610 Cleveland Rd	1932	Spanish Colonial Revival
1617 Cleveland Rd	1932	Spanish Colonial Revival
1621 Cleveland Rd	1932	Spanish Colonial Revival
1521 Ard Eevin Ave	1933	Tudor Revival
1532 Ben Lomond Dr	1933	Spanish Colonial Revival
811 W Kenneth Rd	1933	Spanish Colonial Revival
820 W Kenneth Rd	1933	Monterey Revival
919 W Kenneth Rd	1933	Spanish Colonial Revival
1536 Ben Lomond Dr	1934	Spanish Colonial Revival
734 Glenview Rd	1934	Minimal Traditional
1547 Grandview Ave	1934	Spanish Colonial Revival
825 W Kenneth Rd	1934	Spanish Colonial Revival
933 W Kenneth Rd	1934	Spanish Colonial Revival
1511 Grandview Ave	1935	Spanish Colonial Revival
1521 Highland Ave	1935	Spanish Colonial Revival
926 W Kenneth Rd	1935	Spanish Colonial Revival
1545 Ard Eevin Ave	1936	Minimal Traditional
1610 Ben Lomond Dr	1936	Spanish Colonial Revival
1625 Cleveland Rd	1936	American Colonial Revival
1525 Highland Ave	1936	Minimal Traditional
1633 Idlewood Rd	1936	Minimal Traditional
1637 Idlewood Rd	1936	Minimal Traditional
840 W Kenneth Rd	1936	American Colonial Revival
1639 Cleveland Rd	1937	Minimal Traditional
1572 Grandview Ave	1937	American Colonial Revival
1545 Idlewood Rd	1937	Minimal Traditional
750 W Kenneth Rd	1937	Tudor Revival
1540 Ben Lomond Dr	1938	American Colonial Revival
1529 Grandview Ave	1938	Minimal Traditional
1546 Highland Ave	1938	Minimal Traditional
1515 Cleveland Rd	1939	Minimal Traditional
1508 Grandview Ave	1939	Minimal Traditional
1535 Grandview Ave	1939	Minimal Traditional
1644 Idlewood Rd	1939	Minimal Traditional

TABLE 2. Properties by Construction Date

Street Address	Build Date	Architectural Style
850 W Kenneth Rd	1939	Ranch
900 W Kenneth Rd	1939	French-Inspired
910 W Kenneth Rd	1939	Minimal Traditional
918 W Kenneth Rd	1939	Minimal Traditional
922 W Kenneth Rd	1939	French-Inspired
945 W Kenneth Rd	1939	Minimal Traditional
1640 Ben Lomond Dr	1940	Minimal Traditional
1537 Grandview Ave	1940	Minimal Traditional
1606 Grandview Ave	1940	Minimal Traditional
1537 Highland Ave	1940	American Colonial Revival
1528 Idlewood Rd	1940	Minimal Traditional
865 W Kenneth Rd	1940	Ranch
925 W Kenneth Rd	1940	American Colonial Revival
1540 Ard Eevin Ave	1941	Minimal Traditional
1656 Ben Lomond Dr	1941	Minimal Traditional
1606 Cleveland Rd	1941	Minimal Traditional
1513 Highland Ave	1941	Minimal Traditional
864 W Kenneth Rd	1941	Ranch
1651 Ben Lomond Dr	1945	Minimal Traditional
1603 Ben Lomond Dr	1946	Minimal Traditional
1546 Grandview Ave	1946	Minimal Traditional
1528 Highland Ave	1946	Ranch
747 W Kenneth Rd	1946	Ranch
1525 Cleveland Rd	1947	Ranch
1529 Cleveland Rd	1947	No defined style
1540 Grandview Ave	1947	Minimal Traditional
1545 Highland Ave	1947	Ranch
915 W Kenneth Rd	1947	Spanish Colonial Revival
1527 Ben Lomond Dr	1948	Ranch
1545 Ben Lomond Dr	1948	American Colonial Revival
1607 Ben Lomond Dr	1948	Minimal Traditional
1622 Ben Lomond Dr	1948	Minimal Traditional
1515 Grandview Ave	1948	American Colonial Revival
1520 Grandview Ave	1948	Ranch
1550 Grandview Ave	1948	Minimal Traditional
1520 Highland Ave	1948	Ranch
1527 Highland Ave	1948	Minimal Traditional
1533 Highland Ave	1948	French-Inspired

TABLE 2. Properties by Construction Date (cont.)

Street Address	Build Date	Architectural Style
1534 Highland Ave	1948	Modern
1602 Grandview Ave	1949	Ranch
901 W Kenneth Rd	1949	Ranch
1544 Ard Eevin Ave	1950	Ranch
1611 Ben Lomond Dr	1950	Minimal Traditional
1615 Ben Lomond Dr	1950	Minimal Traditional
1525 Grandview Ave	1950	Minimal Traditional
1538 Highland Ave	1950	Ranch
851 W Kenneth Rd	1950	Ranch
1521 Ben Lomond Dr	1951	Ranch
1535 Ben Lomond Dr	1951	Ranch
1541 Ben Lomond Dr	1951	Ranch
1552 Grandview Ave	1951	Modern
1000 W Kenneth Rd	1952	Ranch
1532 Highland Ave	1953	Unknown (not visible)
932 W Kenneth Rd	1955	Contemporary
1539 Idlewood Rd	1959	Ranch
1523 Idlewood Rd	1960	Ranch
1535 Idlewood Rd	1960	Ranch
1524 Grandview Ave	1973	Modern
1534 Ard Eevin Ave	1987	Contemporary
1600 Grandview Ave	1995	Unknown (not visible)
1601 Cleveland Rd	2003	Contemporary
1535 Cleveland Rd	2014	Contemporary
1665 Ben Lomond Dr	2016	Contemporary
1659 Ben Lomond Dr	2020	Contemporary

TABLE 3. Properties by Architectural Style

Architectural Style	Street Address	Build Date
American Colonial Revival	1540 Ben Lomond Dr	1938
American Colonial Revival	1545 Ben Lomond Dr	1948
American Colonial Revival	1546 Ben Lomond Dr	1932
American Colonial Revival	1625 Cleveland Rd	1936
American Colonial Revival	1515 Grandview Ave	1948
American Colonial Revival	1536 Grandview Ave	1922
American Colonial Revival	1572 Grandview Ave	1937
American Colonial Revival	1537 Highland Ave	1940
American Colonial Revival	1531 Idlewood Rd	1924
American Colonial Revival	840 W Kenneth Rd	1936
American Colonial Revival	925 W Kenneth Rd	1940
Contemporary	1534 Ard Eevin Ave	1987
Contemporary	1659 Ben Lomond Dr	2020
Contemporary	1665 Ben Lomond Dr	2016
Contemporary	1535 Cleveland Rd	2014
Contemporary	1601 Cleveland Rd	2003
Contemporary	932 W Kenneth Rd	1955
Contemporary	1515 Ben Lomond Dr	1922
Contemporary	1549 Ben Lomond Dr	1900
Contemporary	813 Glenview Rd	1926
Contemporary	1530 Grandview Ave	1920
Contemporary	1516 Idlewood Rd	1923
Craftsman	1621 Ben Lomond Dr	1912
Craftsman (eclectic)	1631 Ben Lomond Dr	1910
Craftsman	835 W Kenneth Rd	1922
Eclectic	1648 Idlewood Rd	1924
French-Inspired	1518 Ben Lomond Dr	1926
French-Inspired	1623 Ben Lomond Dr	1925
French-Inspired	1628 Ben Lomond Dr	1931
French-Inspired	1520 Cleveland Rd	1926
French-Inspired	1546 Cleveland Rd	1925
French-Inspired	1560 Cleveland Rd	1927
French-Inspired	1630 Cleveland Rd	1926
French-Inspired	1533 Highland Ave	1948
French-Inspired	1602 Idlewood Rd	1925
French-Inspired	1617 Idlewood Rd	1925
French-Inspired	1627 Idlewood Rd	1929
French-Inspired	900 W Kenneth Rd	1939

TABLE 3. Properties by Architectural Style (cont.)

Architectural Style	Street Address	Build Date
French-Inspired	922 W Kenneth Rd	1939
Mediterranean Revival	1535 Ard Eevin Ave	1923
Mediterranean Revival	1614 Ben Lomond Dr	1927
Mediterranean Revival	1540 Cleveland Rd	1926
Mediterranean Revival	1555 Cleveland Rd	1926
Mediterranean Revival	1635 Cleveland Rd	1930
Mediterranean Revival	1524 Idlewood Rd	1924
Mediterranean Revival	831 W Kenneth Rd	1925
Minimal Traditional	1540 Ard Eevin Ave	1941
Minimal Traditional	1545 Ard Eevin Ave	1936
Minimal Traditional	1600 Ben Lomond Dr	1932
Minimal Traditional	1603 Ben Lomond Dr	1946
Minimal Traditional	1607 Ben Lomond Dr	1948
Minimal Traditional	1611 Ben Lomond Dr	1950
Minimal Traditional	1615 Ben Lomond Dr	1950
Minimal Traditional	1622 Ben Lomond Dr	1948
Minimal Traditional	1640 Ben Lomond Dr	1940
Minimal Traditional	1651 Ben Lomond Dr	1945
Minimal Traditional	1656 Ben Lomond Dr	1941
Minimal Traditional	1515 Cleveland Rd	1939
Minimal Traditional	1606 Cleveland Rd	1941
Minimal Traditional	1639 Cleveland Rd	1937
Minimal Traditional	734 Glenview Rd	1934
Minimal Traditional	1508 Grandview Ave	1939
Minimal Traditional	1525 Grandview Ave	1950
Minimal Traditional	1529 Grandview Ave	1938
Minimal Traditional	1535 Grandview Ave	1939
Minimal Traditional	1537 Grandview Ave	1940
Minimal Traditional	1540 Grandview Ave	1947
Minimal Traditional	1546 Grandview Ave	1946
Minimal Traditional	1550 Grandview Ave	1948
Minimal Traditional	1606 Grandview Ave	1940
Minimal Traditional	1513 Highland Ave	1941
Minimal Traditional	1525 Highland Ave	1936
Minimal Traditional	1527 Highland Ave	1948
Minimal Traditional	1546 Highland Ave	1938
Minimal Traditional	1528 Idlewood Rd	1940
Minimal Traditional	1545 Idlewood Rd	1937

TABLE 3. Properties by Architectural Style (cont.)

Architectural Style	Street Address	Build Date
Minimal Traditional	1633 Idlewood Rd	1936
Minimal Traditional	1637 Idlewood Rd	1936
Minimal Traditional	1644 Idlewood Rd	1939
Minimal Traditional	910 W Kenneth Rd	1939
Minimal Traditional	918 W Kenneth Rd	1939
Minimal Traditional	945 W Kenneth Rd	1939
Modern	819 Glenview Rd	1921
Modern	1524 Grandview Ave	1973
Modern	1552 Grandview Ave	1951
Modern	1534 Highland Ave	1948
Monterey Revival	1545 Cleveland Rd	1930
Monterey Revival	820 W Kenneth Rd	1933
No defined style	1529 Cleveland Rd	1947
No defined style	1517 Idlewood Rd	1931
No defined style	1543 Grandview Ave	1926
Ranch	1544 Ard Eevin Ave	1950
Ranch	1521 Ben Lomond Dr	1951
Ranch	1527 Ben Lomond Dr	1948
Ranch	1528 Ben Lomond Dr	1930
Ranch	1535 Ben Lomond Dr	1951
Ranch	1541 Ben Lomond Dr	1951
Ranch	1525 Cleveland Rd	1947
Ranch	1520 Grandview Ave	1948
Ranch	1602 Grandview Ave	1949
Ranch	1520 Highland Ave	1948
Ranch	1528 Highland Ave	1946
Ranch	1538 Highland Ave	1950
Ranch	1545 Highland Ave	1947
Ranch	1523 Idlewood Rd	1960
Ranch	1535 Idlewood Rd	1960
Ranch	1539 Idlewood Rd	1959
Ranch	747 W Kenneth Rd	1946
Ranch	850 W Kenneth Rd	1939
Ranch	851 W Kenneth Rd	1950
Ranch	859 W Kenneth Rd	1922
Ranch	864 W Kenneth Rd	1941
Ranch	865 W Kenneth Rd	1940
Ranch	901 W Kenneth Rd	1949

TABLE 3. Properties by Architectural Style (cont.)

Architectural Style	Street Address	Build Date
Ranch	1000 W Kenneth Rd	1952
Spanish Colonial Revival	1515 Ard Eevin Ave	1925
Spanish Colonial Revival	1516 Ard Eevin Ave	1930
Spanish Colonial Revival	1520 Ard Eevin Ave	1930
Spanish Colonial Revival	1524 Ard Eevin Ave	1930
Spanish Colonial Revival	1525 Ard Eevin Ave	1930
Spanish Colonial Revival	1529 Ard Eevin Ave	1932
Spanish Colonial Revival	1512 Ben Lomond Dr	1932
Spanish Colonial Revival	1532 Ben Lomond Dr	1933
Spanish Colonial Revival	1536 Ben Lomond Dr	1934
Spanish Colonial Revival	1606 Ben Lomond Dr	1926
Spanish Colonial Revival	1610 Ben Lomond Dr	1936
Spanish Colonial Revival	1618 Ben Lomond Dr	1927
Spanish Colonial Revival	1632 Ben Lomond Dr	1926
Spanish Colonial Revival	1636 Ben Lomond Dr	1928
Spanish Colonial Revival	1639 Ben Lomond Dr	1928
Spanish Colonial Revival	1650 Ben Lomond Dr	1930
Spanish Colonial Revival	1655 Ben Lomond Dr	1924
Spanish Colonial Revival	1664 Ben Lomond Dr	1926
Spanish Colonial Revival	1517 Cleveland Rd	1924
Spanish Colonial Revival	1526 Cleveland Rd	1926
Spanish Colonial Revival	1530 Cleveland Rd	1926
Spanish Colonial Revival	1536 Cleveland Rd	1930
Spanish Colonial Revival	1550 Cleveland Rd	1925
Spanish Colonial Revival	1551 Cleveland Rd	1928
Spanish Colonial Revival	1600 Cleveland Rd	1927
Spanish Colonial Revival	1610 Cleveland Rd	1932
Spanish Colonial Revival	1615 Cleveland Rd	1930
Spanish Colonial Revival	1617 Cleveland Rd	1932
Spanish Colonial Revival	1621 Cleveland Rd	1932
Spanish Colonial Revival	1624 Cleveland Rd	1926
Spanish Colonial Revival	1629 Cleveland Rd	1930
Spanish Colonial Revival	748 Elliott Pl	1926
Spanish Colonial Revival	740 Glenview Rd	1927
Spanish Colonial Revival	744 Glenview Rd	1927
Spanish Colonial Revival	745 Glenview Rd	1926
Spanish Colonial Revival	748 Glenview Rd	1927
Spanish Colonial Revival	752 Glenview Rd	1928

TABLE 3. Properties by Architectural Style (cont.)

Architectural Style	Street Address	Build Date
Spanish Colonial Revival	823 Glenview Rd	1924
Spanish Colonial Revival	1511 Grandview Ave	1935
Spanish Colonial Revival	1512 Grandview Ave	1930
Spanish Colonial Revival	1521 Grandview Ave	1927
Spanish Colonial Revival	1547 Grandview Ave	1934
Spanish Colonial Revival	1551 Grandview Ave	1929
Spanish Colonial Revival	1559 Grandview Ave	1926
Spanish Colonial Revival	1566 Grandview Ave	1927
Spanish Colonial Revival	1517 Highland Ave	1931
Spanish Colonial Revival	1521 Highland Ave	1935
Spanish Colonial Revival	1538 Idlewood Rd	1925
Spanish Colonial Revival	1542 Idlewood Rd	1925
Spanish Colonial Revival	1549 Idlewood Rd	1925
Spanish Colonial Revival	1606 Idlewood Rd	1925
Spanish Colonial Revival	1607 Idlewood Rd	1925
Spanish Colonial Revival	1611 Idlewood Rd	1925
Spanish Colonial Revival	1616 Idlewood Rd	1926
Spanish Colonial Revival	1621 Idlewood Rd	1926
Spanish Colonial Revival	1638 Idlewood Rd	1929
Spanish Colonial Revival	801 W Kenneth Rd	1931
Spanish Colonial Revival	804 W Kenneth Rd	1928
Spanish Colonial Revival	811 W Kenneth Rd	1933
Spanish Colonial Revival	815 W Kenneth Rd	1930
Spanish Colonial Revival	825 W Kenneth Rd	1934
Spanish Colonial Revival	830 W Kenneth Rd	1926
Spanish Colonial Revival	845 W Kenneth Rd	1923
Spanish Colonial Revival	905 W Kenneth Rd	1927
Spanish Colonial Revival	915 W Kenneth Rd	1947
Spanish Colonial Revival	919 W Kenneth Rd	1933
Spanish Colonial Revival	926 W Kenneth Rd	1935
Spanish Colonial Revival	933 W Kenneth Rd	1934
Spanish Colonial Revival	940 W Kenneth Rd	1927
Tudor Revival	1513 Ard Eevin Ave	1926
Tudor Revival	1521 Ard Eevin Ave	1933
Tudor Revival	1528 Ard Eevin Ave	1927
Tudor Revival	1541 Ard Eevin Ave	1930
Tudor Revival	1522 Ben Lomond Dr	1925
Tudor Revival	1641 Ben Lomond Dr	1923

TABLE 3. Properties by Architectural Style (cont.)

Architectural Style	Street Address	Build Date
Tudor Revival	1646 Ben Lomond Dr	1927
Tudor Revival	1647 Ben Lomond Dr	1925
Tudor Revival	1660 Ben Lomond Dr	1926
Tudor Revival	1516 Cleveland Rd	1925
Tudor Revival	1554 Cleveland Rd	1926
Tudor Revival	1614 Cleveland Rd	1926
Tudor Revival	1620 Cleveland Rd	1926
Tudor Revival	1634 Cleveland Rd	1926
Tudor Revival	1560 Grandview Ave	1923
Tudor Revival	1520 Idlewood Rd	1926
Tudor Revival	1534 Idlewood Rd	1925
Tudor Revival	1548 Idlewood Rd	1925
Tudor Revival	1603 Idlewood Rd	1925
Tudor Revival	1610 Idlewood Rd	1925
Tudor Revival	1620 Idlewood Rd	1925
Tudor Revival	1626 Idlewood Rd	1925
Tudor Revival	1629 Idlewood Rd	1929
Tudor Revival	1630 Idlewood Rd	1926
Tudor Revival	1636 Idlewood Rd	1927
Tudor Revival	1641 Idlewood Rd	1924
Tudor Revival	750 W Kenneth Rd	1937
Tudor Revival	812 W Kenneth Rd	1925
Tudor Revival	854 W Kenneth Rd	1931
Tudor Revival	1008 W Kenneth Rd	1923
Unknown	1600 Grandview Ave	1995
Unknown	1532 Highland Ave	1953

APPENDIX B: SURVEY FORMS (DPR 523)