



# WEST SAN GABRIEL VALLEY AREA PLAN



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# Glossary

Term	Definition
Active Transportation	Active transportation refers to human-powered methods of travel, such as walking, bicycling, or rolling to get from one place to another.
ADA	Americans with Disabilities Act
ATSP	Active Transportation Strategic Plan
Cal Poly Pomona	California State Polytechnic University, Pomona
CAP	Climate Action Plan
CCAP	Community Climate Action Plan
Connect SoCal	2020–2045 Regional Transportation Plan/Sustainable Communities Strategy
County	County of Los Angeles
County Planning	LA County Planning
DPR	Los Angeles County Department of Parks and Recreation
EJSM	Environmental Justice Screening Method
Environmental justice	Environmental justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.



## GLOSSARY

Term	Definition
Equitable development	Equitable development is a policy and land use strategy that aims to provide healthy, livable, and equitable communities.
Equity	Equity is when every individual, regardless of race, income level, or neighborhood, is given access to the resources they need to succeed and thrive. Closing the gaps so that race does not predict one's success, while also improving outcomes for all.
WSGV	West San Gabriel Valley
WSGVAP	West San Gabriel Valley Area Plan
ESL	English as a Second Language
EV	electric vehicle
FAR	floor area ratio
FEMA	Federal Emergency Management Agency
General Plan	Los Angeles County General Plan
GHG	greenhouse gas
Habitat linkage	Habitat linkages are areas within the overall range of a species or suite of species that possess sufficient cover, food, forage, water, and other essential elements to serve as a movement pathway, or between two or more larger areas of habitat.
Hillside Management Areas	Hillside Management Areas are areas with a natural slope gradient of 25 percent or steeper.
HMA	Hillside Management Area
HOME Act	California Housing Opportunity and More Efficiency Act
HQTA	high-quality transit area
HVAC	heating, ventilation, and air conditioning
I	Interstate
IT	information technology
LA County Library	Los Angeles County Library
Metro	Los Angeles County Metropolitan Transportation Authority
Multi-benefit park	Multi-benefit parks serve more than one function.
Multi-use trail	Multi-use trails are those used by equestrians, cyclists, hikers, and runners.
Planning Area	WSGV Planning Area
PNA+	Los Angeles Countywide Parks and Recreation Needs Assessment Plus
RMC	San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy
RRE	Regional and Rural Edition
SB	Senate Bill
SCAG	Southern California Association of Government

Term	Definition
SCAG	The Southern California Association of Governments is an association of local governments and agencies that voluntarily convene as a group to address regional issues.
Scenic viewshed	A scenic viewshed is a scenic vista from a specific location along a highway, trail, waterway, or in a park or neighborhood.
SEA	Significant Ecological Areas (SEAs) are officially designated areas within Los Angeles county that contain irreplaceable biological resources.
SR	State Route
STEAM	science, technology, engineering, arts, and mathematics
STEM	science, technology, engineering, and mathematics
Step by Step Los Angeles County	Step by Step Los Angeles County – Pedestrian Plans for Unincorporated Communities
Total maximum daily load	Total maximum daily load is the calculation of the maximum amount of a pollutant allowed in a waterbody, and serves as the starting point for restoring water quality.
VHFHSZ	Very High Fire Hazard Severity Zone
Vision Zero Action Plan	Vision Zero Los Angeles County: A Plan for Safer Roadways 2020–2025
Wildlife corridor	Wildlife corridors are areas of open space of sufficient width—generally several hundred feet wide and unobstructed—to permit larger, mobile species to pass between larger areas of open space, or to disperse from one major open space region to another.
Wildlife crossing	Wildlife crossings are structures—such as bridges, underpasses, tunnels, or viaducts—that allow animals to cross human-made barriers safely.

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**Sections Included**

# CHAPTER 1 Introduction

## 1.1 Overview and Purpose

The West San Gabriel Valley Area Plan (WSGVAP) outlines a comprehensive framework to guide the evolution of the West San Gabriel Valley (WSGV) in the coming years. It focuses on harmonious growth, sustainability, and inclusive community development, addressing the unique characteristics of the WSGV Planning Area. The WSGVAP is built upon extensive community engagement and integrates with countywide and regional planning initiatives to promote balanced development while preserving the region's natural and cultural heritage. The WSGVAP comprises six elements, a community-specific chapter, and an implementation plan that collectively provide the areawide and community-specific goals, policies, and actions that support implementation of a shared vision for the WSGV.

## 1.2 WSGV Planning Area

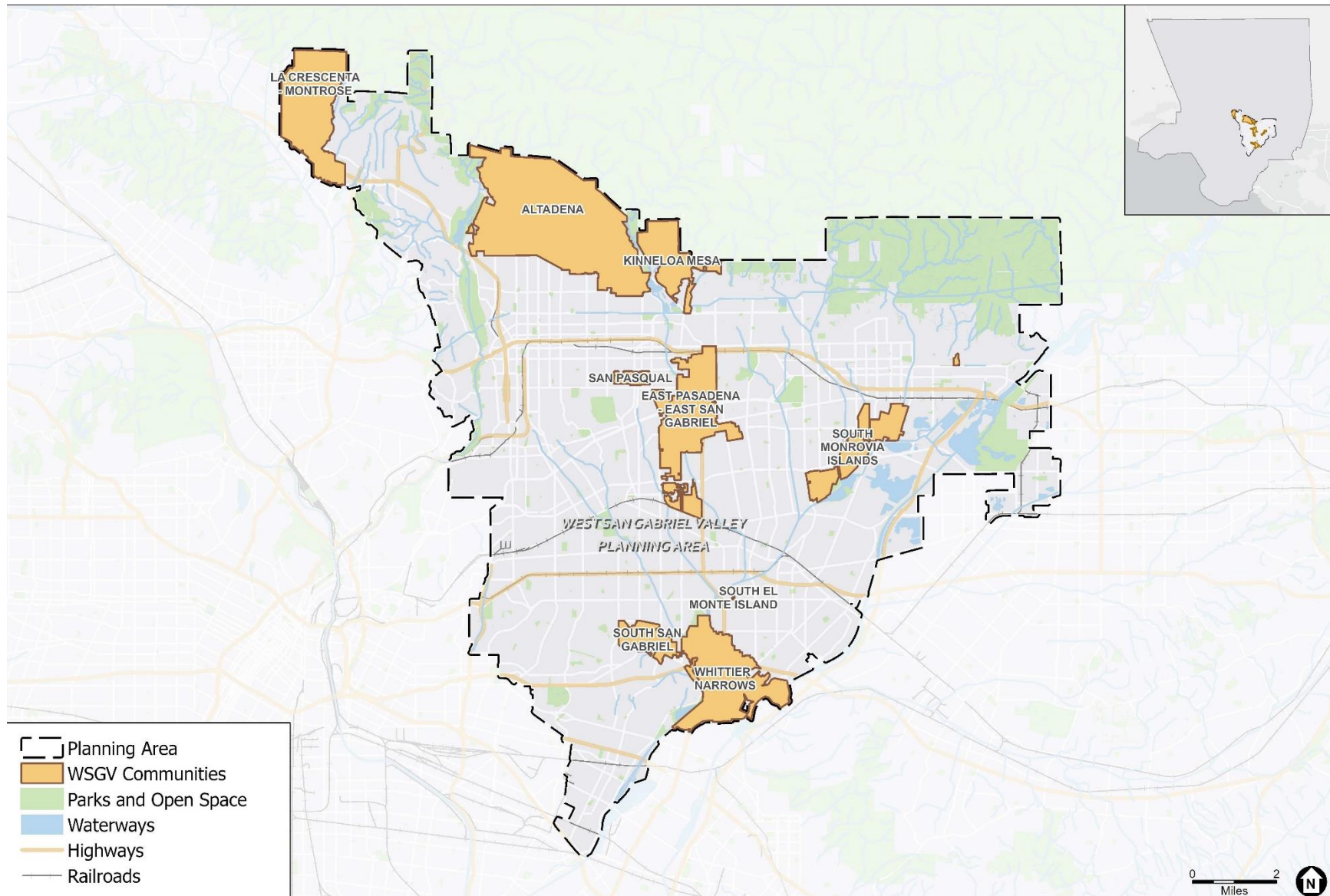
The WSGV Planning Area is located in southeastern Los Angeles County and consists of the following nine unincorporated communities that share boundaries with other jurisdictions (see **Figure 1-1, WSGV Planning Area**):

- Altadena
- East Pasadena–East San Gabriel
- Kinneloa Mesa
- La Crescenta–Montrose
- San Pasqual
- South Monrovia Islands
- South San Gabriel
- Whittier Narrows
- South El Monte Island

The Planning Area makes up 23.2 square miles and is primarily single-family residential, with some commercial corridors and concentrated areas of open space.

The WSGV Area is served by six freeways. The Foothill Freeway (Interstate [I-]210), San Bernardino Freeway (I-10), and Pomona Freeway (State Route [SR] 60) run east-west through the Planning Area. The San Gabriel River Freeway (I-605) runs northeast-southwest along the eastern boundary of the area. Part of the Arroyo Seco Parkway (SR 110) and Long Beach Freeway (I-710) also serve the area near the western boundary.

The land that makes up these communities contains highly varied topographies, from the steep slopes of the San Gabriel Mountains and Angeles National Forest that form the northern extent of the Planning Area, to flatter communities like East Pasadena–East San Gabriel. Large portions of the hillside and habitat areas are designated Significant Ecological Areas (SEAs), which provides additional protections to minimize the impacts of development on habitat areas and the increasingly rare plant and animal communities found there.



SOURCES: LA County DRP; ESA; UrbanFootprint 2023

FIGURE 1-1 WSGV Planning Area



The communities also vary widely in their demographics and population density. As of 2020, the Planning Area had a population of more than 74,680 residents, with the predominant ethnicities being Non-Hispanic White and Asian. Population density ranges from 6 persons per square mile in Whittier Narrows to 9,528 persons per square mile in South Monrovia Islands. Whittier Narrows consists mainly of the Whittier Narrows Recreation and Natural Areas, one of Los Angeles County’s largest regional parks.

## 1.3 Overarching Vision

The overarching vision of the WSGVAP is captured in the following six Vision Statements that together represent the vision for the future. These Vision Statements were developed through community input and provide the foundation for the development of goals, policies, and implementation actions for the WSGVAP.

### A. HARMONIOUS AND COORDINATED GROWTH

The WSGV is a vibrant mosaic of communities where balanced growth and natural preservation coexist harmoniously. Neighborhoods offer daily necessities within walking distance and foster community around local businesses and seamlessly integrated developments. Green spaces, mixed-use environments, and historic preservation enrich every community, making the WSGV a model of sustainable, inclusive living.

### B. A THRIVING BUSINESS-FRIENDLY REGION

The WSGV is a business-friendly environment that supports small businesses, entrepreneurs, and nonprofits. The local jobs-housing balance is improved through increased access to workforce training, partnerships with targeted employers, and skills development resources to connect community members to local well-paying, high-quality career opportunities.

### C. CONNECTED AND WALKABLE COMMUNITIES

The WSGV thrives as a network of connected, accessible neighborhoods. Streets are enriched by greenery, lighting, wayfinding signage, and open spaces that contribute to community character and invite walking and biking. Community-centric “healthy streets” and

passageways ensure mobility for all, making active lifestyles a natural choice for residents while fostering a cohesive, lively community spirit.

## D. STRONG SOCIAL AND CULTURAL COHESION

Community identity and culture is reinforced through multi-functional spaces that are accessible throughout WSGV communities. Community spaces and facilities foster play, social cohesion, cultural inclusivity, exploration, dining, recreation, and entertainment to be enjoyed by people of all ages and cultural backgrounds.

## E. RESILIENT AND SUSTAINABLE BUILT AND NATURAL ENVIRONMENT

The WSGV's rich natural setting, made up of conservation areas, large open spaces, undeveloped lands, scenic hillsides, and water resources, is preserved, enhanced, and restored. The built environment across the Planning Area is a cleaner, healthier place to live, work, and recreate, with improved air quality, increased biodiversity, connected wildlife habitats, and improved access to open space.

## F. EQUITABLE DECISION-MAKING

All community members, regardless of race, ethnicity, income, education, and other demographic factors, have equal access to opportunity in the WSGV. Community members feel empowered and encouraged to actively participate in the planning and public decision-making process. Land use decisions consider the varied needs of all residents—especially those who are most vulnerable—to ensure the equitable distribution of resources and amenities, address environmental injustices, and support the health, safety, and well-being of all residents.

# 1.4 Organization of the Area Plan

The Area Plan is organized into the following nine chapters.

- **Chapter 1, *Introduction***, provides the purpose of the WSGVAP, along with the guiding Vision Statements and the Area Plan's relationship to other planning documents. This chapter also summarizes the community engagement process and the

methodology used by Los Angeles County (County) to develop the Area Plan.

- **Chapters 2–7** comprise the six WSGVAP area-wide elements, which describe the key issues and opportunities under each topic area and provide goals and policies to achieve the vision of the Area Plan. The area-wide elements are applicable to all nine unincorporated communities and consist of the following:
  - **Chapter 2, *Land Use Element***, provides guidance on the regulation and distribution of land uses, access to natural and public resources, and economic and community development.
  - **Chapter 3, *Economic Development Element***, provides a framework for an economically and fiscally equitable and sustainable WSGV.
  - **Chapter 4, *Conservation and Open Space Element***, provides guidance for the conservation of biological, open space, scenic, and water resources in the WSGV.
  - **Chapter 5, *Public Services and Facilities Element***, provides guidance on facilities that are publicly managed, including parks, community facilities, health care facilities, libraries, and utilities.
  - **Chapter 6, *Mobility Element***, provides guidance to create a safe, convenient, comfortable, and accessible transportation system that fosters public transit, walking, and biking.
  - **Chapter 7, *Historic Preservation Element***, provides a brief history of the WSGV and guidance on preserving historic resources in the Planning Area.
- **Chapter 8, *Unincorporated Communities***, provides goals and policies unique to each individual community in the Planning Area.
- **Chapter 9, *Implementation Programs and Actions***, lists the actions and programs that will implement the goals and policies presented in Chapters 2–8. The Implementation Programs and Actions chapter describes which County departments and agencies are responsible for implementation programs and sets a time frame for the completion of those programs.



## A. HOW TO USE THE AREA PLAN

The WSGVAP, used in conjunction with the General Plan, will guide land use decision-making and serve several important roles:

- (1) Set direction for County administration, County staff, and elected and appointed officials, including County planning commissioners, regarding the long-range land use needs of those who live, work, and recreate in communities within the WSGV Planning Area.
- (2) Inform community-based organizations, business owners, developers, designers, and builders of the County’s plans for the future and development priorities.
- (3) Communicate the agreed-upon future form of the WSGV Planning Area’s communities to ensure the accountability of decision-makers in achieving the goals of this Area Plan.

**Table 1-1, *User Groups and Intended Use of the West San Gabriel Valley Area Plan***, outlines how the Area Plan may be referenced by three main user groups.

**TABLE 1-1 User Groups and Intended Use of the West San Gabriel Valley Area Plan**

Main User Category	Intended Use of the Area Plan
County Staff, Commissions, and Elected Officials	<p>Provides direction regarding long-range land use needs for those who live, work, and recreate in communities in the West San Gabriel Valley Planning Area.</p> <p>Communicates the agreed-upon future form of the West San Gabriel Valley Planning Area’s communities to ensure accountability of decision-makers in achieving the goals of this Area plan.</p> <p>Helps guide the County’s capital improvements program, zoning ordinance, and zoning maps for future improvements and developments.</p> <p>Encourages alignment with other County planning documents such as the Community Climate Action Plan 2045, the Active Transportation Strategic Plan, and the OurCounty Sustainability Plan.</p> <p>Consolidates regulations that exist across multiple plans to simplify and streamline land use and zoning regulations.</p>
Developers, Designers, and Builders	<p>Informs the County’s future plans and development priorities.</p>
Residents, Community Organizations, and Business Owners	<p>Holds the County administration accountable for implementing the identified goals and policies.</p> <p>Informs the County’s future plans and development priorities.</p> <p>Identifies current trends and economic development opportunities.</p>

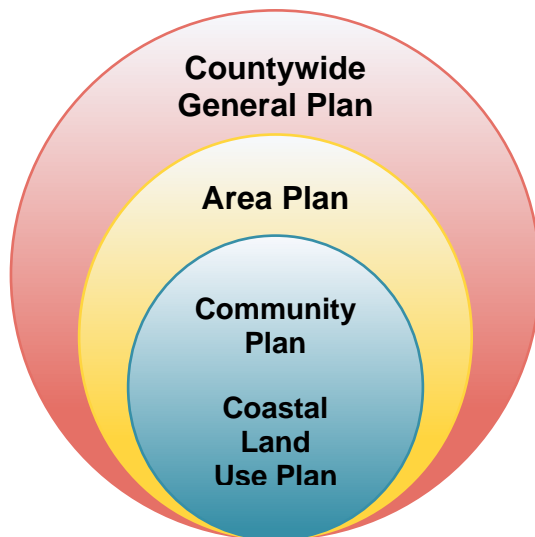
# 1.5 Relationship of the Area Plan to Other County and Regional Plans

## A. GENERAL PLAN

The General Plan is the foundational document for all community-based plans that serve the unincorporated areas.

### Planning Areas Framework

To effectively plan and coordinate development in unincorporated areas across a large geographic range, the County adopted a “Planning Areas Framework” in 2015 as part of the General Plan. The purpose of the Planning Areas Framework is to provide a mechanism for local communities to work with the County to develop plans that respond to their unique and diverse character and circumstance. This framework identifies 11 Planning Areas, including the West San Gabriel Valley Planning Area. The General Plan provides goals and policies to achieve countywide planning objectives for unincorporated areas. From here, the County can develop area plans that are tailored toward the unique geographic, demographic, economic, and social diversity of each Planning Area. All area plans are components of the General Plan and must be consistent with the General Plan’s goals and policies; see **Figure 1-2, Relationship of the General Plan to Community-Based Plans.**



**FIGURE 1-2 Relationship of the General Plan to Community-Based Plans**

## Countywide General Plan Guiding Principles

The General Plan provides the policy framework and establishes the long-range vision for how and where unincorporated areas will grow. It establishes goals, policies, and programs to foster healthy, livable, and sustainable communities. As a component of the General Plan, the WSGVAP is guided by the six General Plan Guiding Principles, which provide the foundation of the WSGVAP and inform its goals, policies, and implementation actions.

The General Plan's Guiding Principles include:

1. **Employ smart growth:** Shape new communities to align housing with jobs and services; protect and conserve the County's natural and cultural resources, including the character of rural communities.
2. **Ensure community services and infrastructure is sufficient to accommodate growth:** Coordinate an equitable sharing of public and private costs associated with providing appropriate community services and infrastructure to meet growth needs.
3. **Provide the foundation for a strong and diverse economy:** Protect areas that generate employment and promote programs that support a stable and well-educated workforce. This will provide a foundation for a jobs housing balance and a vital and competitive economy in the unincorporated areas.
4. **Promote excellence in environmental resource management:** Carefully manage the County's natural resources, such as air, water, wildlife habitats, mineral resources, agricultural land, forests, and open space, in an integrated way that is both feasible and sustainable.
5. **Provide healthy, livable, and equitable communities:** Design communities that incorporate their cultural and historic surroundings, are not overburdened by nuisance and negative environmental factors, and provide reasonable access to food systems. These factors have a measurable effect on public well-being.
6. **Promote strengths, community voice, and equity outcomes:** Seek out special places or traditions that are significant to the community and recommend ways to preserve and celebrate them.

Furthermore, the WSGVAP correlates with and implements the General Plan's Housing Element, as it reinforces Housing Element

policies and designates the proposed general distribution, location, and extent of land uses for housing at a range of densities to support housing for all income levels. The **Southern California Association of Governments' (SCAG's)** 6th cycle Regional Housing Needs Assessment allocation requires accommodating additional residential densities and additional housing affordability options in the WSGV; therefore, select land use goals, policies, and programs in the WSGVAP address the accommodation of diverse housing types.

The WSGVAP is closely related to other County planning efforts, including relevant transportation and sustainability plans. The goals, policies, and actions identified in these various plans helped to inform, support, align, and guide the goals, policies, and actions prepared for the WSGVAP, which also serve to further implement each plan.

## B. LOS ANGELES COUNTY COMMUNITY CLIMATE ACTION PLAN 2045

In 2015, the County adopted the 2020 Community Climate Action Plan (CAP) as a component of the General Plan's Air Quality Element, setting a target to reduce emissions by 11% by 2020. The 2045 CAP was adopted on April 16, 2024. The 2045 CAP sets new targets and goals beyond 2020, ties together existing climate change initiatives, and provides a blueprint for deep carbon reductions.

The 2045 CAP includes a greenhouse gas (GHG) emissions inventory, projections for future emissions, and a road map for addressing emissions from multiple sectors: transportation, stationary energy (used by buildings and other facilities), waste, industrial, agricultural, and land use. GHG emission reduction strategies, measures, and actions identified in the 2045 CAP will also yield community co-benefits, such as improvements in air quality, public health, mobility, and resilience. The 2045 CAP also outlines a process for implementation and monitoring that integrates with these ongoing sustainability efforts in the county.

The WSGVAP aligns with several policies and programs of the 2045 CAP related to the reduction of GHG emissions. The most significant of these policies and programs are to direct growth away from hazard areas and near transit, active transportation, and commercial services, and to align mobility investments in infrastructure, particularly in disadvantaged communities, to facilitate walking, biking, and transit use in place of vehicular travel.

## C. ACTIVE TRANSPORTATION STRATEGIC PLAN

The Los Angeles County Metropolitan Transportation Authority (Metro) Active Transportation Strategic Plan (ATSP) was adopted in 2016 and updated in 2023. The ATSP explains how Metro plans to help cities in Los Angeles County to encourage more walking and biking. Metro's goal is to make it easier for people to walk and bike to transit stations and to help cities fund and build regional walk/bike paths that connect communities.

**Active Transportation** refers to any non-motorized mode of travel, including walking, bicycling, rolling, skating, or scootering. For more information about Active Transportation and the ATSP visit <https://www.metro.net/about/active-transportation/>.

### Active Transportation

As part of the County's plan to make it easier to use **active transportation**, Metro is working to advance active transportation initiatives and provide more travel options throughout the county. Relevant, existing, and proposed initiatives from the recently adopted ATSP have been incorporated into the WSGVAP to further implement the ATSP and meet the WSGVAP goals of enhancing walkability and integrating land use and mobility throughout WSGV communities (see Chapter 6, *Mobility Element*, for relevant policies).

## D. STEP BY STEP LOS ANGELES COUNTY

*Step by Step Los Angeles County—Pedestrian Plans for Unincorporated Communities* (Step by Step Los Angeles County) was adopted by the County Board of Supervisors in 2019. The document provides a policy framework on how the County proposes to get more people walking, increase pedestrian safety, and support healthy and active lifestyles. It also includes community pedestrian plans for unincorporated communities in the county. The WSGVAP supports Step by Step Los Angeles County by providing goals and policies related to improving connectivity and pedestrian activity, and by locating new residential development in identified Opportunity Areas near existing commercial and active transportation corridors.

## E. CONNECT SOCAL

The SCAG *2020–2045 Regional Transportation Plan/Sustainable Communities Strategy* (Connect SoCal) is a long-range plan that embodies a collective vision for the region's future and balances future mobility and housing needs with the region's economic, environmental, and public health goals. Connect SoCal was developed with input from local governments, county transportation commissions, tribal governments, nonprofit organizations, businesses, and local

stakeholders in Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties.

Every four years, SCAG updates Connect SoCal as required by federal and state regulations. The most recent version, 2024–2050 Connect SoCal, was approved by SCAG’s Regional Council in April 2024, building upon the foundation laid by its predecessor. Fundamental components of the Connect SoCal document contributed to the identification of the WSGV Opportunity Areas as informed by the SCAG-identified priority growth areas and high-quality transit areas. Additionally, Connect SoCal informed relevant goals, policies, and actions of the WSGVAP.

## 1.6 Community Engagement

Stakeholder and community engagement was an important foundational backbone to the preparation of the Area Plan. A variety of forms and methods were used throughout the engagement process, ranging from surveys and office hours to visioning workshops and open houses. Stakeholders that have provided their input and feedback include community residents, property owners, local businesses, community-based organizations, external public agencies, surrounding jurisdictions, and other County departments.

When development of the WSGVAP kicked off in summer 2023, the County released a survey in English, Spanish, Chinese, Korean, Armenian, and Vietnamese. This survey invited those who live, work, and play in the Planning Area to provide feedback on what they think the community should look like in the future. The survey remained open for community members to provide their feedback throughout the planning process.

In October 2023, the County held a series of six visioning workshops. The intent of these workshops was to hear community members’ ideas, priorities, and community history. These workshops fostered discussions about what community members value in their communities, how those valued features can best be preserved and enhanced, and how to develop policies from that perspective. Five of the six workshops were held in person at community library facilities or parks, with one workshop held virtually.

In March and April 2024, the County hosted a series of five open houses to review preliminary chapters of the WSGVAP. The

presentation included an overview of the Area Plan, outlining its structure and content. The presentation also delved into existing issues and opportunities within the Planning Area, providing attendees with a clear understanding of the context in which the Area Plan was being developed. Moreover, it showcased the Draft Areawide Policy Recommendations and Draft Community Specific Policy Recommendations, emphasizing the specific strategies proposed to address the unique needs and challenges of each community within the Planning Area.

Feedback provided to the Area Plan team from these visioning workshops and open houses was influential in developing the goals, policies, and programs that make up this Area Plan.

Digital engagement was crucial in providing widespread information throughout the WSGVAP planning process. Staff members used a variety of digital platforms and tools to reach a broader audience, particularly those who may not have been able to attend in-person or live online events. Development of the Area Plan is comprehensively documented on the website (<https://planning.lacounty.gov/long-range-planning/wsgvap>), serving as a central information hub.

## 1.7 Methodology

The WSGVAP was developed with the help of planners, stakeholders, and community members who offered their time to share their knowledge, experience, and expertise, review draft documents, and provide feedback. The WSGVAP drew insight from multiple sources, including a review of past planning studies; field surveys; background and technical analyses; conversations with planners, residents, business owners, and industry professionals; and a thoughtful and intentional community engagement effort summarized in Section 1.6, *Community Engagement*.

The WSGVAP was also drafted under the guidance of and in consultation with other County and regional documents. It has been reviewed to be consistent with and further the goals and programs of each applicable County and regional document, including but not limited to those described previously in Section 1.5, *Relationship of the Area Plan to Other County and Regional Plans*.



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- 2.1 Introduction
  - 2.2 Issues and Opportunities
  - 2.3 Growth and Preservation Strategies
  - 2.4 Goals and Policies
- 

**Sections Included**

## CHAPTER 2 Land Use Element

### 2.1 Introduction

The West San Gabriel Valley Area Plan (WSGVAP or Area Plan) is committed to fostering sustainable growth in harmony with the natural and built environments. It aims to enhance community spaces, improve connectivity, and diversify land uses to meet the varied needs of the unincorporated communities in the Planning Area.

The Land Use Element plays an instrumental part in realizing the vision of the WSGVAP. Its goals and policies reflect the communities' aspirations for land use distribution, access to natural and public resources, and economic and community development. These initiatives aim to implement the Vision Statements presented in Chapter 1, *Introduction*, thereby enhancing the Planning Area's existing land uses.

### ORGANIZATION

This element provides an overview of land use issues and opportunities in the Planning Area, building upon key findings from existing conditions analyses and valuable input from stakeholders and community members. The collected research, analyses, and

community feedback highlighted areawide challenges and opportunities that have informed the land use vision and contributed to the goals and policies in this Element.

Additionally, the Land Use Policy Map (refer to Appendix A, *WSGV Planning Area Communities: Land Use and Zoning Modification Maps*) displays land use designations across the West San Gabriel Valley (WSGV), showing the general locations, densities, and intensities for all parcels in the unincorporated communities.

## 2.2 Issues and Opportunities

### A. LAND USE DIVERSITY

The Planning Area's prevalent single-family and low-rise commercial development, coupled with limited opportunities for growth, affect the ability of residents to meet various needs for housing, employment, and daily services in their communities. Limited land use diversity can exacerbate reliance on personal vehicles, which in turn can increase traffic congestion and adversely affect air quality and quality of life. Strategic growth that expands land use diversity, providing access to resources such as parks, schools, retail, and employment options, will broaden opportunities for WSGV residents while reducing car dependency and enhancing overall quality of life.

Additionally, community feedback has underscored the importance of conserving natural and open spaces. Therefore, this element targets moderate growth near developed areas to protect natural resources and integrates urban greening for sustainable development.

### B. DIVERSE HOUSING OPTIONS

A significant share of the Planning Area's residents, especially renters, are burdened by the high cost of housing, which highlights the need for a broader variety of housing options, particularly affordable options. High housing costs disproportionately affect vulnerable groups such as older adults, those with special needs, and lower-income individuals, and often lead to housing instability. This element advocates for a variety of housing options, such as affordable housing and context-sensitive "missing middle" housing, such as duplexes and fourplexes.

## C. COMMERCIAL REVITALIZATION

This element, together with the Economic Development Element, focuses on expanding local commercial and employment opportunities, supporting locally owned businesses, and revitalizing commercial areas to foster safe, accessible, and affordable spaces for independent businesses.

An **ACU** is a small-scale commercial space, ancillary to a primary residential land use, that can include a home-based business, workshop, or retail space.

### Accessory Commercial Unit (ACU)

Key strategies for commercial revitalization include flexible, mixed-use zoning to encourage commercial spaces near residential areas to reduce commuting needs and support pedestrian-friendly environments. Policies promote **accessory commercial units (ACUs)**, allowing businesses to operate close to where people live. ACUs enhance access to goods and services, while maintaining the Planning Area's character and allowing for cohesive residential and commercial growth. Adaptive reuse of existing, aging buildings, another strategy for enhancing commercial activity, transforms underutilized buildings into vibrant, functional spaces for improved access to goods and services.

## D. ACTIVE AND PEDESTRIAN-ORIENTED STREETS AND NEIGHBORHOODS

Highways, high-speed surface streets, and cul-de-sac developments can represent obstacles to using public transit or active transportation, like walking and cycling, to move about in the community. Active, pedestrian-oriented streets and neighborhoods are vital for community well-being, as they promote physical activity, foster social interactions, and enhance both environmental and physical health.

**Healthy streets** are closed to pass-through traffic but open to people walking, rolling, biking, and playing.

### Healthy Streets

This Land Use Element focuses on adapting the built environment to foster increased walkability and connectivity, including strategies such as creating pedestrian passageways through cul-de-sacs to better connect residents to everyday goods and services. Policies in this element encourage transforming select urban streets into **healthy streets** with pedestrian-focused amenities. Walking paths and sidewalks are prioritized in growth areas and disadvantaged communities, and are paired with strategies to increase signage and wayfinding, thus fostering a sense of place and safety for local residents and pedestrians.

Proper management and reuse of land dedicated to parking is also essential for enhancing urban character and the pedestrian experience. Too much parking may impede opportunities for higher priority land uses and discourage other travel modes, like biking and public transit. In large parking lots, and in neighborhoods with an oversupply of street parking, altering the design of parking areas can help improve functionality and safety. Encouraging the shared use of parking lots can also free up space for pedestrian amenities, fostering connected neighborhoods and community interactions.

## E. COMMUNITIES WITH A STRONG SENSE OF IDENTITY AND BELONGING

Each unincorporated community in the Planning Area possesses its own distinct attributes, from demographics to the built environment, which together shape the community's unique local character. Yet, these communities often indistinguishably blend with their neighboring cities, presenting both challenges and opportunities for enhancing community identity and providing a distinctive sense of place. During the community engagement process, residents in the Planning Area expressed a desire to see improvements to the urban environment, including increased street lighting, safe walking paths, and more spaces for community gathering and social interaction.

Policies in this Land Use Element focus on integrating additional gathering spaces, improving the safety and design of the public realm, and beautifying public spaces. These land use policies are designed to foster strong, distinct community identities that prioritize safety, social connections, and appealing urban environments.

## F. RESILIENT AND SUSTAINABLE COMMUNITIES

Half the communities in the Planning Area are recognized as Disadvantaged Communities by **CalEnviroScreen 4.0**, which reflects their vulnerability to environmental pollutants and socioeconomic challenges, often exacerbated by traffic and industrial pollution. Additionally, proximity to wildfire hazard zones poses significant risks to those living or working near foothills and open spaces. Building resilient and sustainable communities involves acknowledging local hazards and their impacts, while implementing proactive measures to protect and adapt communities to withstand the effects of climate change. Policies that

**CalEnviroScreen** is a screening methodology that can be used to help identify California communities that are disproportionately burdened by multiple sources of pollution.

SOURCE: <https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40>

**CalEnviroScreen 4.0**

focus on managing hazard-prone areas, regulating hazardous facilities, and adapting land uses and design for climate resilience are critical.

## G. EQUITABLE AND INCLUSIVE LAND USE DECISION-MAKING

Equitable and inclusive land use decision-making is crucial to fostering communities that genuinely reflect the diversity and needs of community members. Embracing local knowledge and engaging feedback from the outset of planning processes can yield spaces that are sustainable, culturally attuned, and centered around community well-being. The complexity of planning processes, including zoning and permitting, often poses barriers to community participation. Broadening engagement by using diverse methods and languages, and providing educational resources, empowers members of the public to actively participate and advocate for their needs.

### 2.3 Growth and Preservation Strategies

Growth and preservation strategies were developed to realize the vision for the Planning Area, as presented in six distinct but related Vision Statements in Chapter 1, *Introduction*. The nine strategies shown in Table 2-1, *Growth and Preservation Strategies*, were used to guide growth in the Planning Area and inform targeted amendments to land uses as well as policy. The Land Use Policy Map can be found in Appendix A, *WSGV Planning Area Communities: Land Use and Zoning Modification Maps*.

TABLE 2-1 Growth and Preservation Strategies

Vision Statement	Strategies
<p>I. Harmonious and Coordinated Growth</p>	<ul style="list-style-type: none"> <li>• Encourage <b>diverse housing</b> options by promoting ADUs, mixed-use development, affordable housing and 'missing middle' housing in appropriate zones;</li> <li>• Upzone areas near transit and commercial hubs for multifamily housing, aligning with sustainable growth principles;</li> <li>• Enable new <b>commercial nodes and local-serving businesses</b> to locate at key intersections and community gateways (e.g., accessory commercial uses)</li> <li>• Distribute community facilities equitably to support the well-being of all residents;</li> <li>• <b>Coordinate growth</b> with infrastructure improvements and investments that support walkable, green, safe, and connected communities;</li> <li>• <b>Implement community design standards</b> that guide new development to be aesthetically and environmentally harmonious with existing neighborhoods.</li> </ul>
<p>II. A Thriving Business-Friendly Region</p>	<ul style="list-style-type: none"> <li>• Identify through <b>outreach</b> to the business community barriers that are impeding new commercial and employment investments in WSGV;</li> <li>• Create incubator programs and local business support initiatives that <b>foster entrepreneurship</b>, focusing on leveraging local talents and resources;</li> <li>• Support small and medium-sized enterprises (SMEs) through <b>streamlined processes</b> and access to resources;</li> <li>• Develop incentives and support for businesses implementing <b>sustainable practices</b>; and</li> <li>• <b>Promote diversity</b> in locally-based businesses by providing platforms for minority and women-owned businesses.</li> </ul>
<p>III. Connected and Walkable Communities</p>	<ul style="list-style-type: none"> <li>• Expand <b>public transportation</b> options, especially in underserved areas, to reduce dependency on private vehicles;</li> <li>• Facilitate more walkable communities by designating <b>neighborhood greenways</b> that create safe, comfortable, and scenic routes to key destinations;</li> <li>• Develop <b>pedestrian pathways</b> through cul-de-sacs to enhance walkability and neighborhood connectivity; and</li> <li>• Identify gaps where sidewalks, bike lanes and trail connectivity are needed and desired to create safe and connected communities.</li> </ul>
<p>IV. Strong Social and Cultural Cohesion</p>	<ul style="list-style-type: none"> <li>• Foster community-driven development projects that provide spaces for socializing, cultural events, recreation, and entertainment;</li> <li>• Identify centrally located vacant and underutilized sites that are publicly available, or could be privately incentivized, to develop as uses beneficial to the community and for potential community gathering (e.g., community gardens, pocket parks, local markets, etc.); and</li> <li>• Launch cultural celebration programs to foster inclusiveness and appreciation of diverse communities.</li> </ul>
<p>V. Resilient and Sustainable Built and Natural Environment</p>	<ul style="list-style-type: none"> <li>• <b>Preserve</b> the sensitive resources, scenic hillsides, conservation areas, agricultural lands, parks, open spaces, water channels, and equestrian amenities that characterize the WSGV;</li> <li>• Identify locations to <b>enhance and restore</b> these sensitive resources and amenities for current and future populations (e.g., connected wildlife corridors, clean water resources, green infrastructure); and</li> </ul>
<p>VI. Equitable Decision-Making</p>	<ul style="list-style-type: none"> <li>• <b>Prioritize</b> the needs of <b>disproportionately affected communities</b> in the allocation of funding and capital investments, to ensure the equitable distribution of resources and amenities, and to address environmental injustices, correct social and economic inequities, and support the health, safety, and well-being of all WSGV residents;</li> <li>• Enhance digital and virtual platforms for community engagement to <b>ensure broad participation</b> in planning processes; and</li> <li>• Regularly assess community needs to inform <b>equitable distribution of resources</b> and amenities.</li> </ul>



## 2.4 Goals and Policies

### VS 1 – Harmonious and Coordinated Growth

#### BALANCED GROWTH AND NATURAL RESOURCE PRESERVATION

**Goal LU-1:** Growth facilitates sustainable development patterns and is targeted to areas with existing and future transit access, proximity to commercial services and employment centers, and is aligned with supportive infrastructure and access to public facilities.

**Policy LU-1.1: Foster sustainable growth patterns.** Concentrate growth within one mile from major transit stops, one-half mile from high-quality transit corridors, and one-quarter mile from commercial corridors and commercial areas where there is access to existing or proposed transit and everyday services within walking and biking distance.

**Policy LU-1.2: Increase land use diversity.** Enable a diverse land use pattern to meet the needs of residents and employees, including increased proximity between housing and commercial uses, job centers, parks and open spaces, and community services and amenities to support the well-being of the community.

**Policy LU-1.3: Foster walkable communities.** Bring everyday needs and amenities such as public transit, parks, schools, and commercial services within walking distance of neighborhoods.

**Policy LU-1.4: Prioritize investments in growth areas and disadvantaged communities.** Prioritize capital improvements and public facilities in targeted growth areas and disadvantaged communities to enhance and support equity and quality of life in the built environment.

**Policy LU-1.5: Ensure compatible land uses.** Ensure compatible land uses between Cities and unincorporated communities in the Planning Area.

**Goal LU-2:** Sustainable and resilient growth patterns effectively consider local hazards and safeguard the well-being of all community members.

**Policy LU-2.1: Direct growth away from hazard areas.** Direct future growth and development away from designated environmental hazard areas, including Fire Hazard Severity Zones, high-flood-risk areas, areas prone to landslides, and polluting uses.

**Policy LU-2.2: Prohibit development without adequate fire protection.** In fire hazard areas, prohibit development where there is insufficient access, water pressure, fire flow rates, or other accepted means of adequate fire protection.

**Policy LU-2.3: Limit expansion of the wildland/urban interface.** Direct future growth and development away from wildland/urban interface areas along the San Gabriel Mountains and foothills to minimize exposure to future hazards and habitat impacts.

**Policy LU-2.4: Ensure adequate road access.** Ensure new development is designed to be accessible from existing public roads and provides direct access to multiple primary roads to support community members' safety and aid in efficient evacuation during hazard events.

**Policy LU-2.5: Underground new and existing utility infrastructure.** Support the undergrounding of all new and existing utility infrastructure when not disruptive to sensitive biological and cultural resources. Prioritize high-fire-risk areas for transitioning existing utility infrastructure underground.

**Policy LU-2.6: Limit fuel modification and preserve native vegetation.** Site and design structures to minimize the impact of fuel modification on native vegetation and sensitive biological resources. Limit fuel modification to the minimum area necessary. Use site-specific fuel modification strategies, such as thinning, selective removal, and spacing, to create effective defensible space that preserves native vegetation.

**Policy LU-2.7: Manage vegetation.** Proactively manage vegetation in fire hazard areas under the guidance of a biologist to avoid impacts on sensitive resources, sensitive species, and fire-resistant native species.

**Policy LU-2.8: Prioritize site developments to promote safety.**

In fire hazard areas, require that development sites and structures be located off ridgelines, hilltops, and other dangerous topographic features such as chimneys, steep draws, and saddles. In addition, sites and structures must be adjacent to existing development perimeters and avoid incorporating long driveways.

**Policy LU-2.9: Provide sensitive-receptor buffers.**

Buffer sensitive land uses such as residences, schools, parks, and medical care centers from pollutant-emitting sources such as freeways, heavy industrial, hazardous materials sites, and similar uses.

**Policy LU-2.10: Ensure Crime Prevention through**

**Environmental Design (CPTED).** Incorporate principles of CPTED in site development to improve safety and emergency access throughout the WSGV communities.

**Goal LU-3:** A community with attainably priced and diverse housing options, and vibrant mixed-use environments that combine residential, commercial, and community-oriented spaces to enhance livability.

**RESIDENTIAL NEIGHBORHOODS AND HOUSING DIVERSITY**

**Policy LU-3.1: Promote diverse housing options.** Promote development of duplex, fourplex, accessory dwelling units, and cottage court housing in low-density housing areas.

**Policy LU-3.2: Allow compatible uses in residential neighborhoods.** Allow compatible uses on or near the edges of residential neighborhoods that bring amenities closer to homes, such as child and adult daycare centers, educational facilities, cultural facilities, and corner markets.

**COMMERCIAL AREAS AND CORRIDORS****Policy LU-3.3: Preserve and expand commercial space.**

Provide sufficient commercially designated land equitably throughout the WSGV to serve local needs and reduce travel by car to access daily services and goods. Prioritize communities that have been historically redlined.

**Policy LU-3.4: Activate commercial corridors.** Strengthen commercial corridors by facilitating building designs and street improvements that make for safe, comfortable, and enjoyable walking and biking experiences.

**Policy LU-3.5: Revitalize underutilized spaces.** Identify and repurpose underutilized lots and buildings within commercial corridors for community use, pop-up shops, or temporary green spaces.

**Policy LU-3.6: Promote the development of healthy food choices.** Promote the development of commercial uses that provide healthy and locally grown food choices for residents.

*Refer to the additional goals and policies under Vision Statement 2 related to commercial uses and establishment of a thriving and business-friendly region.*

*For additional policies related to this topic, refer to the Economic Development Element, Chapter 3 of this Area Plan.*

## MIXED-USE DEVELOPMENT

**Policy LU-3.7: Encourage mixed-use development.** Incentivize ground-floor commercial uses and pedestrian-oriented amenities in mixed-use development, to facilitate proximity between residences, businesses, employers, and amenities.

**Policy LU-3.8: Foster public-private harmony in mixed-use development.** Promote harmonious integration of private development with public spaces in mixed-use zones, blending residential, commercial, and recreational areas.

**Goal LU-4: Industrials uses that are environmentally responsible and beneficial to the local economy.**

## INDUSTRIAL AND EMPLOYMENT USES

**Policy LU-4.1: Ensure protection of industrial-adjacent land uses.** Ensure that industrial developments incorporate adequate landscape and noise buffers to minimize negative impacts on surrounding neighborhoods, addressing on-site lighting, noise, odors, vibration, toxic materials, truck access, and other elements that may affect adjoining uses.

**Policy LU-4.2: Protect residential uses from noise impacts.**

Promote enhanced levels of sound insulation for existing and proposed residential uses near industrial and commercial zones, and within 600 feet of a major transportation corridor or a major highway.

**Policy LU-4.3: Promote sustainable and clean industrial uses.**

Advance sustainable and clean industrial practices by incentivizing and prioritizing industries committed to environmental stewardship and clean technologies.

**Policy LU-4.4: Improve indoor air quality.** Support the development of programs for sensitive uses near industrial uses and other outdoor sources of indoor air pollution, such as freeways, to improve indoor air quality.

**Policy LU-4.5: Monitor community air quality.** Support community-level air quality monitoring for residential areas and other sensitive uses near industrial areas, major transportation corridors, and other air pollution generators.

*For additional policies related to this topic, refer to the Economic Development Element, Chapter 3 of this Area Plan.*

## **Goal LU-5: A resilient and sustainable community that balances development with the conservation of natural resources.**

### **MINERAL RESOURCES**

**Policy LU-5.1: Manage idle wells responsibly.** Support proper management of idle and abandoned oil and gas wells, as defined by the California Geologic Energy Management Division, following the requirements of state law, and remediation of impacts and restoration of habitat in or near **Significant Ecological Areas (SEAs)** and on any lands containing sensitive biological resources.

### **BIOLOGICAL RESOURCES**

**Policy LU-5.2: Protect natural resources.** Protect existing and restore or acquire additional natural resource areas for the continued protection of the WSGV's natural resources.

The **SEA** Program was established to conserve genetic and physical diversity within the County by designating biological resource areas capable of sustaining themselves into the future, and ultimately bettering the quality of life for those who live in Los Angeles County. The program serves as an important resource identification tool to indicate where important biological resources occur (LA County Planning 2022c). SEAs identify areas that the County deems important for biological resources and the balance between the natural world and development; however, these areas are not preserves. Additional information regarding requirements within the SEA can be found on the Los Angeles County website, <https://planning.lacounty.gov/long-rangeplanning/significant-ecological-areas-program/>.

#### **Significant Ecological Areas (SEAs)**

**Policy LU-5.3: Protect Significant Ecological Areas and biological resources.** Discourage development that threatens sensitive biological resources within SEAs and biological resource areas in the WSGV.

**Policy LU-5.4: Prevent habitat disturbance and fragmentation.** Direct development away from sensitive habitat areas and minimize or prevent any activity or development that will disturb or fragment habitat areas.

**Policy LU-5.5: Require natural habitat buffers.** Require natural habitat buffers to separate development areas from SEAs and natural resources.

**Policy LU-5.6. Support locally native plants.** Encourage new and existing development to use locally native species in landscaping. Provide the public with a list of locally native plants to support local biocultural diversity.

*For additional policies related to this topic, refer to the Conservation and Open Space Element, Chapter 4 of this Area Plan.*

## PARKS AND RECREATION

**Policy LU-5.7: Expand community recreation spaces.** Prioritize the development of vacant land owned by Los Angeles County (County) for recreational uses and other facilities that enhance public well-being and community engagement.

**Policy LU-5.8: Expand parks, open spaces, and trails.** Ensure that existing neighborhoods contain a diverse mix of parks and open spaces that are connected by trails, pathways, transit, and bikeways and within walking distance of residents.

**Policy LU-5.9: Address park needs.** Support additional resources to provide park space in areas identified as having high and very high park needs.

*For additional policies related to this topic, refer to the Public Services and Facilities Element, Chapter 5 of this Area Plan.*

## WATER

**Policy LU-5.10: Implement green infrastructure for water management.** Encourage the implementation of sustainable strategies to increase the use of permeable pavements, rain gardens, bioswales with locally native plants, green roofs, and other strategies, aimed at enhancing stormwater absorption, slowing runoff, and improving water quality.

**Policy LU-5.11: Support gray water and water reuse technologies.** Encourage and promote the installation of gray water infrastructure and water reuse and capture technologies for existing residential and small-scale development.

**Policy LU-5.12: Protect and enhance waterways.** Protect, restore, and enhance stormwater channels, rivers, creeks, and waterways, as critical natural resources that link unincorporated WSGV communities to natural assets.

**Policy LU-5.13: Provide buffers for waterways.** Support protection and restoration of native vegetation buffers and upland habitats for waterways, creeks, rivers, and wetlands.

*For additional policies related to this topic, refer to the Conservation and Open Space Element, Chapter 4 of this Area Plan.*

## RURAL AND AGRICULTURAL LAND

**Policy LU-5.14: Preserve established agricultural uses.** Support preservation of nurseries and other agricultural uses located on utility easements in the WSGV for agricultural and open space uses.

**Policy LU-5.15: Limit conversion of agricultural and working lands.** Limit the potential conversion of agricultural lands, working lands, and equestrian land to residential uses or other development.

**Policy LU-5.16: Encourage the sale of native plants.** Encourage local nurseries and retailers to grow and stock locally native plants.



## VS 2 – A Thriving and Business-Friendly Region

**Goal LU-6:** A diverse mix of commercial activities bolsters local businesses, generates employment opportunities, fosters walkable communities, and contributes to the economic vitality.

**Policy LU-6.1: Encourage commercial land use diversity.**

Encourage a greater mix of locally serving uses, such as retail, small businesses, eateries, small-scale institutional, office, and other compatible uses in commercial centers to limit vacancies and increase access to the community’s everyday needs.

**Policy LU-6.2: Facilitate accessory commercial units (ACUs).**

Support the development of ACUs overlay zone in which commercial uses such as bodegas and other small businesses can operate by right in otherwise exclusively residential neighborhoods.

**Policy LU-6.3: Support adaptive commercial reuse and rehabilitation.** Support the adaptive reuse and rehabilitation of aging commercial centers and structures and vacant or underutilized structures, especially those in **high resource areas (HRAs)**.

**Policy LU-6.4: Incentivize diverse and innovative industries.**

Incentivize innovation through the development of land uses that promote technology, sustainability, and bioscience employment hubs.

*For additional policies related to this topic, refer to the Economic Development Element, Chapter 3 of this Area Plan.*

**HRAs**, as defined by the California Department of Housing and Community Development, are neighborhoods that score better than other neighborhoods in the same region (score of 6 or 7 out of 9) across nine economic, educational, and environmental indicators. A neighborhood’s score for each economic and educational indicator is determined by whether it falls above or below the median (50th percentile) tract or block group value within each region.

SOURCE: CTCAC/HCD Opportunity Area Maps, <https://www.treasurer.ca.gov/ctcac/opportunity.asp>

**High Resource Areas (HRAs)**

## VS 3 – Connected and Walkable Communities

**Goal LU-7:** An active transportation environment that enhances mobility and reduces reliance on personal vehicles.

**Policy LU-7.1: Enhance mobility in growth areas.** Align investments in mobility with designated growth areas, prioritizing disadvantaged communities, to improve access to pedestrian pathways, public transit, and bicycle routes.

**Policy LU-7.2: Support pedestrian passageways through cul-de-sacs.** Support opportunities to provide pedestrian and bicycle passageways with wayfinding signage from neighborhood cul-de-sacs to arterials to provide residents greater access to services and amenities within walking distance.

**Policy LU-7.3: Create streets that foster healthy lifestyles.** Transform selected streets adjacent to or near residential neighborhoods into “healthy streets” that integrate pedestrian-focused design, green spaces, and community amenities.

**Policy LU-7.4: Repurpose underutilized surface parking.** Encourage developments with underutilized surface parking to repurpose spaces for community gathering and temporary community events.

**Policy LU-7.5: Consolidate and centralize parking lots.** Support community-wide parking reform through strategies that consolidate public parking areas at regular intervals along major retail and business corridors to enhance walkability, support popular community destinations, and limit vast expanses of surface parking.

**Policy LU-7.6: Enable parking flexibility.** Promote the reuse of existing parking facilities for local businesses through parking standards that allow for off-site parking, shared-parking arrangements, car sharing, centralized parking structures, or other means to meet minimum parking requirements.

**Policy LU-7.7: Enhance parking lots.** Facilitate the development of bioswales, trees, dedicated walkways, and traffic calming measures in parking areas to help enhance visual appearance, improve the pedestrian experience, and support groundwater recharge.

*For additional policies related to this topic, refer to the Mobility Element, Chapter 6 of this Area Plan.*

## VS 4 – Strong Social and Cultural Cohesion

**Goal LU-8:** A cohesive built environment that nurtures community well-being, inclusivity, and a shared sense of belonging among all residents.

**Policy LU-8.1: Maintain the public realm.** Support additional funding and resources to maintain public spaces and infrastructure to deter deterioration and promote a clean environment and foster sense of community pride.

**Policy LU-8.2: Foster gathering spaces.** Support the development of “community hubs” and multipurpose gathering spaces within walking distance of residential areas, incorporating features that support diverse uses and accessibility for all age groups.

**Policy LU-8.3: Improve safety and ambiance through lighting.** Improve street and public space lighting to enhance safety after dark. Ensure that lighting is down-cast to avoid light pollution and is designed to contribute to the distinct character of the community.

*For additional policies related to this topic, refer to the Public Services and Facilities Element, Chapter 5 of this Area Plan.*

**Goal LU-9:** Strong community character through design standards and practices that reflect community values, enhance neighborhood compatibility, and promote functional and aesthetic cohesion.

**Policy LU-9.1: Facilitate well-designed neighborhood transitions.** Facilitate new housing development that provide compatible transitions in design, massing, and landscaping between new construction and the surrounding neighborhood character, especially in growth areas that border residential neighborhoods.

**Policy LU-9.2: Reduce parking frontage.** Encourage placement of new parking lots or stalls behind storefronts and away from street frontages.

**Policy LU-9.3: Adapt parking lots for community events.** Enhance the utility and multi-functional potential of large parking areas by transforming them into flexible spaces suitable for both vehicle parking and the hosting of community events like festivals and farmers' markets.

**Policy LU-9.4: Integrate community identity markers.** Integrate distinctive community identity markers, public art, and signage that reflect the unique history and character of each community in the Planning Area.

*For additional policies related to this topic, refer to the Public Services & Facilities Element and the Historic Preservation Element, Chapters 5 and 7, respectively, of this Area Plan.*

## VS 5 – Resilient and Sustainable Built and Natural Environment

**Goal LU-10:** Resilient and sustainable communities that are adapted to climate change and provide equitable access to essential resources.

**Policy LU-10.1: Promote heat-resilient urban design.** Promote the integration of heat resilience measures in development projects, through requirements for cool roofs and pavements, increased pervious surfaces, shading, optimized building orientation, and the incorporation of landscaping features designed to mitigate heat.

**Policy LU-10.2: Provide community cooling centers.** Provide cooling centers in areas that are highly vulnerable to climate hazards and have limited access to such facilities.

**Policy LU-10.3: Mitigate flood hazards.** Mitigate future increases in flood hazards and minimize flood risk in the foothills of the San Gabriel Mountains, along the San Gabriel River, and in the valley areas through the development of multi-benefit open spaces for public use, flood attenuation, water infiltration, water quality improvements, and habitat conservation.

**Policy LU-10.4: Provide support for climate-vulnerable populations.** Support public facilities and parks to operate as spaces of refuge from high heat, offering hydration, sanitation, shade, and cooling among other health-supportive features.

**Policy LU-10.5: Provide employment facilities with cooling and air filtration.** Support the inclusion of air conditioning and air filtration systems in indoor work environments to support employee health and well-being, particularly in WSGV communities vulnerable to heat and air quality concerns.

**Policy LU-10.6: Facilitate urban agriculture.** Support and facilitate the use of public easements, rights-of-way, underutilized or vacant County land, utility corridors, schoolyards, or other public land for community gardens and urban agriculture to increase access to locally grown food.

**Policy LU-10.7: Incentivize food gardens and multifamily housing.** Support and incentivize the inclusion of resident-managed food gardens and urban agriculture in multifamily residential property developments.

## VS 6 – Equitable Decision-Making

**Goal LU-11:** Land use decision-making that is inclusive, equitable, and responsive to the diverse needs and voices of the WSGV community.

**Policy LU-11.1: Ensure equitable and accessible community engagement.** Expand community engagement efforts to people who otherwise might not participate, including working parents, people with disabilities, and communities of color.

**Policy LU-11.2: Encourage collaboration with community partners.** Partner with community groups, local community-based organizations, and public agencies to increase participation in the planning process and foster collaboration.



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- 3.1 Introduction
  - 3.2 Existing Conditions
  - 3.3 Issues and Opportunities
  - 3.4 Goals and Policies
- 

**Sections Included**

# CHAPTER 3 Economic Development Element

## 3.1 Introduction

While each of the nine unincorporated communities in the West San Gabriel Valley (WSGV) Planning Area is unique, one goal that unites all the communities together is the goal of a thriving economy and workforce, to attract new investment, and to promote sustainable and equitable growth opportunities.

This Economic Development Element for the West San Gabriel Valley Area Plan (WSGVAP) aligns with the Vision Statements found in Chapter 1, *Introduction*, and provides a framework for developing a resilient workforce, attracting investment, reducing economic and financial distress in vulnerable communities, and providing for an economically and fiscally sustainable WSGV.

This Element, along with the General Plan Economic Development Element and the Housing Element, builds upon countywide policies and programs that support economic development.

## ORGANIZATION

This Element includes a summary of existing conditions in the Area Plan Communities, as well as a summary of economic development issues and opportunities, followed by the goals and policies which will direct economic development initiatives for the WSGV Planning Area.

### 3.2 Existing Conditions

Areawide issues and opportunities related to economic development were identified based off of extensive community input and an analysis of key industries, employment sectors, the local resident workforce, real estate market conditions by sector, and displacement risks due to housing insecurity.

#### A. KEY INDUSTRIES AND JOB SECTORS

Taken together, the WSGVAP communities employed approximately 17,488 workers as of 2020, with the health care and social assistance sector accounting for 32.3% of total employment, or nearly one in three jobs.

Other key sectors include retail (10.4%), educational services (8.9%), and accommodation and food services (8.5%). Taken together, these sectors accounted for over 60.1% of total employment within the Area Plan Communities in 2020.

The communities of Altadena, East Pasadena-East San Gabriel, and La Crescenta-Montrose, which employed a combined total of 13,641 workers, represent over three-quarters of total employment in the WSGVAP. These communities also have some of the largest populations and most commercially zoned land in the Area Plan.

The majority of jobs are concentrated along major commercially zoned thoroughfares that bisect these communities. In Altadena, Woodbury Road as well as Lake Avenue and Washington Boulevard, have high concentrations of commercial zoning (C-3 and C-M) and a relatively large presence of commercial zoning restricted to neighborhood businesses (C-2).

East Pasadena-East San Gabriel's jobs are primarily located in areas near Huntington Drive and Rosemead Boulevard with a commercial

1. Altadena (6,479)
2. East Pasadena-East San Gabriel (4,195)
3. La Crescenta-Montrose (2,967)
4. Whittier Narrows (1,389)
5. South Monrovia Islands (1,228)
6. South San Gabriel (942)
7. San Pasqual (189)
8. Kinneloa Mesa (99)
9. South El Monte Island (0)

**Total (17,488)**

**Communities in the Area Plan by Job Count**

land use designation (CG), as well as in areas near Colorado Boulevard and Rosemead Boulevard with a mixed use land use designation (MU). In La Crescenta-Montrose, most of the employment and land with a commercial land use designation is located on Foothill Blvd.

East Pasadena-East San Gabriel has the highest employment density (1,192 jobs per square mile) out of all the communities, yet only has around half the employment density of the larger West San Gabriel Valley (2,325 jobs per square mile).

Health care and social assistance jobs in the Area Plan Communities are largely derived from the presence of large medical centers and hospitals, as well as some smaller health care facilities and services. Area Plan jobs in the retail sector are associated with their proximity to major retail centers and are derived from a wide range of businesses.

## B. RESIDENT WORKFORCE

The Area Plan Communities are home to approximately 52,851 employed residents, who are primarily employed in the fields of health care and social assistance (9,974 employed residents), educational services (6,163), and professional, scientific, and tech services (4,605).

The imbalance between jobs and employed residents (17,488 jobs versus 52,851 employed residents) in the WSGVAP communities indicates they are a net exporter of workers. This means that many community residents must travel elsewhere to reach their primary place of employment. This imbalance is due in large part to the overwhelming share of land in the WSGV Area Plan that is dedicated towards residential land uses as opposed to commercial and industrial land uses.

Mixed-Use zoning is defined in County Code Section 22.26.030 as a zone that allows for a mixture of residential, commercial, and limited light industrial uses in close proximity to bus and rail transit stations. This type of zoning combines a wide range of housing densities alongside community-serving commercial uses and aims to promote active and public transit, community reinvestment, reduction in energy consumption, and opportunities for employment and consumer activities near residences. Mixed-use zoning, where appropriate, could serve as a potential and incremental remedy by allowing additional commercial space in applicable areas.

1. Health Care (18.9%)
2. Educational Services (11.7%)
3. Professional and Technical Services 8.7%)
4. Transportation and Warehousing (7.8%)
5. Information (6.7%)
6. Accommodation and Food Services (6.6%)
7. Admin, Support, and Waste Management Services (5.2%)
8. Wholesale Trade (4.9%)
9. Finance and Insurance (4.5%)
10. Public Administration (4.5%)

**Total Employed Residents  
(52,851)**

**Resident Workforce Share of  
Total Employment by Job  
Sector**

Compared to Los Angeles County, employed residents in the WSGV Area Plan Communities have a relatively strong presence in the fields of Health Care and Social Assistance (18.9% versus 17.3% of total employment), Professional, Scientific, and Tech Services (8.7% versus 7.1%), and Educational Services (11.7% versus 8.5%). In other industry sectors, however, employed residents are less well represented. These include Wholesale Trade<sup>1</sup> (4.9% versus 7.2% of total employment), Transportation and Warehousing (7.8% versus 9.0%), and Accommodation and Food Services (6.6% versus 7.9%).

## C. REAL ESTATE MARKET CONDITIONS

Job-generating uses in the Area Plan Communities are generally associated with three types of real estate sectors: retail, office, and industrial space.

### Retail Space

Retail is the largest job-generating commercial use in the Area Plan Communities, accounting for more square footage (2,313,580 square feet) than office (1,067,654 square feet) and industrial uses (1,5052,980 square feet) combined.

East Pasadena-East San Gabriel has the largest inventory of retail space among the WSGVAP communities, occupying nearly 994,000 square feet, or 43% of the Area Plan's total retail space. Altadena follows with approximately 731,000 square feet, making up a respective 32% of the total. La Crescenta-Montrose and South Monrovia Islands have approximately 345,000 square feet and 120,000 square feet, respectively. Taken together, these four Area Plan Communities comprise the vast majority, or 95%, of the total WSGVAP retail inventory.

Vacancy rates and asking rents for retail spaces in these four communities vary but, as of the third quarter (Q3) of 2023, were on average lower than both the vacancy rate (5.4%) and the average asking rent<sup>2</sup> (\$35.00) for retail space in the greater Los Angeles County area.

With respect to current development activity, no retail buildings were under construction or proposed in any of the Area Plan Communities as of Q3 2023. The median year built for retail buildings in the WSGV

<sup>1</sup> Common occupations in the Wholesale Trade sector include sales representatives, transportation and material moving occupations, and shipping/receiving clerks.

<sup>2</sup> Asking rent refers to NNN rent.

Area Plan Communities ranges from 1949 to 1991, with the overall median year built for all communities being 1957. The median year built for retail space among the Area Plan Communities demonstrates the lack of new retail space in the past five years and throughout the last few decades.

## Office Space

By square footage, office space is less than half as common as retail space, occupying 1,067,654 square feet across the WSGVAP communities.

Altadena has the largest inventory of office space among the Area Plan Communities, with nearly 450,000 square feet, or 42% of the total. La Crescenta-Montrose and East Pasadena-East San Gabriel follow, making up another 42% of the total office inventory when combined.

Asking rents for retail spaces in these three communities were on average lower than the average asking rent<sup>3</sup> for retail space in the greater West San Gabriel Valley (\$36.72) and Los Angeles County (\$41.46), as of Q3 2023. Vacancy rates for office space in Altadena and La Crescenta-Montrose were relatively low, while the vacancy rate in East Pasadena-East San Gabriel (11.5%) was more so on par with vacancy rates across the West San Gabriel Valley (9.9%) and Los Angeles County (15%).

In the last five years, one new office building has been constructed throughout all the WSGV Area Plan Communities. The 2017 building makes up Huntington Plaza in East Pasadena at 7232 Rosemead Blvd and is zoned C-1. No new office buildings were under construction or proposed in any of the WSGV Area Plan Communities as of Q3 2023.

## Industrial Space

The WSGVAP communities occupy 1,052,980 square feet of industrial/flex space, accounting for less than 2% of the total industrial/flex space in the broader West San Gabriel Valley. Industrial/flex spaces are the least common use in the WSGVAP communities, starkly contrasting with the West San Gabriel Valley as a whole and Los Angeles County, where industrial/flex spaces are the most common.

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<sup>3</sup> Asking rent refers to gross rent.

Whittier Narrows has by far the largest inventory of industrial/flex space, with over 700,000 square feet, or 67% of the total, primarily clustered near along Peck Road near the area’s eastern boundary. The industrial/flex vacancy rate in Whittier Narrows fell under 1% at the time of data collection, indicating an extremely tight market for available industrial space in this area. Average asking rent<sup>4</sup> for industrial space in Whittier Narrows, at \$20.33, was also higher than average asking rents in both the West San Gabriel Valley and Los Angeles County. This could mean that there are fewer opportunities for new businesses to establish themselves, or for existing businesses to expand.

## Affordability and Anti-Displacement Considerations

There are approximately 5,320 units of multifamily housing spread across the WSGVAP. Taken together, the communities of East Pasadena, Altadena, and La Crescenta-Montrose comprise over 80% of the Area Plan’s multifamily housing stock.

Housing affordability becomes a problem when there is a deficit of housing units that can accommodate a region’s households at costs that are proportionate to their incomes. According to HUD standards, households paying more than 30% of their gross annual income for housing costs are considered “cost-burdened.”

By this metric, approximately 38.0% of all households in the Area Plan Communities are considered cost-burdened (48.8% of renter households and 32.3% of owner households). When compared to Los Angeles County however, the cost-burden among households in the Area Plan Communities is relatively low. In Los Angeles County, approximately 54.6% of all renter households are considered cost-burdened according to the most current estimate.

The Area Plan Communities contain significantly more owner households than renter households (32,775 versus 17,495). The largest segment across owner households, as well as total households, is owner households in the Above Moderate-Income category. For a family of three, this translates into \$106,050 per year and above, according to FY 2023 Income Limits for the Los Angeles-Long Beach-Glendale Metro Area.

Renter households in the Area Plan Communities, however, are more likely to belong to the Extremely-Low or Low-Income categories, making

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<sup>4</sup> Asking rent refers to all service type rent.



up 24.8% and 22.7% of all renter households, respectively. For a family of three, this translates into a maximum income of \$34,300 in the Extremely-Low Income category, and a maximum income of \$56,750 in the Very-Low Income category. These households in particular, are unlikely to be able to afford market-rate rents and may face displacement risk due to recent or future rent increases.

Average asking rents in all Area Plan Communities are significantly lower than those across Los Angeles County. Average rents in individual communities range from \$1,216 per month at the low end (South Monrovia Islands) to \$1,819 per month at the upper end (La Crescenta-Montrose). This compares to \$2,119 per month across Los Angeles County (including incorporated communities).

Providing a range of affordable units along with market rate units will be critical in the ongoing success of the Area Plan Communities. This is crucial in meeting housing and community needs expressed by individual WSGVAP communities as well.

## 3.3 Issues and Opportunities

Notable opportunities include a resident workforce that is comparatively well educated and represented in high employment growth sectors, such as Health Care and Professional Services. Residential cost burdens for renters are also lower than the Los Angeles County average, due to higher-than-average incomes and lower asking rents.

Challenges to ensuring ongoing economic vitality remain, however. The comparative lack of recent development activity makes the Area Plan's existing stock of job-generating sites less competitive. This lack of development activity also translates to housing production, with no new 100% affordable housing development in the pipeline. These issues and opportunities are summarized as follows and are broadly applicable across communities unless otherwise noted.

### A. COMMERCIAL VITALITY

Many WSGVAP stakeholders have indicated a desire to increase commercial corridor vibrancy with locally based small businesses.

As of 2023, no new commercial space was proposed or under construction in any of the WSGVAP Communities. This could make it

more difficult for the Area Plan’s older commercial properties to compete with newer developments in jurisdictions that are directly adjacent.

In Altadena, community members envision Lake Avenue becoming a vibrant, gathering place with sidewalk cafes and restaurants, with a community center at the street’s intersection with Mariposa. Lincoln Avenue was also indicated as a promising area for a vibrant, walkable mixed-use commercial district.

Members of the La Crescenta-Montrose community expressed a need for additional local-serving businesses and the activation of vacant lots in this area. East Pasadena-East San Gabriel residents proposed a vibrant hub of locally owned businesses along Rosemead Boulevard, such as cafes, restaurants, and retail to encourage increased pedestrian activity and complement existing commercial uses.

## B. HOUSING STABILITY FOR VULNERABLE POPULATIONS

Nearly half of all renter households in the WSGVAP are classified as Extremely-Low or Very-Low Income. Despite the fact that WSGVAP rents are lower than the County average, these households are unlikely to be able to afford market-rate rents, and may face displacement risk due to recent or future rent increases.

Based on an in-depth review of deed-restricted affordable housing projects across unincorporated Los Angeles County, only 3 affordable projects are located within the entire WSGVAP, with all geared towards Seniors. These three projects comprise 68 deed-restricted units, or 2.6% of the total number of deed restricted units found in Los Angeles County’s unincorporated communities. Notably, none of these projects are geared toward non-senior populations such as lower-income families, veterans, or homeless individuals.

The County’s Tenant Protection Ordinance and Affordable Housing Ordinance offer strong protections. Additional supply could also help ensure that households have access to the widest possible range of housing options that are suited to their needs.

## C. THRIVING AND RESILIENT SMALL BUSINESSES

Retail space in the WSVAP is comparatively inexpensive, with asking rents in nearly all communities lower than the asking rents in Los Angeles County as a whole.

This may allow for a higher share of locally owned, non-chain retail stores due to their relative affordability.

To this end, revitalization efforts at the corridor level could lead to commercial gentrification, with a subsequent loss of “mom and pop” stores.

Economic development efforts should ensure that existing businesses are able to remain open and competitive in a fast-changing retail landscape. At the same time, the County can encourage new businesses in their efforts to open and/or expand by targeting small businesses and entrepreneurs, and streamlining any approvals required to grow and expand.

## D. EQUITABLE WORKFORCE INVESTMENT

Employed residents in the WSGVAP are heavily represented in the health care and social assistance sector, which is forecasted to see significant growth over the next decade across Los Angeles County, according to California Employment Development Department forecasts. Given the Planning Areas’ net export of workers, along with the lack of new employment-generating development, the jobs-housing imbalance and skills-mismatch present in the WSGVAP communities could continue to be exacerbated despite forecasted industry growth.

Across Los Angeles County, opportunities exist to address the need for targeted industry and workforce investment and development, particularly in the wake of disruptive impacts of COVID-19. There is a particular focus on equitable workforce investment for populations, workers, and businesses disproportionately impacted by the effects of the pandemic. The American Rescue Plan (ARP) Act’s many ongoing Economic Opportunity projects (refer to Table X-1) exemplify a unique opportunity to capitalize on comprehensive and equitable investments towards strengthening local workforces and economies.

## 3.4 Goals and Policies

The following goals and policies address the issues and opportunities described in the previous section. Goals and policies for economic development are organized to implement relevant Vision Statements as presented in Chapter 1.

### VS 2 – A Thriving and Business-Friendly Region

**Goal ED-1:** Economic mobility opportunities are available to all WSGV community residents and workers.

**Policy ED-1.1: Expand workforce development.** Support the evolving needs of plan area businesses and workforce by providing a range of training and skills development opportunities in partnership with agencies, businesses, and non-profits.

**Policy ED-1.2: Leverage target industries for workforce development.** Leverage the expertise and institutional knowledge of employers and the existing workforce in the Plan Area within target industries such as health care and social services.<sup>5</sup>

**Policy ED-1.3: Expand access to education and economic resources and facilities.** Support the establishment of educational and workforce development facilities and provide resources for mentoring and training of Plan Area residents.

**Policy ED-1.4: Support older adults aging in place.** Support older adults aging in place and provide assistance to ensure their economic wellbeing.

**Policy ED-1.5: Foster Cross-jurisdictional Economic Development.** Coordinate with neighboring jurisdictions to pool resources, address funding gaps and assist with program administration to support integrated economic activity across jurisdictional boundaries.

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<sup>5</sup> Los Angeles County's seven target industries include Health Care Services, Manufacturing, Trade and Logistics, Leisure and Hospitality, Film and Digital Media, Bioscience, and Construction. Although these industries are not all uniquely applicable to WSGV, some already have an existing workforce in the area plan communities.

**Policy ED-1.6: Expedite permitting for small businesses.**

Streamline the permitting and clearance process for small-scale, locally-owned commercial uses.

*Refer also to the Land Use Element for additional WSGVAP policies related to this topic.*

## **Goal ED-2: Businesses in WSGV communities are thriving, innovative, and provide employment to Plan Area residents.**

**Policy ED-2.1: Promote small business and entrepreneurship.**

Cultivate the health and expansion of small businesses in the Plan Area along underutilized commercial storefronts and corridors through technical assistance and streamlined permitting processes and requirements.

**Policy ED 2.2: Mitigate small business displacement.**

Mitigate the displacement of small, locally-owned businesses in the Plan Area that may be impacted by new development by providing assistance and support to remain in their community.

**Policy ED-2.3: Foster a business-friendly environment.**

Support the retention and growth of local businesses through economic development strategies that identify and support firms doing business in the WSGVAP.

**Policy ED-2.4: Help businesses through the permitting process.**

Promote the retention and growth of Plan Area businesses by providing assistance in navigating the permitting process and supporting them with business development resources.

**Policy ED-2.5: Strengthen community identity.**

Prioritize improvements to the public realm in commercial areas that elevate small businesses and promote the community's distinct cultural and artistic identity.

## **Goal ED-4: Commercial areas are thriving and resilient.**

**Policy ED-2.6: Encourage the renovation of underutilized properties.**

Preserve and enhance existing historic and cultural resources through adaptive reuse of commercial structures that promote entrepreneurship and attract new economic opportunities.

**Policy ED-2.7: Targeted Development Incentives.** Attract and expand key industries to the Plan Area by providing a range of targeted development incentives designed to boost the financial viability of commercial projects in strategic areas.

**Policy ED-2.8: Activate Ground Floor Uses.** Promote standards, such as ground-floor transparency requirements, for commercial corridors to help pedestrians better interact with built spaces and to create a vibrant business corridor.

**Policy ED-2.9: Increase diversity and collocation of land uses.** Stimulate local economies by promoting a mix of commercial and residential uses along key corridors to reduce dependency on vehicular transportation.

## VS 6 – Equitable Decision-Making

**Goal ED-3: Economic development investments in the WSGV are prioritized through a lens of equity.**

**Policy ED-3.1: Ensure equitable investment within the Planning Area.** Prioritize capital improvements in disadvantaged subareas within the WSGVAP to support small businesses and ensure that investments in community services, facilities, and infrastructure are equitably distributed throughout the Planning Area.<sup>6</sup>

**Policy ED-3.2: Prioritize funding opportunities.** Ensure that available funding opportunities are equitably allocated to populations, workers, and businesses in disadvantaged communities (DAC).

**Policy ED-3.3: Invest in small and BIPOC (Black Indigenous and Other People of Color)-owned businesses.** Support populations in-need by investing in small and BIPOC owned businesses with support services, grants, and other incentives.

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<sup>6</sup> Based on an overview of HUD data, there are scattered areas of disadvantage in communities such as Altadena, South Monrovia Islands, East Pasadena-East San Gabriel, South El Monte Island, Whittier Narrows, and South San Gabriel.

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- 4.1 Introduction
  - 4.2 Issues and Opportunities
  - 4.3 Goals and Policies
- 

#### Sections Included

- 4.1 Introduction
- 4.2 Issues and Opportunities
- 4.3 Goals and Policies

# CHAPTER 4 Conservation and Open Space Element

## 4.1 Introduction

The Planning Area contains a broad range of natural resources and open space. This Conservation and Open Space Element establishes goals and priorities to guide the conservation of biological, open space, scenic, and water resources in the West San Gabriel Valley (WSGV). This element aligns with the Vision Statements found in Chapter 1, *Introduction*, of this West San Gabriel Valley Area Plan (WSGVAP or Area Plan). The Conservation and Open Space Element provides guidance to help ensure that development conforms with objectives to protect the natural environment, conserve natural resources and open space, protect sensitive watersheds and water quality, and preserve scenic resources.

### ORGANIZATION

Several types of biological, open space, scenic, and water resources are considered in this element. First, each resource type is summarized here. Each summary is followed by a description of the primary issues



and opportunities for conserving natural resources across the Planning Area (see Section 4.2, *Issues and Opportunities*), and then by the goals and policies that will guide conservation planning.

## A. BIOLOGICAL RESOURCES

The WSGV Planning Area is biodiverse. A variety of soils, geology, topography, elevation ranges, and microclimates support a unique and varied collection of biological resources, including habitats and species not found elsewhere in the world. The WSGV contains large areas of open space and undeveloped land with identified biological resources, but these areas have become threatened as a result of development and are further stressed by climate change impacts. This Conservation and Open Space Element establishes goals and priorities to guide the conservation of biological diversity in the WSGV. It also provides guidance to help ensure that development conforms with objectives to protect the natural environment, conserve biological resources, and protect sensitive resources.

The Planning Area is defined historically, topographically, and ecologically by its natural features—its rivers, valleys, hillsides, and mountains. The San Gabriel Mountains, San Rafael Hills, and Whittier Narrows Recreation Area contain ridgelines, natural canyons, and drainage channels that provide habitat and connectivity corridors for wildlife, connecting preserved lands in Chino–Puente Hills to the southeast, the Verdugo and Santa Monica mountains to the west, and Angeles National Forest to the north. These areas contain significant ecological resources and allow for free-flowing drainage from the hillsides into canyons.

The main types of biological resources in the WSGV are hydrologic features, riparian habitats, woodlands, chaparral, coastal sage scrub, grasslands, special-status species, U.S. Fish and Wildlife Service–designated critical habitat, Significant Ecological Areas (SEAs), and Regional Habitat Linkages. Further, the WSGV contains rare and endemic oak species whose genetic diversity should be preserved. The Planning Area is a rich storehouse of genetic diversity for oaks, particularly white oaks (*Quercus alba*), which include Engelmann oak (*Quercus engelmannii*), San Gabriel oak (*Q. durata* var. *gabrielensis*), scrub oak (*Q. berberidifolia*), and hybrids of these species, plus a very small number of valley oaks (*Q. lobata*), which are probably planted, but which were present historically. Coast live oak, interior live oak, and canyon oak are also present.

## Designated Significant Ecological Areas

Significant Ecological Areas, or SEAs, are locations designated by Los Angeles County (County) that aim to protect valuable biological resources. SEAs include lands that host sensitive and/or plentiful wildlife and vegetative species, intact habitat, and wildlife corridors to allow species to traverse the landscape.

Three SEAs are located within the WSGVAP:

1. Altadena Foothills and Arroyos SEA
2. San Gabriel Canyon SEA
3. Puente Hills SEA

The SEA Program is described in the General Plan's Conservation and Natural Resources Element ([https://planning.lacounty.gov/wp-content/uploads/2022/11/9.0\\_gp\\_final-general-plan-ch9.pdf](https://planning.lacounty.gov/wp-content/uploads/2022/11/9.0_gp_final-general-plan-ch9.pdf)) and at <https://planning.lacounty.gov/long-range-planning/significant-ecological-areas-program/>. The descriptions, biological resources, and specific features of the three SEAs designated in the Planning Area can be found in Appendix E, *Conservation and Natural Resources Element Resources*, of the General Plan ([https://planning.lacounty.gov/wp-content/uploads/2022/11/5.-gp\\_final-general-plan-appendix-E.pdf](https://planning.lacounty.gov/wp-content/uploads/2022/11/5.-gp_final-general-plan-appendix-E.pdf)).

## B. OPEN SPACE RESOURCES

Open space resources consist of largely undeveloped publicly and privately held lands and waters preserved in perpetuity for open space, recreational, conservation, and educational use. Open space resources in the WSGV include County-owned parks and managed trails, public parks and trails owned and managed by government agencies, joint powers authorities, national forest lands, and lands owned by nonprofit conservation organizations. Additionally, lands subject to recorded easements or deed restrictions for open space purposes may allow passive recreational use in line with the limitations established for the site.

The WSGV area encompasses the foothills of the San Gabriel Mountains and parts of Angeles National Forest, offering residents various recreational options. The WSGV Planning Area includes 3,540 acres of local and regional parks and recreational facilities, including County-owned and operated facilities and those managed by other

jurisdictions. In addition to these parks and recreational facilities, there are 1,672 acres of conservation areas within the Planning Area.

## C. SCENIC RESOURCES

Scenic resources in the WSGV Planning Area encompass designated scenic highways and corridors, hillsides, scenic viewsheds, vistas, significant ridgelines, and other natural features. However, population shifts and development have led to the loss and degradation of some scenic features, highlighting the need for protection measures. Existing scenic views include the San Gabriel Mountains, San Gabriel River, Arroyo Seco, and Rio Hondo, contributing to the region's aesthetic and ecological value. Preserving these scenic resources is crucial to their beauty, the overall health of watersheds, and the well-being of communities.

### Scenic Resources in WSGV Communities

#### SCENIC RIVER CHANNELS

The San Gabriel River, Rio Hondo, and Arroyo Seco are integral scenic resources in the WSGV, flowing from the San Gabriel Mountains to the south and through the valley. The Arroyo Seco runs along the west side of Altadena and south into Pasadena, flowing through a series of public parks. The San Gabriel River and Rio Hondo interact with Whittier Narrows Recreation Area, enhancing the area's visual appeal and environmental richness. The San Gabriel River flows in a soft-bottomed channel between raised levees. The Rio Hondo is mostly concrete-lined to serve its primary flood control function, but the river flows over open ground in two locations: the Peck Road Water Conservation Park and the Whittier Narrows Recreation Area.

The Rio Hondo and San Gabriel River have both been part of a revitalization program called the **Emerald Necklace**. The goal of this program is to create a “necklace” of parks and reclaimed wild spaces with the two rivers.

#### Emerald Necklace Program

#### SCENIC HIGHWAYS

Route 5 (Near Tunnel Station)/Route 134 is eligible for designation as a California State Scenic Highway as determined by the State Scenic Highway System. The highway runs through unincorporated La Crescenta-Montrose in the WSGV and throughout the greater Planning Area.

#### SCENIC PRESERVES

La Crescenta–Montrose Rosemont Preserve, or Rosemont Preserve, is a protected **scenic area** and lies within the unincorporated

community of La Crescenta–Montrose. Saved from development by the Arroyos & Foothills Conservancy, this preserve now serves as a permanent wildlife sanctuary and community resource.

### SCENIC PARKS AND RECREATIONAL AREAS

The Whittier Narrows Recreation and Natural Areas is a scenic resource that provide water features, trails, and expansive green spaces. This recreation area spans approximately 1,500 acres and includes vegetation such as trees and grasslands, providing habitat for various species. The recreational area provides scenic resources visible from walking trails, as well as public art and water features, making it a popular area in the WSGV. It also is a popular birding spot for local and migratory species.

Santa Fe Dam Recreational Area spans 836 acres and is located in Baldwin Park at the base of the San Gabriel Mountains. Along with Angeles National Forest and the Whittier Narrows Recreation Area, this recreational area has one of the highest rates of visitation in the WSGV (LACDPR 2022b). The area’s centerpiece is a 70-acre lake offering year-round fishing and opportunities to use non-motorized watercraft, and is a well-known birding area. Many native plant and animal species are also found in the recreation area.

### SIGNIFICANT RIDGELINES

Ridgelines are elevated shapes that are formed where sloping land surfaces meet. Specifically, significant ridgelines stand out because of their prominence, unique character and location, presence of cultural or historical landmarks, and ecological or scenic significance. Significant ridgelines have been identified and mapped in Altadena, with protections provided by zoning regulations.

### SCENIC HILLSIDES

The San Gabriel Mountains provide a dramatic scenic backdrop to the WSGV and are particularly close to the communities of Altadena and Kinneloa Mesa. Similarly, the Verdugo Mountains rise above La Crescenta–Montrose and create a strong visual presence. These hillsides, with their rugged peaks and slopes, contribute to the region’s unique visual identity.

## D. WATER RESOURCES

The San Gabriel Valley, once abundant in wetlands and riparian habitat, underwent significant changes due to the extractive economy of 19th- and 20th-century settlers. Resulting development and channelization of rivers resulted in the loss of 86% of historical wetlands. (County Planning 2023a). Although Angeles National Forest partially replenishes groundwater, the need for sustainable replenishment persists throughout Los Angeles County. Groundwater basins contribute 13% of the water supply to unincorporated areas each year, while more than half of the water supply is imported (Los Angeles County 2022a). Runoff in the northern WSGV supports riparian habitats, but development in the south reduces natural infiltration into groundwater basins, instead redirecting water to the channelized Los Angeles River and its tributaries on its way to the Pacific Ocean.

### 4.2 Issues and Opportunities

## A. BIOLOGICAL RESOURCES

### Preservation of Biological Diversity

Development remains the main cause of species decline in the Southern California region, where approximately 20% of the species on the federally endangered species list are found. In Southern California, more than 2,000 species of plants and animals are considered endangered, threatened, rare, or sensitive, or have been placed on “watchlists” by government agencies and conservation groups.

The County has designated SEAs for areas rich in biological resources to help ensure the sustainability of these valued resources into the future. The SEAs feature large areas of relatively undisturbed habitat that are listed as highest priority communities for preservation by the California Department of Fish and Wildlife. The SEA Program provides guidance for planning decisions and encourages the conservation of core habitats and linkages. However, due climate change and impacts from future development threats to biodiversity remain.

## Habitat Fragmentation

Habitat loss and fragmentation are the leading threats to biodiversity. Roads and development are major causes of this fragmentation, as they obstruct wildlife movement and often lead to collisions. A key consideration is to reduce the impacts and fragmentation caused by transportation barriers (South Coast Wildlands 2008). According to the California Roadkill Observation Program database, most collisions occur along State Route 2, State Route 134, and Interstate 210. Additional wildlife crossings at key locations are needed to facilitate movement that will counter the impacts of highways and urbanization. There is a need to reduce the impacts of transportation barriers and reconnect larger habitat areas to facilitate species movement and their genetic diversity for long-term sustainability of the populations.

## Preservation of Wildlife Corridors

Connectivity for wildlife movement needs to be expanded to support the health of native species throughout Los Angeles County. The WSGV provides a rich opportunity to further countywide goals for preservation of wildlife corridors as rare plant communities, rare and endemic species of flora and fauna, and documented wildlife movement corridors exist in the Planning Area. Major wildlife corridors include the Arroyo Seco and San Gabriel River, which touch the unincorporated communities of Altadena and Whittier Narrows, and extend into adjacent jurisdictions.

## Wildland/Urban Interface

To reduce environmental impacts from development and limit human exposure to hazards—wildfire, landslides, erosion, and floods—it is necessary to minimize and prevent the expansion of wildland/urban interface areas along the foothills of the San Gabriel Mountains. Maintaining vegetated hillsides helps to retain and absorb moisture and to reduce the occurrence of extreme erosion and landslides after fire and rain events. In Fire Hazard Severity Zones, fuel modification requirements can extend the negative impacts of development into native vegetation, well beyond the footprint of development.

## Climate Change Vulnerability

Climate change generates more extreme and unpredictable weather events that will likely harm the survival of wildlife and vegetation. Climate change also increases the severity and prevalence of natural

disasters such as wildfires, flooding, mudslides, and extreme heat, which are all intertwined. The foothills of the San Gabriel Mountains are especially prone to these disasters, given their susceptibility to wildfire and accumulation of water after rainfall. Thus, it is important to assess the risk of WSGV communities—especially underserved communities—to natural disasters exacerbated by climate change, and to develop mitigation strategies to protect biodiversity.

## Multi-jurisdiction Collaboration on Habitat Protection and Linkages

Because SEAs and habitat areas cross jurisdictional boundaries, jurisdictions must work together to conserve and protect habitat areas and wildlife linkages. As mapped, the SEAs flow into other jurisdictions where SEA regulations are not enforceable by the County. Working with these other jurisdictions to create and enforce protective measures across jurisdictional boundaries would help to preserve the remaining habitat areas and wildlife linkages and prevent their fragmentation. This need to preserve the continuity of wildlife linkages across jurisdictional boundaries is especially heightened because climate change may cause a shift in and alteration of the remaining habitat areas.

## B. OPEN SPACE RESOURCES

### Limited Available Open Space and Conflicting Priorities

A significant challenge in the WSGV is the conflict between growth demands and the need to preserve remaining open spaces and resource-sensitive lands as a valuable community resource. The available land must satisfy diverse and often conflicting community priorities. The challenge of limited space can prompt innovative solutions, optimizing available space for both the built environment and open space and conservation demands.

### Equitable and Inclusive Access to Open Space and Trails

Promoting accessibility and inclusivity in large open spaces is an essential goal that involves addressing diverse recreational needs and striving for equitable distribution of green space. The challenges emerge in tackling issues such as limited transit options; ensuring that biotic resources are protected while designing for public access; and managing conflicting needs among different user groups. Engaging the



public can resolve conflicts between user groups and enhance the overall experience in large open spaces. Existing spaces can also be designed to achieve multiple beneficial uses such as integrating green infrastructure for stormwater retention and connecting large open spaces for safe wildlife passages.

For additional discussion of open space and parklands, refer to Chapter 5, *Public Services and Facilities*.

## Open Space Management Plan for Acquisition and Planning

The County does not have an adopted countywide master plan for prioritizing land acquisition or managing and preserving resource-sensitive lands and open space areas. As habitat becomes increasingly fragmented, the region will require a planning document that focuses conservation efforts, by outlining criteria for preserving and acquiring land; setting standards for identifying priority acquisitions for wildlife connectivity; establishing conservation and land management goals; and identifying funding sources. This effort would be strengthened through collaboration with other agencies and jurisdictions to leverage resources and further the impact.

## C. SCENIC RESOURCES

### Scenic Routes and Corridors Study

The absence of a scenic routes and corridors study in the WSGV, and Los Angeles County as a whole, is a significant gap. Conducting a thorough study is an opportunity to identify and preserve unique scenic and cultural resources effectively. Engaging experts, community leaders, and cultural heritage specialists in the study can provide valuable insights into understanding and preserving the region's scenic and cultural resources.

### Balancing Development and Preservation

Balancing development and growth with the preservation of scenic resources is a challenging task. Addressing this challenge might involve implementing land use regulations, tackling concerns about light pollution, and devising strategies to mitigate the impact of development on the scenic quality of natural areas.

## D. WATER RESOURCES

### Watershed Impacts and Land Use

Poorly designed land uses within a watershed can harm rivers, streams, and communities through urbanization-induced issues like impervious surfaces, channelization, wetland loss, and polluted runoff. A watershed-based planning approach integrated with site-level land use planning is needed to protect, conserve, and restore water resources through integration of multi-benefit projects that mimic the ecosystem services of the natural hydrologic cycle.

### Surface Water Impairments

Clean Water Act Section 303(d) requires states to identify and establish a list of water bodies that do not meet applicable water quality standards. Those water bodies are considered “impaired” and are placed on the Clean Water Act Section 303(d) list. More than a dozen different stormwater and wastewater pollutants—metals, nutrients, indicator bacteria, organics, pesticides, trash, and other contaminants—are found in the county’s water bodies in amounts significantly exceeding established water quality standards. In the WSGV, the listed water bodies are Alhambra Wash, Legg Lake, Peck Road Park Lake, Puddingstone Reservoir, Puente Creek, Sawpit Creek, San Antonio Creek, Santa Fe Dam Park Lake, San Jose Creek, Walnut Creek Wash and a portion of the Arroyo Seco, the San Gabriel River, and the Rio Hondo. Most of these water bodies are located on the eastern and western sides of the WSGV, around the communities of South Monrovia Islands and Whittier Narrows.

### Groundwater Impairment and Depletion

In urbanized areas, compacted soils and impervious surfaces affect the natural recharge process. In the foothills of the San Gabriel Mountains, the downhill flow of snowmelt and rainwater recharges the groundwater recharge areas. With climate change and decreasing snowpack and rainfall, the recharge capacity of these areas becomes limited. Implementing policies to reduce impervious surfaces and increase green building design, as well as landscaping, bioswales, and other measures, will help improve groundwater recharge.

## 4.3 Goals and Policies

The General Plan sets the policy direction for all unincorporated communities in Los Angeles County. In addition to the General Plan's goals, policies, and implementation programs, the following goals, policies, and programs are applicable to the natural resources in the WSGV Planning Area. Where this Area Plan is silent on policy matters, the General Plan policies still apply.

### VS 5 – Resilient and Sustainable Built and Natural Environment

#### BIOLOGICAL RESOURCES

**Goal COS-1:** Biodiversity and ecological health are preserved and restored in the face of escalating threats from climate change, ensuring vitality and sustainability for the benefit of all beings.

**Policy COS-1.1: Strengthen ecosystem preservation for biodiversity.** Ensure the protection of biological resources through strategic habitat preservation efforts, including actions to acquire and conserve areas of high biological significance, sensitive natural communities, and SEA-designated land.

**Policy COS-1.2: Protect habitat areas and wildlife linkages.** Coordinate with County agencies and adjacent jurisdictions to conserve and protect habitat areas and wildlife linkages in SEAs, taking special consideration into studying the connection to the Verdugo Mountains and waterways (e.g., streams, washes).

**Policy COS-1.3: Engage and educate the community in preserving biodiversity.** Foster community education and stewardship around biological conservation, restoration, and climate adaptation.

**Policy COS-1.4: Preserve genetic diversity of oaks in WSGV.**

Preserve the genetic diversity of oak populations native to the WSGV, including those of scrub oak (*Quercus berberidifolia*), San Gabriel leather oak (*Q. durata* var. *gabrielensis*), Engelmann oak (*Q. engelmannii*), valley oak (*Q. lobata*), canyon oak (*Q. chrysolepis*), coast live oak (*Q. agrifolia*), interior live oak (*Q. wislizenii*), and naturally occurring hybrids.

**Policy COS-1.5: Restored habitat on degraded lands.**

Collaborate with agencies, jurisdictions, and nongovernmental organizations to ensure that habitat is restored on degraded lands (e.g., those used for oil and gas drilling, surface mining operations, and other impactful uses) near biologically sensitive resources.

**Policy COS-1.6: Consider climate change impacts on SEA land.**

Consider the future impacts of climate change on biological resources potentially impacted by development proposed on or near SEA-designated lands. Develop conditions and mitigation measures to protect and buffer the potentially impacted biological resources from the added stresses of climate change, which may be exacerbated by development.

**Goal COS-2: A connected network of large tracts of habitat, with a robust system of wildlife linkages and corridors to conserve and protect biodiversity.**

**Policy COS-2.1: Increase wildlife safety and minimize collisions.**

Minimize wildlife-vehicular collisions and potential conflict in the urban-wildlife interface by concentrating development towards urban centers and away from natural spaces.

**Policy COS-2.2: Foster safe wildlife crossings.**

Support the development of safe wildlife crossings and connecting of fragmented habitat.

**Policy COS-2.3: Buffers for Wildlife Crossings.**

Establish compatible, low-intensity land uses as buffers around wildlife crossings to ensure safe passage and undeterred movement of wildlife through the landscape.

**Policy COS-2.4: Facilitate Species Migration.** Identify and protect networks of habitat connectivity, linkages, and wildlife corridors between open spaces, reserves, and protected areas to facilitate species migration and range shifts in consideration of future climate change impacts.

**Policy COS-2.5: Habitat Stepping-Stones.** Create habitat stepping-stones on County-owned or managed properties and County facilities to better link to SEAs and sensitive habitats in the region.

**GOAL COS-3: Developed spaces are enhanced for biodiversity, climate resiliency, and the protection of all beings.**

**Policy COS-3.1: Open Space Dedications and Continuity.** Ensure that open space dedications for development projects prioritize the preservation of sensitive resources and are continuous with existing open space and preserved lands.

**Policy COS-3.2: Habitat-Sensitive Designs.** Ensure that developments in and adjacent to SEAs incorporate wildlife-permeable fencing, limit removal of native vegetation, and incorporate design features that support and enhance the biodiversity and natural processes of the region.

**Policy COS-3.3: Increase native vegetation across WSGV.** Landscape urban spaces with locally native plant species that function well in urban conditions and thrive in smaller, isolated stands of vegetation to foster biodiversity and decrease heat-island effects.

**Policy COS-3.4: Increase native vegetation on County-owned parcels.** Require the use of locally native vegetation on County-owned parcels and projects, as feasible (e.g., community parks, government buildings, etc.).

**Policy COS-3.5: Plant all slopes and disturbed areas with locally native vegetation.** Require all cut and fill slopes and other disturbed areas to be landscaped and revegetated with locally native plant species that blend with existing natural vegetation and natural habitats of the surrounding area prior to the beginning of the rainy season.

**Policy COS-3.6: Preserve vegetated hillsides for erosion control.** Implement conservation practices to maintain vegetated hillsides, mitigating erosion and reducing the risk of land/mudslides, particularly following wildfires, thereby enhancing climate change resilience.

**Policy COS-3.7: Limit light pollution and disturbance to wildlife species.** Limit or restrict lighting towards natural areas at night to limit light pollution and disturbance to wildlife species by encouraging implementation of the County’s Rural Outdoor Lighting District Ordinance (ROLD) practices outside of mandated areas, and by requiring the installation of timers to automatically shut lights during “dark hours” in the middle of the night.

**Policy COS-3.8: Biodiverse Urban Forest.** Ensure the planting of a locally native, climate-appropriate urban forest in parks, public rights-of-way, and on private properties to support native and migratory species, help build healthier soils, enrich biodiversity, and improve community health and well-being.

**Policy COS-3.9: Sensitive Tree-Trimming on Public Properties.** Public agencies responsible for maintaining trees along public rights-of-way, on public properties, and in open spaces and parks must avoid tree maintenance activities during bird nesting season, generally between February and August.

**Policy COS-3.10: Sensitive Tree-Trimming Education.** Support educational programming that informs the public to avoid tree maintenance activities during bird nesting season, generally between February and August.

## OPEN SPACE RESOURCES

**Goal COS-4:** Open spaces meet multiple needs and are expanded through acquiring land that protects biologically sensitive resources, supports resource-sensitive lands and provides community access to recreation as appropriate.

**Policy COS-4.1: Support the acquisition of resource-sensitive lands.** Support acquisition of land for open space preservation and passive recreational use, as appropriate. Prioritize acquiring land in SEAs and other resource-sensitive lands.

**Policy COS-4.2: Provide multi-benefit open spaces.** Ensure the creation and enhancement of open space and recreational areas that deliver multiple environmental and community benefits. These spaces should integrate water quality improvements, support groundwater recharge, provide native habitat, enable habitat connectivity, enhance biodiversity, and offer means of equitable access.

**Policy COS-4.3: Minimize habitat fragmentation in open space design.** Design open spaces, including trails and public access recreation areas, to minimize habitat fragmentation and avoid impacts to sensitive habitat areas, while optimizing available space for the passive recreation.

**Goal COS-5:** Large open spaces, recreation areas and trails are enhanced and maintained to ensure habitat protection and a safe and pleasurable experience for the community.

**Policy COS-5.1: Prioritize the protection of biological resources.** In biologically sensitive areas, designate and manage open spaces and trails such that the protection of biological resources and sensitive habitats takes precedence over recreational access.

**Policy COS-5.2: Protect nesting sites.** Preserve potential nesting habitats for native migratory and resident bird species, including owls and raptors, wherever they are found or have been known to occur. Provide temporary protective buffering around nesting sites of species sensitive to disturbance.

**Policy COS-5.3: Initiate conservation and open space volunteer programs.** Collaborate with local community-based organizations, agencies, and local schools to promote community and youth involvement in trail maintenance, habitat restoration, and educational activities.

## SCENIC RESOURCES

**Goal COS-6:** Scenic resources are preserved for the enjoyment of the public and to maintain the natural beauty of the area.

**Policy COS-6.1: Preserve scenic resources.** Identify, designate and preserve **scenic resources** and routes through the development of a comprehensive Scenic Resources and Routes study, integrating input from residents, environmental organizations, and cultural experts.

**Policy COS-6.2: Safeguard scenic resources from development.** Protect scenic resources from the impact of new development through incentives for developers and/or landowners to incorporate scenic preservation measures into their projects, such as preserving natural features, creating public viewpoints, or restoring degraded landscapes.

**Policy COS-6.3: Protect scenic hillsides and ridgelines.** Protect scenic hillsides, natural landforms, and significant ridgelines in the San Gabriel and Verdugo Mountains from development that impacts their scenic and ecological value.

**Policy COS-6.4: Minimize impacts of development.** Design and site structures and development so that they are as far away as feasible from scenic resources and their visual impact is minimized.

A **scenic resource** is a singular element within the environment valued for its visual appeal (mountains, rivers, historical buildings), while a **scenic area** is a larger, defined geographical area that encompasses multiple scenic resources and is preserved and designated for its overall scenic beauty (national parks, protected natural reserves, designated heritage sites, or even specific viewpoints along highways).

### Scenic Areas vs. Scenic Resources



**Policy COS-6.5: Protect scenic qualities of waterways and riparian areas.** Protect and preserve the scenic qualities of riparian corridors in undeveloped areas and canyons, and scenic portions of waterways in developed communities including the San Gabriel River, Rio Hondo, Arroyo Seco, and Sawpit Wash, among others.

**Policy COS-6.6: Expand and preserve scenic areas.** Collaborate with conservation organizations, agencies, and other entities to explore strategic land acquisition opportunities to extend protected areas around identified scenic resources, prioritizing natural buffers and conservation easements.

**Policy COS-6.7: Facilitate transition to Designated Scenic Resources.** Support the process of transitioning eligible scenic resources into officially designated **scenic areas** through planning and zoning amendments.

**Policy COS-6.8: Promote awareness and accessibility of scenic resources.** Support public awareness campaigns that promote environmental well-being of scenic resources, such as the San Gabriel River, Rio Hondo, and Arroyo Seco, and educate the community on the importance of preserving the scenic resources in the WSGV.

## WATER RESOURCES

**Goal COS-7: Watersheds are preserved and protected from the impacts of development, recreation, and agricultural uses, ensuring their ecological integrity and function for future generations.**

**Policy COS-7.1: Design infrastructure for watershed protection.** Ensure that all development projects incorporate natural infrastructure to protect and enhance the absorption, purification, and retention functions of natural drainage systems. Development should align with existing hydrological patterns, restore disturbed or degraded natural drainage systems, and incorporate sufficient buffer zones around sensitive water resources and habitats to preserve biological integrity and minimize development impacts.

**Policy COS-7.2: Prevent soil and water contamination.** Promote best practices that ensure clean and safe surface water, groundwater, and soil. Support the prevention of point and non-point source water pollution and the disposal any byproducts of human, crop-based agricultural or equestrian activities in or near any drainage course.

**Goal COS-8: Local waterways are maintained to mimic the hydrologic cycle, provide ecosystem services, and support both locally native and migratory species.**

**Policy COS-8.1: Promote healthy streambeds and rivers.** Support healthy streams, rivers, and their associated riparian ecosystems by dechannelizing rivers and streambeds and restoring natural riparian vegetation to promote wildlife usage, where and when feasible.

**Policy COS-8.2: Naturalized water channels.** Prioritize the use of bioengineering alternatives over traditional "hard" solutions such as concrete or riprap for flood protection, where feasible. Favor naturalistic, ecologically sensitive approaches that align with stream preservation and ecological integrity.

**Policy COS-8.3: Multi-benefit spaces for water quality improvements.** Provide multi-benefit spaces incorporating environmental services with water quality improvements. These can include slowing and capturing water for groundwater recharge, installing bioswales, using locally native vegetation, and creating habitat for birds and pollinators. Provide public access where feasible.

**Goal COS-9: Streams, wetlands, natural drainage channels, riparian habitat, and other natural intermittent and perennial waterbodies are protected, preserved, and restored.**

**Policy COS-9.1: Restore riparian resources.** Support restoration of upland communities and significant riparian resources, such as degraded streams, rivers, and wetlands, prioritizing efforts where they provide the greatest ecological benefit. Focus on maintaining ecological function and employ incremental restoration strategies when complete restoration is not feasible.

**Policy COS-9.2: Mechanisms for water resource protection.**

Enhance water resource protection mechanisms, such as a stream protection ordinance and buffer zones to protect, preserve and restore natural buffers around waterbodies, especially in natural areas and SEAs.

**Policy COS-9.3: Limit stream alterations.** Restrict the channelization or other significant alterations of streams, except under specific conditions: (1) necessary water supply projects where no feasible alternative exists; (2) flood protection for existing development where no other feasible alternative exists, as approved by the County; or (3) the improvement of fish and wildlife habitat. Ensure that any permitted alterations minimize groundwater depletion and include comprehensive mitigation measures.

**Policy COS-9.4: Prohibit alteration of streams for stream crossings.** Protect existing stream resources by prohibiting alteration or modifications that could affect water quality or watershed health. Set a minimum distance for bridge columns to be located outside streambeds and banks. Wherever possible, shared bridges shall be used.

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- 5.1 Introduction
  - 5.2 Issues and Opportunities
  - 5.3 Goals and Policies
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**Sections Included**

# CHAPTER 5 Public Services and Facilities Element

## 5.1 Introduction

The Public Services and Facilities element establishes goals and policies to address topics that are publicly managed and have a direct influence on the location of land uses, including early-care and education facilities, libraries, sewer and stormwater facilities, solid waste, utilities, and water (supply and conservation).

### ORGANIZATION

The following subsections summarize the types of public services and facilities considered in this element. After the summary of each facility or service type are descriptions of the primary issues and opportunities for public services and facilities across the Area Plan communities (see Section 5.2, *Issues and Opportunities*). Those descriptions are followed by the goals and policies, which will guide topics that are publicly managed for the WSGV Planning Area.

## A. COUNTY FIELD OFFICES

Unincorporated areas in the WSGV rely on Los Angeles County (County) field offices for essential public services that are usually provided by a municipality. County field offices provide support and are important resource hubs for residents in the Planning Area. Enhancing access, awareness, and use of County field offices is essential to improving service delivery and community engagement.

The Fifth District’s field office is located in Pasadena and is a resource hub for the communities of Altadena, La Crescenta–Montrose, Kinneloa Mesa, East Pasadena–East San Gabriel, South Monrovia Islands, and San Pasqual. The First District has a district field office in unincorporated South El Monte that serves the communities of South San Gabriel, South El Monte Island, and Whittier Narrows.

## B. HEALTH CARE SERVICES AND FACILITIES

Distribution of and access to health care facilities vary across the Planning Area communities, and health care services are offered by a combination of private and public providers. The County-operated Department of Health Services operates a comprehensive network of 28 health centers and four hospitals (Los Angeles County Department of Health Services, 2024) The closest County hospital to the Planning Area is the Los Angeles General Medical Center, which is located just east of downtown Los Angeles and about 7 miles west of the Planning Area. The closest County-operated health center to the Planning Area is the El Monte Comprehensive Health Center in the city of El Monte, just 1 mile north of the South El Monte Island community. The Department of Health Services caters primarily to those who lack health insurance and provides a range of services: primary care, substance abuse treatment, urgent and emergency medical services, diagnostic services, and specialty services including mental health care.

## C. PARKS AND COMMUNITY FACILITIES

Parks in the WSGV represent integral parts of the County’s commitment to enhancing the well-being of residents and promoting environmental stewardship. Within the entire WSGV—both incorporated cities and unincorporated areas—the County manages 3,240 acres of parkland, which are organized into two categories, local and regional parks, each catering to distinct needs within the WSGV.

Within the WSGV, 1,672 acres have been identified as conservation areas. The 249.4 acres of local parks in the WSGV serve as neighborhood hubs, offering various recreational opportunities for daily use, such as play equipment, sports fields, picnic areas, and restrooms. Yet, with a current deficit of 447 acres in local parkland, there is an ongoing commitment to meet the established goal of 4 acres per 1,000 people outlined in the General Plan. The regional park system, which covers 1,418.2 acres in the WSGV, strives to meet broader recreational needs. Regional parks like Eaton Canyon Natural Area and Nature Center offer diverse features, including hiking and equestrian trails, nature centers, and wildlife habitats. The General Plan also sets a goal of 6 acres of regional parkland per 1,000 people. However, the current regional park shortage of 197.6 acres indicates that continuous effort is needed to meet the park standards. Despite these challenges, the County remains dedicated to providing accessible and well-maintained green spaces for the WSGV community, ensuring that parks continue to enrich the lives of residents.

## D. LIBRARIES

The Los Angeles County Library Department operates most of the libraries in the WSGV. These libraries offer a wide range of services through numerous branches and extend beyond traditional book-lending resources to a comprehensive online platform. Broader services include eBook and audiobook lending, household tool borrowing, laptop and hotspot loans, employment preparation programs, and health-related programs like vaccine clinics (Los Angeles County Library (2024)). Enhancing the promotion of these diverse services is key to increasing community use and awareness.

The La Crescenta Library, managed by the County, serves the La Crescenta–Montrose community.

The community of Altadena is unique among the Planning Area communities in that it operates an independent library district with two branches located within the community—the Altadena Library and District Office at the heart of the community and the Bob Lucas Memorial Library and Literacy Center on the west side of the community.

## E. SCHOOLS AND EARLY CHILDHOOD EDUCATION

In the WSGV, education is supported by a variety of school districts, each offering a range of schools and services. This diversity reflects the unique educational needs throughout the Planning Area. All communities in the Planning Area except Whittier Narrows have at least one daycare or childcare facility within their boundaries. Just over half of the WSGV communities—Altadena, East Pasadena–East San Gabriel, La Crescenta–Montrose, South Monrovia Islands, and South San Gabriel—have access to a variety of grade schools within or just outside their community boundaries. The smaller unincorporated communities of San Pasqual and South El Monte Island have schools located within a few miles of their community boundaries. Kinneloa Mesa has just one private elementary school within the community.

## F. SANITARY SEWER AND STORMWATER FACILITIES

All communities in the Planning Area are within the urban regions of the Los Angeles River watershed. Collaboration between agencies is necessary for effective water management and environmental protection. In Los Angeles County, sewage and stormwater are managed and treated by separate physical systems and agencies. In the WSGV, stormwater in the county is managed by the Los Angeles County Flood Control District and sewage is managed by the Los Angeles County Sanitation Districts.

### Stormwater Infrastructure

Stormwater is collected by a network of storm drains and channels and is directed to specialized facilities for filtration and retention. In addition to pure rainwater, stormwater collected in the network of systems includes any pollutants carried by the rainwater into the drain, as well as dry-weather runoff such as water from residential gardening and commercial business uses. Beyond water conservation, stormwater infrastructure supports increased groundwater recharge, flood risk management, improved local water quality, protection of local habitats for wildlife, and improved climate resilience, such as mitigation of urban heat island effects.

### Sewer Infrastructure

In the Planning Area, most residential and business properties are connected to small sewers maintained by the Consolidated Sewer



Maintenance District of Los Angeles, a division of the County's Public Works Department. Larger sewers and lines that carry sewage to wastewater facilities in these areas are operated by the Los Angeles County Sanitation Districts (Los Angeles County Sanitation Districts 1998).

There are two wastewater treatment facilities in the Tributary Area of the communities that make up the Planning Area. The first is the Whittier Narrows Reclamation Plant, which treats the sewage from about 150,000 people in the area. The wastewater treated at the plant is either reused at the plant, sent to the Upper San Gabriel Valley Municipal Water District, or allocated for groundwater recharge into the nearby Rio Hondo and San Gabriel Coastal Spreading Grounds. The second plant serving communities in the Planning Area is the San Jose Creek Water Reclamation Plant, which is located near Whittier Narrows and which treats wastewater for approximately 1 million people.

## G. SOLID WASTE FACILITIES

Los Angeles County has the largest solid waste management system in the country. Los Angeles County Public Works operates waste management contracts, ensuring efficient collection and recycling services for residents and businesses. In the unincorporated communities throughout the county, including WSGV, Los Angeles County Public Works manages two types of waste management contracts: residential and commercial franchise systems. Residents in single-family and duplex properties within the Planning Area fall under the County's Residential Franchise System, where private waste haulers sign exclusive contracts with the County to provide services in particular unincorporated communities.

In South San Gabriel, Whittier Narrows, Altadena, and Kinneloa Mesa, trash, recycling, and organic waste collection services for single-family and duplex customers are provided by Universal Waste Systems, Inc. Residents in La Crescenta–Montrose, South Monrovia Islands, San Pasqual, and East Pasadena–East San Gabriel are provided with waste management services, including trash, green waste, and recyclables, by Burrtec Waste Industries, Inc. South El Monte Island is serviced by Ware Disposal for solid waste management and recycling services.

For businesses, multi-family properties (5+ units), and other customers needing dumpster services in the Planning Area, the County uses an Exclusive Commercial Franchise system. The Planning Area is divided

into two Commercial Service Areas (CSAs) for commercial solid waste collection. Customers that fall under the Exclusive Commercial Franchises system in Altadena and La Crescenta–Montrose are covered by the Foothills CSA and are serviced by American Reclamation, Inc., while commercial customers in the remaining six communities fall under the San Gabriel Valley West CSA and are serviced by Valley Vista Services, Inc.

## H. UTILITIES

Natural gas and electric utilities provide energy resources necessary to power homes and businesses. These utilities support a wide range of activities, from residential heating and cooling to powering businesses and public infrastructure.

Electricity in the Planning Area is provided by Southern California Edison and natural gas services are provided by Southern California Gas Company. The California Public Utilities Commission provides regulatory oversight to both utility providers in an effort to support renewable energy initiatives and promote safety and conservation awareness (Southern California Regional Energy Network (SoCalREN), 2024)

## I. WATER: SUPPLY AND CONSERVATION

The WSGV is provided a continuous supply of clean water for everyday uses through a comprehensive water management system, which consists of numerous water providers, water control boards, and other agencies. Water is imported into Los Angeles County from three sources: the Colorado River; the San Francisco Bay/Sacramento–San Joaquin Delta in Northern California via the State Water Project; and the Owens Valley via the Los Angeles Aqueduct. Water services are provided by a network of water districts, water wholesalers, and private companies that specialize in developing and improving water service for their customers.

## 5.2 Issues and Opportunities

The issues and opportunities are summarized below by resource topic area and are broadly applicable across communities unless otherwise noted.

### A. COUNTY FIELD OFFICES

#### Access to Public Services

Expanding County capacity and the visibility of County field offices is crucial to enhancing access to public services information and resources. Enhancing the presence and involvement of County district offices in these areas plays a pivotal role in ensuring that residents can effectively engage with their elected representatives, voice their concerns, and advocate for their needs at the countywide and community level.

### B. HEALTH CARE SERVICES ACCESS

#### Access to Health Care Facilities

Inconsistent distribution of health care facilities poses challenges for some WSGV communities. The placement of new health care facilities in areas without existing resources can help bridge the gap in access for communities located farther from existing facilities.

For households without a personal vehicle, transportation can pose a barrier to accessing health care services. The County provides a public-transportation shuttle for individuals with disabilities. Addressing transportation barriers and strategically placing new health care facilities can improve accessibility for residents, especially those without a personal vehicle.

### C. PARKS AND COMMUNITY FACILITIES

Limited space and conflicting needs pose challenges for park development and expansion in the WSGV. Innovative land-use solutions and multi-functional spaces can optimize existing resources. Ensuring safe and inclusive facilities and climate resilience strategies are essential to enhancing community well-being.

## D. LIBRARIES

### Access to Library Facilities and Services

Improving physical resources and exploring alternative library services can increase accessibility for communities without direct library access. Collocating facilities with other public resources and expanding outreach programs enhances community engagement and addresses the digital divide.

## E. SCHOOLS AND EARLY CHILDHOOD EDUCATION

Uneven distribution of early childhood care centers in the WSGV calls for improved transportation services, technology, and outreach services to improve access to education centers. Joint use of school facilities offers benefits to communities by allowing community members access to school amenities such as playgrounds, sports fields, and gymnasiums during non-school hours. School facilities can also serve as a venue for community engagement events, after-school and adult educational programs, multilingual educational programs, and voting centers.

## F. SANITARY SEWER AND STORMWATER FACILITIES

Impervious surfaces and aging infrastructure can pose challenges for stormwater management. However, the unique geographic features of many WSGV communities, especially those located near the foothills of the San Gabriel Mountains and Puente Hills, present opportunities for the efficient capture of stormwater runoff. Implementing rain-capture gardening techniques and bioswales for stormwater capture can absorb runoff and help recharge groundwater. Increasing awareness of sewer management responsibilities and investing in infrastructure modernization are essential to improving climate conditions and urban livability in the Planning Area.

## G. SOLID WASTE FACILITIES

The complexity of the County's sanitation system, with separate waste management contracts for different types of residences and businesses, may be confusing for the community to navigate. This is compounded by the fact that each Planning Area is serviced by a variety of different companies, leading to potential inconsistencies in

service quality and access to information. Developing a unified online platform or information hub that consolidates all waste management information relevant to the Planning Area could simplify this for residents.

## H. UTILITY INFRASTRUCTURE

Investment in both new and existing infrastructure and resources in the Planning Area is necessary to maintain service levels, accommodate growth, and improve resilience against storms and other climate-related hazardous events. County oversight and community engagement are crucial for balancing utility needs with community concerns. Developing a centralized information portal can streamline access to utility-related resources and support.

## I. WATER SUPPLY AND CONSERVATION

The diversified nature of water service delivery in the Planning Area results in a variety of conservation approaches and pricing structures. This diversity can make it challenging for residents to understand their service providers and responsibilities, as neighboring residents may be serviced by completely different water providers. This stratification may complicate the process of accessing support for water-related questions or concerns and make it difficult for residents to understand where they can access conservation resources and support. Developing a centralized information portal could help residents navigate these complexities.

*Xeriscaping* is a landscaping method developed especially for arid and semi-arid climates that utilizes water-conserving techniques. It involves the use of drought-tolerant plants, efficient irrigation systems, and various soil amendments to reduce or eliminate the need for supplemental water from irrigation. This approach not only conserves water but also typically requires less maintenance than traditional landscaping.

SOURCE: U.S. EPA 2021

### Xeriscaping

## 5.3 Goals and Policies

The General Plan 2035 sets the policy direction for all unincorporated communities in Los Angeles County. In addition to General Plan goals, policies, and implementation programs, the following goals and policies are applicable to the public services and facilities in the area. Where this Area Plan is silent on policy matters, the General Plan policies still apply. In some cases, for policies that are of high concern for the Planning Area.

### VS 1 – Harmonious and Coordinated Growth

**Goal PSF-1:** Public and private services and facilities are accessible and effectively meet the diverse needs of residents.

**Policy PSF-1.1: Partner for the joint use of public facilities.**

Enhance community access to recreational and educational amenities through partnerships with local schools for the joint use of facilities, prioritizing neighborhoods with high park needs.

**Policy PSF-1.2: Support opportunities for collocated facilities.**

Prioritize the collocation of County services, parks, and libraries and integrate County information centers into libraries to coordinate services.

**Policy PSF-1.3: Support the development of library-park joint programming and partnerships.** Support the County libraries in creating joint programming between libraries and parks by providing resources for collaboration.

**Policy PSF-1.4: Locate new health care facilities near public transportation.** Support the siting of new health care facilities near major transit stops in the Planning Area to minimize transportation barriers and improve access to health care.

**Policy PSF-1.5: Health care services support older adults and adults with disabilities.** Promote health care services and programs to meet the needs of residents and enhance the quality of life for older adults aging in place.

**Policy PSF-1.6: Enhance and adapt utility service capacity.**

Enhance infrastructure and service capacity to support development in growth areas to align with the demands of new and existing developments.

## VS 3 – Connected and Walkable Communities

**Goal PSF-2:** Safe, comfortable, and connected pedestrian pathways that encourage active transportation.

**Policy PSF-2.1: Enhance pedestrian facilities.** Establish a buffer between pedestrian pathways and roadways using landscaping, street furniture, bike lanes, or parking lanes to enhance pedestrian safety and experience.

## VS 4 – Strong Social and Cultural Cohesion

**Goal PSF-3:** Accessible, safe, and inclusive community parks and facilities.

**Policy PSF-3.1: Encourage multipurpose infrastructure.** In WSGV areas with the highest parks need, support multipurpose infrastructure such as pavilions and stages to accommodate a wide range of cultural and community events like concerts, theatrical performances, and outdoor movie nights.

**Policy PSF-3.2: Maintain existing community gardens.** Support the maintenance of existing community gardens by providing resources for waste and water management and regular upkeep of interior features.

**Policy PSF-3.3: Promote new community gardens.** Support the creation of community gardens through innovative site selection such as collocation of community gardens in underutilized areas including parkways, utility corridors, and parking lots.

## VS 5 – Resilient and Sustainable Built and Natural Environment

**Goal PSF-4:** Public facilities and services are cost-effective, sustainable, and resilient.

**Policy PSF-4.1: Increase green spaces and tree canopy cover in underserved communities.** Increase green spaces in underserved areas through tree canopy, rooftop green spaces, community gardens, and/or vertical gardens, and native vegetation.

**Policy PSF-4.2: Incorporate green stormwater infrastructure.** Integrate green infrastructure into parks and open space designs for effective stormwater management, such as rain gardens, bioswales, permeable pavements, and other groundwater retention features.

## VS 6 – Equitable Decision-Making

**Goal PSF-5:** An equitable, informed and engaged community empowered to participate in local government and decision making.

**Policy PSF-5.1: Increase access to County services and field offices.** Expand the service integration and coordination of County services to reach residents in underserved parts of the Planning Area.

**Policy PSF-5.2: Promote equitable access to health care facilities.** Facilitate equitable access to a broad spectrum of health care facilities that support the mental, emotional, and physical health of all WSGV residents throughout the Planning Area.

**Policy PSF-5.3: Prioritize equitable distribution of utility services.** Site new utility infrastructure with consideration of optimal service delivery and minimal disruption to communities and prioritize the equitable distribution of utility services across the Planning Area.



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- 6.1 Introduction
  - 6.2 Existing Conditions
  - 6.3 Issues and Opportunities
  - 6.4 Goals and Policies
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**Sections Included**

# CHAPTER 6 Mobility Element

## 6.1 Introduction

The Mobility Element guides the maintenance, enhancement, and development of the transportation network within the unincorporated communities in West San Gabriel Valley Planning Area (WSGV Planning Area), including automobile, pedestrian, bike, transit, and equestrian facilities. The purpose of the Mobility Element is to provide a safe and multimodal transportation system that addresses challenges and meets the needs of all mobility users in WSGV communities.

The Mobility Element includes a high-level summary of mobility issues and opportunities in the Planning Area. These issues and opportunities provide the foundation for the development of this element's goals and policies. In addition, the Mobility Element works alongside the Land Use Element to provide safe, efficient connections to various land uses and seeks to meet the transportation needs that align with the comprehensive land use vision for the WSGV.

## 6.2 Existing Conditions

### A. EXISTING CONDITIONS SUMMARY

An analysis of existing transportation conditions for the Planning Area and each unincorporated community, including the street system, injury collision histories, the public transit system, bicycle facilities, pedestrian facilities, travel patterns, and mode share, combined with extensive community input, provides a foundation to identify the common areawide challenges and opportunities in mobility described below in Section 2.2, *Issues and Opportunities*.

## 6.3 Issues and Opportunities

### A. TRAFFIC CALMING

In WSGV, major and secondary highways consistently experience higher traffic volumes, leading to increased frequencies of injury collisions in nearly all communities. Certain streets exhibit collision hotspots, posing significant safety concerns for pedestrians, bicyclists, and motorists within the WSGV communities. Among these streets are Altadena Drive and Mendocino Street in Altadena, as well as Ramsdell Avenue in La Crescenta-Montrose. Addressing safety challenges is essential to enhance the overall safety and well-being of community members, particularly for vulnerable groups including youth and older adults.

The *Vision Zero Los Angeles County* identified six Collision Concentration Corridors in the WSGV communities (Los Angeles County 2019). Three of these corridors have witnessed fatal and severe injury collisions between 2013 and 2017. Instances include two killed or severe injury (KSI) collisions on Lake Avenue in Altadena, one KSI collision on Live Oak Avenue in South Monrovia Islands, and five KSI collisions on Rosemead Boulevard in Whittier Narrows. These instances indicate an opportunity to prioritize safety enhancements and traffic calming measures on these roadways.

## B. ACCESSIBLE TRANSIT SERVICE

Geographically, over half of the WSGV communities are currently served by existing transit services. However, the transit mode share for commute trips remains below three percent across the entire area as of 2022, according to the American Community Survey 5-Year Estimates. This can be attributed to factors such as low bus frequency, transit services not aligning with commuter travel patterns, and limited access to transit in specific neighborhoods—particularly notable in the northern regions of Altadena and La Crescenta-Montrose, as well as the western part of South San Gabriel. Moreover, the communities face challenges related to limited First Last Mile (FLM) connectivity, impeding commuters from adopting transit as their primary mode of transportation. LA Metro’s *2023 Active Transportation Strategic Plan* (ATSP) identified FLM improvement areas in Los Angeles, four of which are within WSGV communities (LA Metro 2023). These FLM areas include Altadena Drive/Lake Avenue and Woodbury Road/Lincoln Avenue in Altadena, as well as Rosemead Boulevard/Huntington Drive and Rosemead Boulevard/Colorado Boulevard in East Pasadena-East San Gabriel.<sup>7</sup> This provides a cross-jurisdictional opportunity to improve FLM connectivity.

In addition to serving major employment hubs, community stakeholders have expressed a need and interest in establishing circulatory microtransit systems that aim to expand transit accessibility to retail districts and commercial corridors in the community and nearby incorporated areas.

Despite the abundant natural resources and conservation areas within the Planning Area, significant gaps in transit accessibility to these recreational areas and community facilities remain. Additionally, residents residing in hillside neighborhoods have voiced the need for microtransit options to address the difficulty of walking or biking on streets with steep grades.

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<sup>7</sup> First Last Mile Area identified in the 2023 Active Transportation Plan are available on the FLM Dashboard: <https://chenryan.maps.arcgis.com/apps/webappviewer/index.html?id=07c8d96e03c74ad2aa3af0e94c9d5e94>.

## C. COMPREHENSIVE BICYCLE NETWORK

The existing bicycle network exhibits gaps within the majority of WSGV communities and along jurisdictional boundaries. Notably, South San Gabriel lacks any bicycle facilities, and Kinneloa Mesa and South Monrovia Islands have only one segment with bikeways. Despite the presence of some bicycle facilities in Altadena and East Pasadena-East San Gabriel, the absence of connectivity among these partial networks and to other recreational areas (regional parks, trails, and local parks) makes biking less pleasant and comfortable along these streets.

To address these deficiencies, the County has proposed bicycle facilities to bridge gaps in the Bicycle Master Plan (BMP), last updated in 2012. The overarching vision of the plan is to create a bicycling environment that is safe, convenient, and accessible for individuals of all ages and abilities in Los Angeles. The BMP Update provides an opportunity for the WSGV communities to fill in existing bicycle network gaps.

Furthermore, the bicycling experience varies across different bikeway classifications. Most existing bicycle facilities in the WSGV communities are Class II bike lanes or Class III bike routes/sharrows. There is a Class IV cycle track along Rosemead Boulevard located at the border of East Pasadena-East San Gabriel, and several Class I bike paths in South Monrovia Islands and Whittier Narrows. Separated or protected bicycle lanes (Class I or IV) are generally associated with a higher level of comfort and safety compared to bike routes/sharrows (Class III). Therefore, prioritizing the selection and implementation of such facilities in the WSGV is recommended to promote safety and biking.

## D. SAFE AND CONNECTED PEDESTRIAN NETWORK

A shared concern across all eight communities, as highlighted by community input and surveys, is the absence of a safe and connected walking environment. Residents in Altadena, Kinneloa Mesa, La Crescenta-Montrose, South Monrovia Islands, and South San Gabriel have expressed a strong desire to enhance pedestrian safety in their respective communities. The pedestrians in these areas face higher levels of traffic stress while walking, attributed to factors such as high travel speeds, narrow sidewalks, sidewalk gaps, unsafe crossings, and a lack of pedestrian amenities along the primary main roads.

Furthermore, the shortage of shade compounds the challenges, contributing to an unpleasant walking experience. The distribution of tree canopy is uneven across the WSGV communities. The northern communities of the Planning Area, including Altadena, Kinneloa Mesa, and La Crescenta-Montrose, have a higher percentage of tree coverage than the southern communities, with over one-third of their communities shaded. In contrast, communities to the south of Planning Area, such as South San Gabriel and South Monrovia Islands, have less than 20% of their area covered by tree canopy. The average for Los Angeles County (including cities and unincorporated communities) is 18% tree canopy coverage. While many of the communities in the WSGV area meet or exceed this average, there is room for improvement to address the disparity.

## E. ALTERNATIVE MODES FOR COMMUTERS

Data from the 2022 American Community Survey 5-Year Estimates reveals that over 90% of WSGV commuters used automobiles for their daily commute, either by driving alone or participating in carpools, indicating a higher reliance on auto transportation compared to the average in the broader Los Angeles County Unincorporated area. This high automobile dependence is due to the absence of direct transit services to major job centers. For instance, there are limited high-quality transit routes serving Altadena and South San Gabriel that directly connect to Downtown Los Angeles. To foster a shift toward sustainable transportation choices, it is essential to establish transit services with improved peak period frequency that align with the travel patterns of commuters and the frequencies of other connecting transit services. This proactive approach would encourage residents to explore alternative, car-free modes of transportation for their daily commutes.

## 6.4 Goals and Policies

The General Plan sets the policy direction for all unincorporated communities in Los Angeles County. In addition to the General Plan's goals, policies, and implementation programs, the following goals, policies, and programs are applicable to the natural resources in the WSGV Planning Area. Where this Area Plan is silent on policy matters, the General Plan policies still apply.

### VS 3 – Connected and Walkable Communities

**Goal M-1:** The mobility system consists of a robust network complete streets designed to incorporate the needs of users of all ages and abilities.

**Policy M-1.1: Ensure roadway safety.** Ensure that corridors connecting residential areas, employment areas, recreation, and public facilities are safe, accessible, and defensible for all users, including vulnerable populations such as youth, older adults, and people with disabilities.

**Policy M-1.2: Multijurisdictional complete streets.** Support multimodal infrastructure projects that promote complete streets and coordinate efforts with neighboring jurisdictions where the County shares authority of traffic control and maintenance of roadways to facilitate access to public transit stops, commercial services, community amenities, and job centers across jurisdictional boundaries.

**Policy M-1.3: Prioritize environmental justice in mobility.** Address inequities created by a history of car-centric design by prioritizing the mobility and safety needs of priority populations such as youth, older adults, zero-car households, and disproportionately affected communities.

**Policy M-1.4: Evaluate evacuation capacity.** Coordinate with the Office of Emergency Management (OEM) to evaluate evacuation capacity and consider additional emergency planning efforts to address risks exacerbated by climate change and the WSGV communities' topography such as increased flooding and wildfires.

**Policy M-1.5: Use public spaces as connectivity hubs.** Support the design of public spaces that incorporate the needs of transit users, pedestrians, and people on bikes, by providing amenities such as bike racks, repair stations, and real-time transit information.

**Goal M-2: Provide improved access to regional and local transit service for all residents and people working in WSGV area.**

**Policy M-2.1: Enhance local transit services.** Enhance local transit services by coordinating across multiple systems to comprehensively address transit service gaps, reduce automobile dependence, and improve local circulation by connecting residential areas, shopping streets, community facilities, open spaces, and other community destinations.

**Policy M-2.2: Enhance regional transit service through partnerships.** Coordinate with LA Metro and other transit agencies to advocate and provide for reliable, safe, and high-quality service that connect unincorporated communities in the West San Gabriel Valley to the rest of the region. Encourage convenient and safe transit, pedestrian, and bicycle linkages to/from transit service and mobility hubs to facilitate first last-mile connectivity.

- Work with transit agencies and neighboring jurisdictions to improve the efficiency of the public transportation system through bus-only lanes, signal prioritization, and useful transfer windows to the larger regional transportation network.
- Work with LA Metro to develop First/Last Mile plans at two Metro A Line stations in the WSGV area - Sierra Madre Villa Station and Monrovia Station, as well as four bus stop FLM areas within WSGV communities identified in the 2023 Active Transportation Strategic Plan.<sup>7</sup> These FLM areas include Altadena Drive/Lake Avenue and Woodbury Road/Lincoln Avenue in Altadena, as well as Rosemead Boulevard/Huntington Drive and Rosemead Boulevard/Colorado Boulevard in East Pasadena-East San Gabriel.

**Policy M-2.3: Support bus stop improvements.** Partner with regional and local transit operators to support bus stops with attractive amenities, unique community branding, sustainable elements, and public art to serve as gateways to the community and promote cohesive community corridors.

**Policy M-2.4: Promote accessible transit vehicles.** Support the use of transit vehicles with enhanced accessibility to accommodate a wide range of mobility-aide devices and childcare instruments like car-seats and strollers.

**Policy M-2.5: Community transit promotion.** Partner with community members and stakeholders to assess, promote, and market transit options available in local communities.

**Goal M-3: A safe, convenient, and comfortable active transportation network that fosters pedestrian and bicycle travel as healthy and sustainable modes.**

**Policy M-3.1: Evaluate bike network gaps.** Support people on bikes by evaluating bike network gaps along jurisdictional boundaries and implementing infrastructure to close those gaps.

**Policy M-3.2: Prioritize safe and connected pedestrian networks.** Provide safe and connected pedestrian networks that are mindful of users, roadways, surrounding land uses, environmental conditions, and community characteristics.

**Policy M-3.3: Promote neighborhood greenways.** Support the planning and construction of greenways that prioritize pedestrians and cyclist safety to encourage foot traffic, reduce parking demand, and support local businesses.

**Policy M-3.4: Leverage waterways as a recreational resource.** Support the use of water channel rights-of-way to provide off-street multi-use paths and trails that can serve as a recreational resource and means of commuting to local job centers.

**Policy M-3.5: Expand tree canopy cover.** Promote the planting of locally native trees in the public right-of-way, including street trees and park trees, to provide shaded pathways, neighborhood cooling, and other benefits.



**Policy M-3.6: Apply the latest accessibility standards.** Evaluate proactively adopting PROWAG<sup>8</sup> through an ADA transition update that reflects the latest version of the guidelines and creates a prioritization and funding strategy for addressing ADA deficiencies in WSGV communities to ensure accessibility for vulnerable users.

**Policy MU-3.7: Enhance signage and wayfinding.** Create distinctive wayfinding and signage throughout communities to facilitate active transportation connectivity and guide residents and visitors to local services and amenities.

### **Goal M-4: Promote other transportation demand management (TDM) strategies.**

**Policy M-4.1: Support TDM strategies for schools.** Support and collaborate with schools, parents, and students to develop, implement, and frequently reevaluate innovative TDM strategies and programs, such as safe-routes-to-schools, that encourage active and transit modes of travel to reduce traffic congestion.

**Policy M-4.2: Local TDM Strategies.** Coordinate with residents, employees, local businesses, transit agencies, and community-based organizations to manage congestion by developing, promoting, and marketing TDM strategies for commuting that meet the needs of WSGV residents and employees.

### **Goal M-5: Parking is managed to maximize land for community benefits and spaces.**

**Policy M-5.1: Regulate parking supply.** Support and manage parking supply through implementation of time limits, pay parking, or permits, in order to improve the flow of residents, visitors, and customers.

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<sup>8</sup> In August of 2023, the US Access Board published the final rule making for the Public Right-of-Way Accessibility Guidelines (PROWAG) which will update the Americans with Disabilities Act (ADA) that address access to sidewalks, streets, crosswalks, curb ramps, pedestrian signals, on-street parking, and other components of the public right-of-way. The guidelines cover the minimum scoping and technical requirements for various spaces and elements in the public right-of-way, such as pedestrian access routes, which ensure the accessibility of sidewalks, including alternate access routes when the main route is closed for maintenance or construction. Other highlights in the requirements include accessible pedestrian signals, curb ramps and blended transitions, detectable warning surfaces, crosswalks at roundabouts, on-street parking, transit stops, and street furniture. In addition, the guidelines address shared use paths, which are designed primarily for use by bicyclists, pedestrians, and other authorized motorized and non-motorized users for transportation purposes and recreation purposes. Accessed in January 2024 on <https://www.access-board.gov/news/2023/08/08/u-s-access-board-issues-final-rule-on-public-right-of-way-accessibility-guidelines/>.

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- 7.1 Introduction
  - 7.2 Cultural Resources
  - 7.3 Goals and Policies
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**Sections Included**

# CHAPTER 7 Historic Preservation Element

## 7.1 Introduction

### A. A BRIEF HISTORY OF THE WEST SAN GABRIEL VALLEY

Nestled in the diverse historical tapestry of Southern California, the West San Gabriel Valley (WSGV) Planning Area comprises nine unincorporated communities with rich and varied pasts. Spanning from the pre-contact era of the indigenous Tongva people to contemporary times, this land has witnessed an intricate interplay of cultural and historical forces. This Historic Preservation Element is dedicated to guiding the identification, preservation, and celebration of the WSGV's historic and cultural resources. Emphasizing a vision of shared history and stewardship, this element underscores the significance of local historic, archaeological, and cultural districts; sites; buildings; landscapes; and landmarks. Drawing from the detailed historical insights provided in Appendix B, *Historic Context Statement (HCS)*, and the existing conditions analyses (ESA 2023), this element aspires to weave these narratives into a cohesive strategy for historic preservation. This integration aims not only to bolster the economic vitality of the WSGV Planning Area but also to enrich the cultural fabric

and enhance the overall quality of life for its residents and visitors, fostering a deepened sense of community identity and continuity.

## Organization

This section summarizes the types of resources addressed in this element, and a more comprehensive description of each resource is available in existing conditions analyses (ESA 2023) and *The HCS* for the WSGV Planning Area (see Appendix B). This section then delineates the primary issues and opportunities for preserving historic and cultural resources, guiding the establishment of goals and policies in Section 7.3 of this element.

## 7.2 Cultural Resources

Cultural resources encompass a broad range of prehistoric and historic artifacts, structures, and landscapes. These resources reflect the dynamic cultural evolution within the WSGV. This element addresses four types of cultural resources—archaeological, historic, tribal cultural, and paleontological—each containing its own unique significance.

### A. TYPES OF CULTURAL RESOURCES

#### Historical/Architectural

Historical resources include buildings, structures, districts, landscapes, and objects generally over 50 years old with potential or recognized historical significance on a local, state, or national register of historic resources. These resources serve as tangible links to the WSGV's past through their association with historical individuals; their embodiment of key architectural styles, construction methods, or works of art; or their representation of significant historical events, periods, or patterns of social, cultural, economic, or political history that have contributed to the shaping of the WSGV's identity and landscape.

#### Archaeological

Archaeological resources include artifacts, structural remains, and human remains that span both the pre-contact and historic eras, revealing the daily lives, practices, and cultures of earlier inhabitants through physical remnants. These resources include pre-contact sites

such as villages, temporary camps, lithic scatters,<sup>9</sup> rock art, roasting pits/hearths, milling features,<sup>10</sup> rock features, and burials/human remains. They can also include historic resources like refuse heaps, bottle dumps, ceramic scatters,<sup>11</sup> privies,<sup>12</sup> foundations, and human remains.

## Tribal Cultural

Tribal cultural resources are integral to understanding the rich and diverse history of the WSGV. These resources encompass sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a Native American Tribe. These may include but are not limited to villages, ceremonial sites, prayer circles, sacred stones, and areas associated with traditional tribal cultural practices like gathering or ritual. The WSGV, traditionally inhabited by the Tongva people, holds numerous locations that are significant for their cultural, historical, and spiritual importance to these indigenous communities. The preservation and the recognition of tribal cultural resources are crucial not only for acknowledging and respecting the deep-rooted heritage of Native American Tribes in the region, but also for protecting and maintaining the continuity of their living cultural traditions and practices.

## Paleontological

Paleontological resources, which are fossilized remains older than 5,000 years, offer insights into the ancient ecological and biological history of the WSGV. They include fossilized geological formations, animals, and plants.

## B. LEGISLATIVE TOOLS

This section outlines the legislative frameworks at the local, state, and federal levels that provide the foundation for protecting historic and cultural resources in the WSGV Planning Area, as defined by the General Plan.

**Local:** The Los Angeles County Historical Landmark and Records Commission reviews and recommends cultural heritage resources in unincorporated areas for inclusion in the State Historic Resources Inventory. The County's Historic Preservation Ordinance seeks to

<sup>9</sup> Lithic refuse or debris produced during flaked- or ground-stone tool manufacturing or use.

<sup>10</sup> Features upon which seeds and other plant and animal products are ground.

<sup>11</sup> Pottery.

<sup>12</sup> Pit beneath an outhouse.

preserve, conserve, and protect buildings, objects, landscapes, and other artifacts of historical and cultural significance.

**State:** The California Department of Parks and Recreation’s Office of Historic Preservation maintains the State Historic Resources Inventory, which is a compilation of all resources that are formally determined eligible for or listed in the National Register of Historic Places or the California Register of Historical Resources, or are designated as State Historical Landmarks or Points of Historical Interest.

The California Environmental Quality Act (CEQA) provides guidelines for the identification and protection of archaeological sites, artifacts, and paleontological resources. If a project threatens an archaeological or paleontological resource, the project is required to provide mitigation measures to protect the site or enable study and documentation of the site. Assessment of these resources requires a survey prepared by a qualified archaeologist or paleontologist. For discretionary projects on sites containing Native American resources, CEQA may also require a monitor.

The State Historical Building Code, which was originally written and adopted in 1979, is a set of regulations that was created to improve the protection and enhancement of historic structures. The intent of the code is to protect California’s architectural heritage by recognizing the unique construction challenges inherent in historic buildings and offering an alternative code to deal with these problems. This code provides alternative building regulations for the rehabilitation, preservation, restoration, or relocation of structures designated as historic buildings. The code’s regulations are intended to facilitate restoration or accommodate change of occupancy to conserve a historic structure’s original or restored architectural elements and features.

**Federal:** The Archaeological Resources Protection Act of 1979 protects archaeological resources and provides requirements for permit issuance to excavate or remove archaeological resources.

The Native American Heritage Act of 1992 provides guidelines for the protection of Native American remains and artifacts.

The National Park Service's National Register of Historic Places is the official list of the country's historic places worthy of preservation. Authorized by the National Historic Preservation Act of 1966, the National Register of Historic Places is part of a national program to

coordinate and support public and private efforts to identify, evaluate, and protect the country's historic and archaeological resources.

National Historic Landmarks are nationally significant historic places designated by the Secretary of the Interior because they possess exceptional value or quality in illustrating or interpreting the heritage of the United States. Today, fewer than 2,500 historic places bear this national distinction.

## C. ISSUES AND OPPORTUNITIES

The existing conditions analysis, together with the feedback received through community outreach, identified several issues and opportunities, summarized below, that are critical to the preservation of the WSGV's rich historical and cultural fabric. The General Plan also identified primary threats to historic, cultural, tribal cultural, and paleontological resources that are relevant for the WSGV, including "incompatible land uses and development on or adjacent to resources, a lack of local registry, and the limitations of state and federal programs to protect resources." Several County programs and initiatives offer avenues for the effective preservation of cultural resources in the WSGV Planning Area.

### Diverse and Distinct Histories among WSGV Communities

The nine communities of the WSGV Planning Area exhibit diverse development histories shaped by various historical factors, resulting in distinct and sometimes unique narratives. What may be a historically appropriate narrative for Altadena would be inappropriate for Whittier Narrows. Similarly, the pre-contact tribal history and archaeology vary among the nine communities because of factors like proximity to water and other resources, and their significance to Tribes based on pre-contact settlements. The diverse and distinct histories of the WSGV's nine communities necessitate nuanced preservation strategies that honor each area's unique historical and cultural identity.

### Lack of Documentation of Historical Resources

Local, state and federal regulations that protect historic, archaeological, paleontological, and tribal cultural resources are based on identification, significance evaluation, and designation. Although limited historic surveys with associated contexts on specific themes have been produced, no large-scale architectural surveys of the

Planning Area have been completed. Without surveys that provide an in-depth analysis of existing resources, no comprehensive inventories of community assets exist, and by extension, very little protection exists. Some limited research has been done on a project-by-project basis; however, large-scale archaeological surveys or testing, such as subsurface probing, remote sensing, and field walking to assess the Planning Area’s archaeological potential, has not been completed. Consequently, the sensitivity of some areas remains undetermined. A comprehensive inventory of historical resources is essential for effective preservation and underscores the need for more extensive research and documentation.

## Limited Remaining Early Historical Resources

The early American history of the WSGV Planning Area, from the early 1900s through the 1940s, was dominated by large agricultural institutions and smaller single-family farmsteads. However, the communities of the Planning Area were subject to a dramatic amount of development pressure throughout the 20th century, especially during the rapid suburbanization in the post–World War II era. There are limited historical resources remaining from the first half of the 20th century and very few potential resources that represent the early history of the area, underscoring the importance of preserving what remains.

## Lack of Integrity in Existing Resources

To qualify as a historical resource, a building must have both significance and integrity.<sup>13</sup> Although many commercial and residential resources in the WSGV Planning Area are potentially significant, they lack the required architectural or historic integrity required for designation, emphasizing the need for thoughtful preservation strategies. The housing shortage in Los Angeles County especially affects residential resources, with a high number of alterations and additions, both permitted and non-permitted, resulting in limited remaining integrity.

## Countywide Historic Preservation Ordinance

Adopted by Los Angeles County in 2015, the County’s Historic Preservation Ordinance (Chapter 22.124 of the Los Angeles County Code of Ordinances) “specifies significance criteria and procedures for

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<sup>13</sup> According to the National Park Service, “integrity is the ability of a property to convey its significance.” The seven aspects of integrity are location, design, setting, materials, workmanship, feeling, and association.



the designation of landmarks and historic districts” to “enhance and preserve the County’s distinctive historic, architectural, and landscape characteristics.” The ordinance is a critical vehicle for the identification and protection of historic resources in the unincorporated areas of Los Angeles County.

## Certified Local Government Program Status

The Certified Local Government Program, established through the 1980 amendments to the National Historic Preservation Act of 1966, is a program that empowers local governments in the local preservation process. It encourages the direct participation of local governments in the identification, evaluation, registration, and preservation of historic properties (National Park Service 2021). Additionally, the program promotes the integration of local preservation interests and concerns into local planning and decision-making processes. Los Angeles County, which attained official certification in 2020, is now enabled to engage more directly in federal and statewide historic preservation programs. This status also provides access to matching grant funds, fostering local preservation objectives and facilitating community-based historic preservation initiatives.

## Mills Act Program

Adopted by Los Angeles County in 2013, the Mills Act (Chapter 22.168 of the Los Angeles County Code of Ordinances) provides property tax relief for owners of qualified historic properties to preserve, restore, rehabilitate, and maintain the historic character of such properties on an ongoing basis. This statewide program is considered “the most important economic incentive program in California for the restoration and preservation of historic buildings by private property owners” (California Office of Historic Preservation, undated).

## Historic Context Statement

The HCS for the WSGV Planning Area (see Appendix B) serves as a foundational document, providing a pre- and post-contact history of the Planning Area, along with detailed narratives of each of the nine unincorporated communities. This essential resource offers a structured approach for evaluating potential historical resources within the WSGV. The HCS not only identifies recommendations for potentially significant individual resources and potential historic districts but also provides recommendations for future historical research and preservation efforts.

## Community Historical Knowledge

Community members of the WSGV possess invaluable, often intangible knowledge of their own communities' histories and cultures, which can be critical in identifying, interpreting, and preserving the area's historic, archaeological, and tribal resources. Recognizing and actively engaging with this local expertise can greatly enrich the preservation process. Therefore, fostering a collaborative environment where local residents and community organizations can contribute their insights and participate in preservation initiatives is vital for capturing and interpreting the diverse and rich heritage of the WSGV Planning Area.

### 7.3 Goals and Policies

The following goals, policies, and actions specifically address historic preservation issues and opportunities within the Planning Area, complementing the broader framework established in the Conservation and Natural Resources Element of the General Plan (LA County Planning 2022a). These goals, policies, and actions are designed to work in tandem with the General Plan's goals, policies, and implementation programs, providing a focused approach to historic preservation in the Planning Area.

## VS 4 – Strong Social and Cultural Cohesion

**Goal CR-1:** Unincorporated communities with unique historic and cultural identities that foster a sense of place and community pride.

**Policy CR-1.1: Foster community pride.** In partnership with educational institutions, local historical societies, community organizations, and other interested groups, establish a sense of local ownership and civic pride for each community in the WSGV through educational programming, celebrations, and other activities.

**Policy CR-1.2: Emphasize and celebrate community histories through built-environment enhancements.** Accentuate and celebrate the unique historical attributes and narratives of each community, and support initiatives such as public art installations that incorporate local history and tribal narratives in their themes and styles.

**Goal CR-2:** High priority placed on identifying, evaluating, and preserving historic resources across communities, enhancing the historical and cultural fabric of the WSGV.

**Policy CR-2.1: Evaluate historic resources.** Support the identification and evaluation of historic properties and districts with potential historic significance, prioritizing those outlined in the WSGVAP Historic Context Statement.

**Goal CR-3:** Unique historical and cultural roots of each WSGV community are integrated and reflected in the built environment.

**Policy CR-3.1: Facilitate adaptive reuse.** Promote and foster collaboration between the County, property owners, developers, and community groups for the rehabilitation and adaptive reuse of historic buildings. Encourage mixed-use development with the colocation of housing and historic storefronts.

**Goal CR-4:** Comprehensive identification and evaluation of historic and cultural resources, archaeological resources and paleontological resources, which enrich the understanding and preservation of the WSGV's prehistoric and ancient past and understanding of its ecological and climatic history.

**Policy CR-4.1: Integrate historic and cultural resources and archaeological insights into planning.** Incorporate knowledge of each community's unique historical and cultural roots and archaeological resources into planning decisions to respect culturally sensitive areas.

**Policy CR-4.2: Assess paleontological resources.** Evaluate and monitor potential paleontological resources within the Planning Area for conservation and scientific understanding.

## VS 6 – Equitable Decision Making

**Goal CR-5:** Collaboration among various stakeholders, including local communities, government agencies, and cultural groups, integrating tribal perspectives and knowledge into planning and preservation efforts.

**Policy CR-5.1: Foster meaningful tribal consultation.** Engage in ongoing, project-specific, and land-specific tribal consultations to ensure that tribal consultation is meaningful, respectful, and tailored to the specifics of each project, land area, and Tribe involved to adequately understand and mitigate impacts to tribal cultural resources.

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- 8.1 Introduction
  - 8.2 Altadena
  - 8.3 East Pasadena–East San Gabriel
  - 8.4 Kinneloa Mesa
  - 8.5 La Crescenta-Montrose
  - 8.6 San Pasqual
  - 8.7 South Monrovia Islands
  - 8.8 South San Gabriel
  - 8.9 Whittier Narrows and South El Monte Island

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Sections Included

# CHAPTER 8 West San Gabriel Valley Unincorporated Communities

## 8.1 Introduction

The purpose of this chapter is to implement the West San Gabriel Valley (WSGV) areawide vision statements and goals as presented in previous chapters, at the community scale, as applicable. The WSGV Area Plan (WSGVAP) is comprised of the following nine unincorporated communities within WSGV:

- Altadena
- East Pasadena-East San Gabriel
- Kinneloa Mesa
- La Crescenta-Montrose
- San Pasqual
- South Monrovia Islands
- South San Gabriel
- Whittier Narrows
- South El Monte Island

Each community section includes an introduction, community-specific issues and opportunities, and community-specific policies tailored to

address the distinct character, needs and priorities within each community. The community-specific policies were guided and developed through input shared by residents during community outreach and engagement activities.

## 8.2 Altadena

### A. INTRODUCTION

Altadena is an unincorporated community in Los Angeles County just north of the City of Pasadena in the northwest part of West San Gabriel Valley. The 8.5 square mile community is home to a population of 43,344 people. Altadena is bounded on three sides by open space including the Arroyo Seco, Angeles National Forest, and Eaton Canyon, providing access to parks, trails and recreational amenities. Parts of northern Altadena bordering the Angeles National Forest fall within the Altadena Foothills and Arroyos Significant Ecological Area (SEA).

Prior to the housing boom that followed World War II and brought widespread residential development to Altadena, many notable properties were erected by early residents. Built in the traditional architectural styles of the era, these properties include the McNally House, the Holmes House, and the Zane Grey Estate. Today, the community is largely characterized by single-family homes. Some multi-family residences are located near commercial corridors, including Lake Avenue, Altadena Drive, Fair Oaks Avenue, Lincoln Avenue, and Washington Boulevard. In addition to access to open space, Altadena contains numerous public facilities, including schools, libraries, supermarkets, and a weekly farmers market.

### B. ISSUES AND OPPORTUNITIES

This section presents a summary of issues and opportunities learned from community feedback and an analysis of existing conditions in the community. These issues and opportunities inform the preparation of community-specific land use, zoning, and policies for Altadena.

#### 1. Housing

**Aging housing stock and high housing costs.** A significant portion of the housing units in Altadena were built before 1979. This aging

housing stock, combined with a low vacancy rate, contributes to high housing costs and a limited supply of affordable housing.

**Rent burden.** While there is a relatively low number of renters compared to homeowners, nearly half of Altadena’s residents who rent their homes are classified as rent-burdened.

## 2. Mobility

**Topography.** Topographic constraints can be a barrier to walking or biking for some residents. Promoting transit for streets in the hillsides is a possible solution to this issue.

**Pedestrian safety and connectivity.** For walkability and pedestrian safety, continuous and uniform sidewalks should be provided along major corridors and routes to local amenities. Sidewalk gaps exist along Altadena Drive, Fair Oaks Avenue, and Lincoln Avenue. In addition, many neighborhood roads do not have sidewalks, impacting residents ability to walk to amenities, including Loma Alta Park, Hahamongna Watershed Park, Eaton Canyon, and local trails. Residents have expressed a desire for off-road pathways made of non-concrete surfaces to preserve the community’s rural character, which may also double as equestrian trails. Furthermore, the combination of wide roads, large curb radii, and elevated vehicle speeds increase pedestrian exposure and creates uncomfortable crossing environments, particularly at the intersections of Lake Avenue/Altadena Drive, Altadena Drive/Allen Avenue, New York Drive/Allen Avenue, and Fair Oaks Avenue/Mariposa Street.

**Bicycle safety and connectivity.** Altadena has a bicycle network with approximately seven miles of designated bikeways. However, there are significant network gaps between neighborhoods and community destinations. Further, collision data point to the need to focus safety improvements on Altadena Drive, Lake Avenue, and Woodbury Road and continue to monitor collision data to guide safety improvement priorities.

**Obstructions to evacuation routes.** Neighborhoods situated north of Loma Alta Drive fall within the Fire Hazard Severity Zones. Residents have reported instances of vehicles parking and obstructing evacuation routes.

**Transit.** Existing fixed transit services cover the south portion of the community, with limited facilities serving areas north of Altadena Drive and New York Drive. Neighborhoods north of Loma Alta Drive are not

served by Metro Micro transit. Moreover, the existing bus frequency falls short of meeting the needs of residents, revealing a gap in transit adequacy. This issue is particularly pronounced in relation to commuter travel to key job centers, like Burbank and downtown Los Angeles. There is also an absence of transit serving key recreational destinations, including the Sam Merrill Trail, Upper Arroyo Seco Trail, Eaton Canyon Trail, and Chaney Trail.

### 3. Land Use and Community Design

**Diversification of land uses.** Lake Avenue presents an opportunity to provide a greater mix of land uses, including pedestrian and active transportation connectivity, enhanced community identity, beatification, and economic development.

### 4. Equitable Altadena

**West Altadena.** Due to historical disinvestment, West Altadena should be prioritized for investments in local infrastructure for access to recreation, walkability, transit, and traffic calming, with resources to support the development of locally-owned commercial services and goods along Lincoln Avenue.

## C. COMMUNITY-SPECIFIC POLICIES

The following provides the policies for Altadena, organized to implement each of the six elements of the Area Plan and address the community-specific issues and opportunities presented above. Each policy is linked to a relevant vision statement (referenced as “VS”), as presented in Chapter 1, *Introduction*, of this Area Plan.

### VS 1 – Harmonious and Coordinated Growth

**Policy AL-1.1: Orderly and sustainable growth.** Focus moderate growth along primary roads such as Lake Avenue, Lincoln Avenue, Washington Boulevard, and Allen Avenue where access to services, amenities, existing infrastructure, and transit is higher. Ensure development fits the community character.

See Land Use Policy LU-1.1.

**Policy AL-1.1**

### COMMERCIAL CENTERS AND CORRIDORS

**Policy AL-1.2: Commercial accessory units.** Allow for commercial accessory units on corner lots along east west corridors, including East and West Altadena Drive.

See Land Use Policy LU-6.2.

**Policy AL-1.2**



See Land Use Policy LU-3.4.

**Policy AL-1.3**

**Policy AL-1.3: Vibrant commercial corridors.** Support Lake and Lincoln Avenues as vibrant, walkable mixed-use commercial districts with public realm improvements, local services, and amenities that serve local residents, with particular attention to the needs of West Altadena residents.

**PARKS, OPEN SPACES, AND TRAILS**

**Policy AL-1.4: Complete Altadena Crest Trail connectivity.**

Support the completion of the Altadena Crest Trail and close gaps to create a continuous trail, avoiding impacts to sensitive resources.

See Land Use Policy LU-5.7.

**Policy AL-1.5**

**Policy AL-1.5: Additional park resources.** Support additional resources for park space and varied amenities in the southern portion of Altadena. Despite Altadena’s overall low park need, the community lacks gathering spaces with amenities like group picnic areas and event spaces, as well as support facilities such as concessions and restrooms.

**Policy AL-1.6: Support nightly trail gate closures.** Support the consistent nightly closure of the Chaney Trail gate and other trail gates to prevent nuisances from improper use, wildfires, and other threats that can cause harm to wildlife and locals.

**Policy AL-1.7: Address trail user conflicts.** Support increased trail safety and reduced user conflict by designating specific trails as equestrian and hiking only, and prohibit biking on such designated trails, to help prevent conflicts with mountain bikers who proceed at higher speeds, frighten horses, and cause increased trail erosion and alteration.

See Land Use Policy LU-5.7.

**Policy AL-1.8**

**Policy AL-1.8: Improvements for Farnsworth Park.** Support additional funding and resources to improve and expand park space at Charles Farnsworth Park, along the North Marengo Avenue side, with amenities that support the recreational needs of the local community.

## HOUSING

**Policy AL-1.9: Promote mixed use development.** Facilitate mixed-use developments along major streets such as Lake Avenue, Altadena Drive, Fair Oaks Avenue, Lincoln Avenue, and East Washington Avenue.

See Land Use Policy LU-3.7.

### Policy AL-1.9

**Policy AL-1.10: Support multifamily housing.** Support the development of multifamily housing along Altadena Drive, Lincoln Avenue, Allen Avenue, and New York Drive by prioritizing infrastructure investments in these areas to allow for increased density.

See Land Use Policy LU-3.1.

### Policy AL-1.10

## VS 2 – Connected and Walkable Communities

### WALKING, BIKING, AND TRANSIT

**Policy AL-2.1: Increase sidewalk continuity.** Preserve the existing mature tree inventory and canopy while prioritizing capital improvement projects that fill existing sidewalk gaps in Altadena to connect residential areas with commercial corridors and other community destinations. Consider using appropriate alternatives to concrete that complement the community’s character.

See Mobility Policy M-3.2.

### Policy AL-2.1

**Policy AL-2.2: Improve intersections and crosswalks.** Improve high-stress crossings, such as the intersection at Altadena Drive and Lake Avenue, and other widely spaced intersections with improvements including mid-block crossings, protected left turns, pedestrian refuge islands, and similar enhancements.

See Mobility Policy M-3.2.

### Policy AL-2.2

**Policy AL-2.3: Improve traffic calming for safe walking, biking, and horseback riding.** Install traffic calming measures on primary and secondary roads to deter unsafe driving, prioritizing the safety of active transportation users and equestrians over traffic flow.

**Policy AL-2.4: Promote a connected bike network.** Create a connected network of protected bike lanes ranging from north-south and east-west throughout the community, including connections to open spaces at Hahamongna and Eaton Canyon.

See Mobility Policy M-3.1.

### Policy AL-2.4

**Policy AL-2.5: Address safety issues of existing bicycle facilities.** Provide safety treatments, such as separated and protected bikeways, to minimize the frequency and severity of collisions and enhance safety.

See Land Use Policy LU-5.8.

#### Policy AL-2.6

**Policy AL-2.6: Prioritize shared use paths.** Prioritize shared use paths<sup>14</sup> connecting from neighborhoods to open spaces and trails to build a network that provides equitable access to recreational opportunities for all residents.

**Policy AL-2.7: Promote hillside transit service.** Promote transit service for hillside communities where walking or biking is difficult.

### EQUESTRIAN FACILITIES

**Policy AL-2.8: Preserve and enhance equestrian culture.**

Preserve the equestrian district and enhance equestrian culture, by seeking additional resources to maintain and improve equestrian facilities in the community, seeking to engage local equestrians in the process.

**Policy AL-2.9: Support development of an equestrian trail on Loma Alta.** Support the design and implementation of an off-road pathway for equestrian and pedestrian use along Loma Alta Drive to directly connect local equestrian facilities, trails, and open spaces.

### VS 3 – Strong Social and Cultural Cohesion

See Land Use Policy LU-8.2.

#### Policy AL-3.1

**Policy AL-3.1: Create convenient community gathering spaces.** Create community gathering areas along Lake Avenue and Lincoln Avenue and other areas where access to existing amenities and services is high.

### VS 4 – A Thriving Business Friendly Region

#### BUSINESS DEVELOPMENT AND REVITALIZATION

See Land Use Policy LU-6.4.

#### Policy AL-4.1

**Policy AL-4.1: Establish a biosciences hub.** Encourage growth of biosciences and sustainable industries along with supportive commercial uses and bike- and pedestrian-friendly infrastructure in the business park area along Woodbury Road to create a vibrant employment and commercial corridor.

<sup>14</sup> Shared use paths offer network connectivity opportunities beyond that of the roadway network. These facilities are often located in parks, along rivers, beaches, and in greenbelts or utility corridors where there are few conflicts with motorized vehicles (FHWA 2016).

## VS 6 – Equitable Decision Making

**Policy AL-6.1: Invest in West Altadena.** Invest in the historically redlined area of West Altadena to support infrastructure improvements, beautification of commercial corridors, growth of local small businesses, and enhanced access to parks and public facilities to promote community wellbeing.

### 8.3 East Pasadena–East San Gabriel

#### A. INTRODUCTION

East Pasadena–East San Gabriel consists of two neighboring unincorporated areas: East Pasadena and East San Gabriel. These census-designated places (CDP) cover approximately four square miles, with a total population of 26,807, resulting in a population density of around 6,700 people per square mile. It borders Pasadena to the north, San Marino to the west, Arcadia to the east, and Temple City, San Gabriel, and Rosemead to the south. The primary land use in this area is dedicated to low-density single-family housing, accompanied by some multi-family housing concentrated near commercial areas. These residential units typically range from one to three stories in height. The community's streets exhibit a combination of grid patterns and cul-de-sacs, with occasional road curves around larger properties.

Rosemead Boulevard divides the area from north to south, serving as the primary location for commercial properties. On the northern edge, East Colorado Boulevard is lined with hotels, restaurants, and other businesses. Additionally, Huntington Drive runs from east to west through the community, featuring a few businesses and community amenities. In the southernmost part of East Pasadena–East San Gabriel, industrial land uses can be found along Walnut Grove Avenue. Notably, these communities are not classified as disadvantaged communities according to the CalEnviroScreen 4.0 tool, indicating that they do not experience significant environmental burdens. Residents of this area enjoy convenient access to various amenities, including schools, grocery stores, and parks, either within the community or nearby.

## B. ISSUES AND OPPORTUNITIES

This section presents a summary of issues and opportunities learned from community feedback and an analysis of existing conditions in the community. These issues and opportunities inform the preparation of community-specific land use, zoning, policies, and programs for East Pasadena - East San Gabriel.

### 1. Housing

**Aging Housing stock and high housing costs.** As seen throughout the WSGV, a majority of the housing in East Pasadena–East San Gabriel was built prior to 1979. Aging housing stock, combined with a low vacancy rate and primarily single-family dwellings, can result in high housing costs.

**Rent burden.** Households who spend 30 percent of their income on rent are considered rent-burdened. 57.2 percent of renters in East Pasadena–East San Gabriel are rent-burdened, which is about 3 percent higher than the county average.

### 2. Mobility

**Rosemead Boulevard safety.** Injury collision data reveal the need to address certain areas along Rosemead Boulevard including near its intersection with Colorado Avenue, Del Mar Boulevard, California Boulevard, Huntington Drive, and Duarte Road. Half of the community’s pedestrian-involved collisions occurred along Rosemead Boulevard, which indicates safety treatments along this corridor should be explored further.

**Bicycle facilities.** There were six bicycle-involved collisions that occurred along Huntington Drive and five along Duarte Road from 2018 through 2022. Though a proposed Class II bike lane along Huntington Drive will close gaps in the active transportation network, new facilities should integrate additional safety infrastructure to protect people on bicycles along major corridors.

**Pedestrian facilities.** The tree canopy coverage in East San Gabriel is less dense than in East Pasadena, especially in the areas furthest south and east of Rosemead Boulevard. Some residential areas and community resources do not have continuous sidewalks and sufficient

pedestrian amenities, such as wayfinding, striping, crosswalks, etc. contributing to gaps in the active transportation network.

**Sierra Madre Villa Station Transit Oriented District (TOD).** The northwestern portion of East Pasadena–East San Gabriel is located within a Transit Oriented District, providing opportunities for new residential development to be located near transportation and community amenities.

### 3. Land Use and Community Design

**Land use policy.** The General Plan designates most of the land in East Pasadena–East San Gabriel as lower-density residential development, primarily characterized by single-family homes. Expanding the opportunity for diverse housing stock can lower housing costs and address the missing middle housing options.

**Community Standards Districts (CSDs).** The standards established by the East Pasadena–East San Gabriel Community Standards District (CSD) and the Chapman Woods CSD for multifamily housing provide the opportunity for future development to be consistent in scale and architectural style contributing to a cohesive community character.

**Community amenities.** Community amenities including recreational facilities, social gathering spaces, neighborhood-serving retail, and new green spaces, should be included in places where people already congregate, such as areas nearby existing amenities, such as elementary schools, parks, and grocery stores.

**Underutilized sites.** Explore possibilities for adaptive reuse of a site that can be transformed into a community-serving amenity to foster social gathering and to enrich the neighborhood with a valuable resource.

### 4. Community and Population Characteristics

**Income and education.** High levels of educational attainment and above-average median household income in East Pasadena–East San Gabriel offer a strong foundation for economic stability and incorporating economic development into future planning efforts, but allocating resources to support residents who fall below the income and education averages advances equity and fosters inclusion within the community.

**Diversity.** A sense of community and shared understanding in East Pasadena–East San Gabriel can be supported through embracing the diversity of the community, including a substantial Asian American population, promoting cultural exchange and inclusivity, and fostering a more vibrant and united environment for all residents.

**Community identity.** Fostering a collective community identity in East Pasadena–East San Gabriel supports improved community coordination and more civic engagement with surrounding cities and other unincorporated communities in the County.

## C. COMMUNITY-SPECIFIC POLICIES

The following provides the policies for East Pasadena-East San Gabriel, organized to implement each of the six elements of the Area Plan and address the community-specific issues and opportunities presented above. Each policy is linked to a relevant vision statement (referenced as “VS”), as presented in Chapter 1, *Introduction*, of this Area Plan.

### VS 1 – Harmonious and Coordinated Growth

See Land Use Policy LU-3.1.

#### Policy EPES-1.1

**Policy EPES-1.1: Identify opportunities for affordable housing.**

Encourage the development of multifamily housing units, particularly along transit corridors and commercial and mixed-use zones such as Rosemead Boulevard, Huntington Drive, and East Colorado Boulevard, to provide a range of housing options for residents.

See Public Services and Facility Policy PSF-2.7.

#### Policy EPES-1.2

**Policy EPES-1.2: Explore sites for joint-use facilities.** Explore partnerships with elementary schools in East Pasadena-East San Gabriel, and other underutilized public spaces such as the former Wilson Middle School campus, for joint use of facilities and resources.

**Policy EPES-1.3: Reduce light pollution.** Promote the use of lighting technology that reduces streetlight glare and light pollution in residential neighborhoods.

**Policy EPES-1.4: Encourage cross-jurisdictional partnerships and coordination.** Encourage coordination and communication with the cities of Pasadena, Arcadia, San Marino, Temple City, San Gabriel, and Rosemead in the maintenance, infrastructure planning, and enforcement of the public realm, especially along community boundaries.

**Policy EPES-1.5: Support the provision of additional park resources.** Support the dedication of additional resources for the provision of park space in the southern portion of East Pasadena–East San Gabriel, which has a very-high park need (LACDPR 2022b).

See Land Use Policy LU-5.9.

#### Policy EPES-1.5

## VS 2 – Connected and Walkable Communities

### WALKING, BIKING AND TRANSIT

**Policy EPES-2.1: Promote transit-oriented design.** Facilitate transit-oriented land uses and pedestrian-oriented design within the Sierra Madre Transit Oriented District, with a focus on the first/last mile connections to the Metro A Line Sierra Madre Villa Station.

**Policy EPES-2.2: Improve safety on Rosemead Boulevard.** Improve safety for pedestrians and cyclists on Rosemead Boulevard during routine maintenance by adding signs, road markings, and signal improvements.

**Policy EPES-2.3: Enhance pedestrian facilities along Rosemead Boulevard.** Enhance pedestrian facilities along Rosemead Boulevard, including locally native street trees and vegetation, sidewalks, pedestrian crossings, and street lighting to ensure safety and comfort.

See Mobility Policy M-3.2.

#### Policy EPES-2.3

**Policy EPES-2.4: Improve sidewalk continuity.** Improve sidewalk continuity and safety throughout the community to connect residential areas with commercial corridors along Rosemead Boulevard and Huntington Drive and other community destinations by closing existing sidewalk gaps and prioritizing capital improvement projects.

**Policy EPES-2.5: Enhance bicycle facilities.** Integrate additional safety infrastructure and bicycle facilities along Huntington Drive and Duarte Road.



See Land Use Policy LU-8.2.

### Policy EPES-2.6

**Policy EPES-2.6: Support Social Gathering Places.** Prioritize places for social gathering along Rosemead Boulevard where access to existing services and amenities is high, especially near intersections with Huntington Drive and Duarte Road.

## VS 4 – A Thriving Business Friendly Region

**Policy EPES-4.1: Focus improvements along Rosemead Boulevard.** Focus business revitalization and public realm improvements along Rosemead Boulevard to support the development of locally owned shops and improved pedestrian facilities.

**Policy EPES-4.2: Create a vibrant downtown corridor.** Provide a vibrant downtown corridor along Rosemead Boulevard with a diverse mix of locally serving businesses within walking distance of neighborhoods.

## VS 5 – Sustainable Built and Natural Environment

**Policy EPES-5.1: Create walking paths along utility corridors.** Support the creation of walking paths along the utility corridor adjacent to Eaton Wash while preserving existing agricultural uses and nurseries.

## 8.4 Kinneloa Mesa

### A. INTRODUCTION

Kinneloa Mesa, situated in the northern part of the WSGV Plan Area, is a census-designated place (CDP) encompassing approximately 1.6 square miles and with a population of 845 residents. The community is bordered by Altadena to the west, the City of Pasadena to the south, and the City of Arcadia to the east, with the expansive Angeles National Forest encompassing its northern border.

Used for agriculture prior to suburban development, the community today predominantly consists of undeveloped open spaces in its northern region and low-density residential neighborhoods to the south, resulting in a dispersed development pattern. The prevalent housing type in Kinneloa Mesa is single-family homes, typically one to three stories in height, strategically positioned to make the most of the area's hilly terrain. The layout of the residential areas features meandering

streets, numerous cul-de-sacs, and a significant number of private driveways. Commercial activities and public services within the community are limited, though some amenities, such as schools and a church, are available. Residents benefit from easy access to hiking trails along the northwestern boundary, adjacent to Altadena.

## B. ISSUES AND OPPORTUNITIES

This section presents a summary of issues and opportunities learned from community feedback and an analysis of existing conditions in the community. These issues and opportunities inform the preparation of community-specific land use, zoning, and policies for Kinneloa Mesa.

### 1. Housing

**Housing diversity.** Existing residential development in Kinneloa Mesa is limited to single-family homes. The limited housing diversity can lead to limited alternative housing options for a diverse range of existing and future residents.

### 2. Mobility

**Transit.** Kinneloa Mesa is near the Sierra Madre Villa Station, a stop on the Metro A Line, which provides transit access to the broader region. However, given the unique location and topography of Kinneloa Mesa, transportation facilities in the community are limited, with fixed public transit and bicycle facilities exclusively provided along New York Drive and Sierra Madre Boulevard. Residents north of Mesaloe Lane and Fairpoint Street are beyond one half-mile walking distance from an existing transit stop. Although those living south of Kinneloa Canyon Road have access to Metro Microservices, few neighborhoods north of Kinneloa Canyon Road have access to transit. Due to the nature of the community's recreational areas, there are opportunities to extend transit or consider Metro Micro transit to connect local residents to these destinations.

**Pedestrian facilities.** Most residential neighborhoods in the hillside areas have limited right-of-way widths and are facing the challenge of an absence of continuous sidewalks and other pedestrian amenities.

### 3. Land Use and Community Design

**Access to amenities.** Kinneloa Mesa is a relatively isolated residential community with no options for commercial needs and public services close to its boundary.

**VHFHZ and limitations to development.** Kinneloa Mesa’s location within Very High Fire Hazard Zones and the presence of significant ecological areas in the northern part of the community impose significant limitations on future development. Regulations for ordinary maintenance, repair and alterations of existing buildings, as well as new development are subject to much stricter building code regulations to ensure fire, life, and safety measures are met. These stricter code requirements often result in much higher permitting fees and construction costs and could limit future new development and increased density in this community.

**Open space access.** Kinneloa Mesa has a large portion of land dedicated to open space and is located right next to the Angeles National Forest. Residents have access to trails for hiking and outdoor recreation.

### 4. Community and Population Characteristics

**Population diversity.** Kinneloa Mesa exhibits low levels of population diversity. When certain populations are underrepresented in an area, there may be barriers or trends that have contributed to their exclusion.

**Income and education.** The high levels of educational attainment and above-average median household income in Kinneloa Mesa offer a strong foundation for future planning efforts geared toward promoting economic stability. Additionally, the County can consider allocating resources to support residents who fall below the income and education averages, thus advancing equity and fostering inclusion within the community.

## C. COMMUNITY-SPECIFIC POLICIES

The following provides the policies for Kinneloa Mesa, organized to implement each of the six elements of the Area Plan and address the community-specific issues and opportunities presented above. Each policy is linked to a relevant vision statement (referenced as “VS”), as presented in Chapter 1, *Introduction*, of this Area Plan.

## VS 2 – Connected and Walkable Communities

**Policy KM-2.1: Promote access to transit service.** Promote access to transit service for hillside neighborhoods in Kinneloa Mesa to foster connections to the goods, services, and employment centers.

See Mobility Policy M-2.1.

### Policy KM-2.1

**Policy KM-2.2: Improve sidewalk connectivity.** Work with community members and stakeholders to identify locations for improvements to address existing sidewalk gaps and other pedestrian needs.

See Mobility Policy M-3.2.

### Policy KM-2.2

## 8.5 La Crescenta-Montrose

### A. INTRODUCTION

La Crescenta-Montrose is a census-designated place (CDP), located at the northwest corner of the WSGV planning area, that encompasses the historically separate communities of La Crescenta and Montrose. La Crescenta, the larger of the two, is located to the north of the I-210 freeway. Montrose is a planned subdivision dating from the early 1920s and is currently bisected by I-210. The 3.45 square-mile area is surrounded by the city of Glendale to the south and west and the city of La Canada Flintridge to the east. The majority of the area's northern boundary directly abuts the San Gabriel Mountains (National Forest land), with a small portion of the northern boundary abutting Glendale parks and open space. The total population of this community is 19,893, with a population density of 5,766 people per square mile. Most land use is dedicated to residential zoning, primarily single-family homes. Commercial corridors along Foothill Boulevard feature various businesses, including pharmacies, medical offices, and grocery stores.

### B. ISSUES AND OPPORTUNITIES

This section presents a summary of issues and opportunities learned from community feedback and an analysis of existing conditions in the community. These issues and opportunities inform the preparation of community-specific land use, zoning, and policies for La Crescenta-Montrose.

## 1. Housing

**Aging housing stock and high housing costs.** A significant portion of the housing units in La Crescenta-Montrose were built before 1979, making them at least 44 years old. This aging housing stock, combined with a low vacancy rate, can contribute to high housing costs in the community.

## 2. Mobility

**Access to transportation.** The major travel corridors, including highways and public transit, are clustered in the southern part of La Crescenta-Montrose. While the southern portion of La Crescenta-Montrose is better-served by public transit, and even includes a Commuter Express route with service to Downtown Los Angeles, the majority of the residential neighborhoods in the northern portion of the community are not close to public transit or major highways. which could be a reason why fewer people in La Crescenta-Montrose use public and active transit than the county average. Access to fixed transit along Foothill Boulevard from northern neighborhoods is limited due to hilly topography and limited pedestrian infrastructure connecting to transit stops.

**Safety.** Clusters of collisions can be found along the Foothill freeway, with concentrations near the ramps on La Crescenta Avenue and Ocean View Boulevard. More than half of the community's pedestrian-involved collisions occurred along Foothill Boulevard, which indicates safety treatments in this corridor should be explored further.

**Transit Accessibility.** The Glendale Dial-a-Ride program provides curb-to-curb transportation service that includes LA Crescenta-Montrose, but only seniors and people with disability qualify.

**Active transportation.** The four major north-south corridors that connect residential areas to community resources have a relatively high level of traffic stress, including Ramsdell Avenue, La Crescenta Avenue, Rosemont Avenue, and Briggs Avenue. Residents living along these corridors face sidewalk gaps, steep grades, and limited pedestrian amenities. As the main commercial corridor in La Crescenta-Montrose, Foothill Boulevard does not have sufficient tree canopy and pedestrian amenities to support the high-quality pedestrian environment of a neighborhood corridor.

**Mode share.** The mode share (during 2022) of commuters in La Crescenta-Montrose showed the highest vehicle usage (97.4%) among all WSGV communities. This is in part due to limited transit service and a lack of active transportation facilities in the community.

### 3. Land Use and Community Design

**Very High Fire Hazard Severity (VHFHS) Zone.** The northern half of La Crescenta-Montrose is located within a VHFHS Zone and is almost completely surrounded by VHFHS zones on all sides. Regulations for ordinary maintenance and repair and alterations of existing buildings, as well as new development are subject to much stricter building code regulations to ensure fire, life, and safety measures are met. These stricter code requirements often result in much higher permitting fees and construction costs and could limit future new development and increased density in those areas.

**Community amenities.** Community amenities, including athletic facilities, teen hang-out spaces, small retail clusters, and separated green spaces, should be included in places where people already congregate, such as in areas nearby existing amenities, such as elementary schools, parks, and grocery stores.

**Open space programs.** La Crescenta-Montrose is home to the Rosemont Preserve, featuring 7.6 acres of natural open space and protected wilderness land in La Crescenta. The Preserve’s customized, free educational field trip programs for schools in Los Angeles County, provides an equitable and accessible educational opportunity for youth of all ages to learn about a variety of topics, including Native American and regional California history, native plants, water conservation, and geology. Collaborative partnerships should ensure that resources like Rosemont Preserve are made even more accessible and connective to larger open space areas of the San Gabriel Mountains.

### 4. Community and Population Characteristics

**Diversity.** A sense of community and shared understanding in La Crescenta-Montrose can be supported through embracing the diversity of the community, including a substantial Korean American population (13 percent), promoting cultural exchange and inclusivity, and fostering a more vibrant and inclusive environment for all residents.

## C. COMMUNITY-SPECIFIC POLICIES

The following provides the policies for La Crescenta-Montrose, organized to implement each of the six elements of the Area Plan and address the community-specific issues and opportunities presented above. Each policy is linked to a relevant vision statement (referenced as “VS”), as presented in Chapter 1, *Introduction*, of this Area Plan.

### VS 1 – Harmonious and Coordinated Growth

#### LAND USE PLANNING AND DEVELOPMENT FOCUS

See Land Use Policy LU-1.1.

##### Policy LCM-1.1

##### **Policy LCM-1.1: Focus growth around Foothill Boulevard.**

Focus growth along Foothill Boulevard to enhance access to services, amenities, existing infrastructure, and transit. Support development that increases pedestrian activity and fits the community's scale and character.

See Land Use Policy LU-3.1.

##### Policy LCM-1.2

##### **Policy LCM-1.2: Promote housing diversity.**

Promote the development of missing-middle housing types, such as townhouses, duplexes, and triplexes, proximate to Foothill Boulevard, Montrose Avenue, and Honolulu Avenue, where feasible, to increase the availability of community-scale housing in high-amenity areas while maintaining the surrounding neighborhood characteristics.

See Land Use Policy LU-2.1.

##### Policy LCM-1.3

##### **Policy LCM-1.3: Discourage development in hazard zones.**

Discourage development in hazardous and sensitive areas including Very High Fire Hazard Severity (VHFHS) and environmentally sensitive wildland areas in the northern portion of the community adjacent the San Gabriel Mountains.

See Economic Development Policy ED-2.8.

##### Policy LCM-1.4

**Policy LCM-1.4: Provide community benefits.** Support projects that provide community benefits that promote pedestrian vibrancy and activity along Foothill Boulevard, such as community facilities, small businesses, open space, and infrastructure improvements.

##### **Policy LCM-1.5: Support context-specific design standards.**

Support designs that honor the community's foothill characteristics and mountainous backdrop to ensure the retention of the area's identity, by using local materials such as river rock and natural stone.

**Policy LCM-1.6: Foothill Community Character.** Support residential development that is in scale with existing development and emphasizes the characteristics of a foothill community and views of the San Gabriel Mountains.

## PARKS AND GREENSPACES

**Policy LCM-1.7: Support additional community park spaces.** Support additional resources for the provision of parks and community gathering spaces in La Crescenta-Montrose on underutilized land such as the intersection of Mira Vista Avenue and Orangedale Avenue and the Southern California Edison Shannon Substation Property near the intersection of Foothill Boulevard and Glenwood Avenue.

See Land Use Policies LU-5.7 and LU-8.2.

### Policy LCM-1.7

**Policy LCM-1.8: Water Resources.** Enhance stormwater capture capacity of the Goss Canyon Debris Basin and the recharge of local groundwater resources.

See Public Services and Facilities Policy PSF-2.10.

### Policy LCM-1.8

**Policy LCM-1.9: Rosemont Preserve Access.** Identify and remove access barriers to Rosemont Preserve, where feasible, to improve pedestrian access to open space, educational opportunities, and natural resources.

## VS 2 – Connected and Walkable Communities

### WALKING, BIKING AND TRANSIT

**Policy LCM-2.1: Mobility and access.** Promote neighborhood-scale micro transit service for hillside areas where walking or biking is difficult. Coordinate with surrounding jurisdictions to ensure that service is connective to nearby destinations along Foothill Boulevard and Honolulu Avenue including schools, healthcare services and shopping streets, and is accessible to youth, older adults, and people traveling with young children.

**Policy LCM-2.2: Enhance school travel safety.** Enhance safety measures and infrastructure to improve safety and traffic circulation near schools during school pick-ups and drop-offs.

See Mobility Policy M-4.1.

### Policy LCM-2.2



See Mobility Policy M-3.2.

**Policy LCM-2.3**

**Policy LCM-2.3: Improve walkability along Foothill Boulevard.** Improve pedestrian safety and comfort along Foothill Boulevard to enhance the pedestrian experience by providing street trees, landscaping, wayfinding signs, street furniture, and other pedestrian amenities. Encourage corner properties along Foothill Boulevard to include pedestrian-activated space within the corner cutoff zone to balance sight-lines and improve the pedestrian space.

**Policy LCM-2.4: Improve pedestrian pathway continuity.** Provide safe and continuous protected pathways along north-south corridors, including Ramsdell Avenue, La Crescenta Avenue, Rosemont Avenue, and Briggs Avenue, that connect residential areas with community destinations including recreation areas, trails, and commercial corridors such as Foothill Boulevard, Honolulu Avenue.

See Mobility Policy M-3.1.

**Policy LCM-2.5**

**Policy LCM-2.5: Create a connected bike network.** Create a connected network of protected bikeways throughout the community, connective from Rosemont Preserve in the northern part of the community to destinations along Foothill Boulevard, and to Honolulu Avenue along the southern community boundary.

**Policy LCM-2.6: Discourage drive-thru facilities.** Discourage the development of new drive-thru establishments along Foothill Boulevard and promote more pedestrian-friendly services. Promote the establishment of walk-up windows and short-term parking for take-out.

## VS 3 – Strong Social and Cultural Cohesion

**Policy LCM-3.1: Establish multifunctional gathering and recreation spaces.** Support joint-use partnerships to develop multifunctional gathering and recreation spaces in underutilized buildings and spaces that can be turned into athletic facilities, and integrated green pathways, such as on underutilized lots along Foothill Boulevard and connecting streets. These gathering spaces shall be inclusive, accessible, well maintained, and safe.

## VS 4 – A Thriving Business Friendly Region

### **Policy LCM-4.1: Enhance shading along commercial corridors.**

Improve the pedestrian experience, particularly along the west side of the community where the pedestrian environment lacks tree canopy coverage, and encourage businesses to provide native shade trees and shade structures along commercial corridors.

See Mobility Policy M-3.5.

#### **Policy LCM-4.1**

### **Policy LCM-4.2: Support small businesses along central**

**Foothill Boulevard.** Support the establishment of independently-owned, local businesses along Foothill Boulevard by promoting the community's unique features and leveraging resources to identify strategies to fill vacancies and build new storefronts.

See Economic Development Policies ED-1.6 and ED-2.3.

#### **Policy LCM-4.2**

## 8.6 San Pasqual

### A. INTRODUCTION

San Pasqual, an unincorporated community centrally situated within the planning area, spans 0.26 square miles and is home to approximately 1,919 residents. Its name traces back to the historic land grant, Rancho del Rincon de San Pasqual, from the early 1800s. The community is bordered by Pasadena to the north and San Marino to the south. The community's main thoroughfare, Sierra Madre Boulevard, serves as its main corridor, hosting amenities like a CVS Pharmacy, a deli, and a pediatric medical office. Residential homes dominate San Pasqual's landscape, with primarily single-family homes, one and two stories in height. Notably, homeownership rates in the community surpass County averages. Despite its appeal, the prospect of future development is limited, with nearly all available land already devoted to single-family residences. Demographically, San Pasqual has a higher concentration of residents aged 55 and above compared to County averages.

### B. ISSUES AND OPPORTUNITIES

This section presents a summary of issues and opportunities learned from community feedback and an analysis of existing conditions in the community. These issues and opportunities inform the preparation of community-specific land use, zoning, and policies for San Pasqual.

## 1. Housing

**Aging housing stock and high housing costs.** Similar to other communities in the WSGV, most of the housing in San Pasqual was built before 1979. This aging housing stock, combined with a low vacancy rate and limited housing options, can result in high housing costs in the community.

**Rent burden.** Households that spend 30 percent of their income on rent are considered rent-burdened. While less than the County average of 54.4 percent, 46.3 percent of renters in San Pasqual are rent-burdened.

## 2. Mobility

**Transportation and commuting.** A significant proportion of commuters in San Pasqual drive alone to work and fewer people use alternative modes of transportation (transit, biking, walking, carpooling) compared to the County.

**Sierra Madre Boulevard.** San Pasqual demonstrates a comparatively lower collision frequency compared to other communities in the WSGV area. Sierra Madre Boulevard is the major commercial corridor with higher employment density and pedestrian activities. Collision data points to the need to focus safety improvements along Sierra Madre Boulevard at the intersection with San Pasqual Street where the greatest collision frequency occurs.

**Pedestrian amenities.** San Pasqual Street, Altadena Drive, and Sierra Madre Boulevard were found to subject pedestrians to a relatively high level of traffic stress. This provides an opportunity to collaborate with the community to identify locations for pedestrian amenity improvements, such as wayfinding, striping, crosswalks, etc.

## 3. Community and Population Characteristics

**Diversity.** A sense of community and shared understanding in San Pasqual can be supported through embracing the diversity of the community, including a substantial Asian American population, a large percentage of people who speak Chinese at home, and a significant population of people over the age of 55. This promotes inclusivity and fosters a more vibrant and united environment for all residents.

## C. COMMUNITY-SPECIFIC POLICIES

The following provides the policies for San Pasqual, organized to implement each of the six elements of the Area Plan and address the community-specific issues and opportunities presented above. Each policy is linked to a relevant vision statement (referenced as “VS”), as presented in Chapter 1, Introduction, of this Area Plan.

### VS 1 – Harmonious and Coordinated Growth

**Policy SP-1.1: Provide additional park resources.** Dedicate additional resources for the provision of park space in San Pasqual, which has been identified as a very low park needs community.

**Policy SP-1.2: Expand transit options for aging populations.** Support development of on-demand shuttle options to serve residents aging in place community-wide.

See Mobility Policy M-2.4.

**Policy SP-1.2**

### VS 2 – Connected and Walkable Communities

**Policy SP-2.1: Implement traffic calming measures.** Implement traffic calming measures along Sierra Madre Boulevard near its intersection with Del Mar Avenue and San Pasqual Street to promote pedestrian safety.

**Policy SP-2.2: Reduce collisions and traffic stress.** Reduce the level of traffic stress and collisions and identify areas of improvement along Sierra Madre Boulevard and San Pasqual Street.

**Policy SP-2.3: Improve the pedestrian experience.** Improve the pedestrian experience by providing street trees, landscaping, wayfinding signs, street furniture, and other pedestrian amenities to activate space along Sierra Madre Boulevard.

See Mobility Policy M-3.2.

**Policy SP-2.3**

### VS 4 – A Thriving Business Friendly Region

**Policy SP-4.1: Focus improvements along Sierra Madre Boulevard.** Focus business revitalization and public realm improvements along Sierra Madre Boulevard to support the development of locally owned shops and improved pedestrian facilities.

See Land Use Policy LU-3.4.

### Policy SP-4.2

**Policy SP-4.2: Create a vibrant downtown corridor.** Provide a vibrant downtown corridor along Sierra Madre Boulevard with businesses catering to residents within walking distance, such as retail shops, cafés, and restaurants to enhance the sense of community, diversity, and place in San Pasqual.

## 8.7 South Monrovia Islands

### A. INTRODUCTION

The South Monrovia Islands comprises a cluster of unincorporated communities, namely North El Monte, East Arcadia, Mayflower Village, Bradbury, and South Monrovia Island, situated in the southeast area of the West San Gabriel Valley. The City of Monrovia borders these census-designated places (CDP) to the west and north, Duarte to the east, and Irwindale and El Monte to the south. The South Monrovia Islands have a total area of around 1.3 square miles with a total population of 12,385 residents. During the 1950s the area was primarily utilized as orange groves. Today, most of the land in the South Monrovia Islands is zoned for single-family residential uses with small pockets of zoning for multi-family residential. The area features a grid pattern for major streets with residential neighborhoods situated between corridors with various cul-de-sacs. While the communities have several schools, a library, two major parks, and a public daycare center, other amenities and public facilities are absent from the community, including specific health clinics, hospitals, police stations, fire stations, grocery stores, and farmer's markets. The absence of public amenities in the South Monrovia Islands, particularly in the northern area, has contributed to this area being designated as a disadvantaged community (DAC).

### B. ISSUES AND OPPORTUNITIES

This section presents a summary of issues and opportunities learned from community feedback and an analysis of existing conditions in the community. These issues and opportunities inform the preparation of community-specific land use, zoning, and policies for South Monrovia Islands.

## 1. Housing

**Housing diversity.** There are opportunities to encourage more diverse housing options, including affordable multifamily units and mixed-use developments.

## 2. Mobility

**Pedestrian safety.** Pedestrian safety concerns discourage residents from walking around in their community. These include the absence of essential safety features such as “eyes on the street” gang activity. The tree canopy in South Monrovia Islands falls below the County average, particularly around the Peck Road Water Conservation Park.

Additionally, certain residential areas and community resources lack continuous sidewalks and adequate pedestrian amenities, indicating a need for infrastructure enhancements. Proposed improvements include the implementation of secure walking paths, enhanced street lighting, and the creation of a more pleasant walking environment through the addition of a tree canopy and increased greenspace.

**Transit accessibility.** The community faces challenges in transit accessibility, with a pressing need for faster, safer, and more direct transit options.

**Bicycle facilities.** Bicycle facilities within South Monrovia Islands are limited, with the Rio Hondo Bike Path being a notable exception. The County has proposed bicycle facilities along several streets, such as California Avenue and Longden Avenue, to close and limit existing gaps (ESA 2023).

## 3. Land Use and Community Design

**Environmental vulnerability.** The northern area of the South Monrovia Islands has been designated as a disadvantaged community (DAC) due to environmental factors, including income levels and limited access to public services. The DAC’s percentile rankings for environmental factors, such as pollution exposure, ozone levels, and diesel particulate matter, indicate potential health risks.

**Limited public amenities.** The South Monrovia Islands face a significant deficit in public amenities within the community, including healthcare facilities, police stations, fire stations, and grocery stores.

**Locally owned businesses.** Live Oak Avenue is the community’s primary business corridor, offering a variety of establishments such as restaurants, bars, and coffee shops. In a recent community workshop, South Monrovia Island residents indicated they preferred establishing locally owned small businesses in this area, particularly in restaurants.

## 4. Community and Population Characteristics

**Diverse demographic profile.** The community’s diverse population, with significant Hispanic/LatinX and Asian representation, presents opportunities for cultural enrichment and community engagement initiatives.

## C. COMMUNITY-SPECIFIC POLICIES

The following provides the policies for South Monrovia Islands organized to implement each of the six elements of the Area Plan and address the community-specific issues and opportunities presented above. Each policy is linked to a relevant vision statement (referenced as “VS”), as presented in Chapter 1, *Introduction*, of this Area Plan.

### VS 1 – Harmonious and Coordinated Growth

#### LAND USE PLANNING AND DEVELOPMENT PRIORITIZATION

See Land Use Policy LU-2.1.

#### Policy SMI-1.1

**Policy SMI-1.1: Provide buffering from hazardous uses.**

Provide adequate buffering and implement mitigation measures to minimize potential impacts on residents from nearby heavy industrial facilities, toxic release facilities, and hazardous waste generators.

See Land Use Policy LU-3.4.

#### Policy SMI-1.2

**Policy SMI-1.2: Establish vibrant commercial corridors.**

Improve Live Oak Avenue and Tyler Avenue as vibrant, walkable mixed-use commercial districts with pedestrian-oriented features and public realm improvements that support local services and amenities. Activate the corridors with down-cast pedestrian lighting and active storefronts.

See Land Use Policies LU-1.1 and LU-1.2.

#### Policy SMI-1.3

**Policy SMI-1.3: Prioritize diverse land uses near transit**

**corridors.** Prioritize diverse development along major streets and corridors with access to public transportation, offering residents convenient access to amenities and transit.

**Policy SMI-1.4: Support mixed-use development along Live Oak Avenue.** Promote the development of projects along Live Oak Avenue that incorporate ground-floor commercial spaces and pedestrian-oriented amenities, fostering a mixed-use environment.

See Land Use Policy LU-3.7.

**Policy SMI-1.4**

**Policy SMI-1.5: Identify vacant land for community uses.** Identify vacant land or underutilized spaces for potential development and joint-use for community amenities, through partnership with local schools such as Maxwell Academy.

See Public Services and Facilities Policy PSF-2.7.

**Policy SMI-1.5**

## VS 2 – Connected and Walkable Communities

**Policy SMI-2.1: Improve neighborhood connectivity.** Improve connectivity between neighborhoods and Live Oak Avenue through active transportation infrastructure.

**Policy SMI-2.2: Promote walkability along Live Oak Avenue.** Enhance the streetscape along Live Oak Avenue with green infrastructure elements such as bioswales and locally native plants. Provide illuminated mid-block crossings, wayfinding signs, street trees, street furniture, down-cast lighting, and other pedestrian amenities. Transform the corridor into a highly accessible destination with mobility options.

See Public Services and Facilities Policy PSF-2.5 and Economic Development Policy ED-2.6.

**Policy SMI-2.2**

**Policy SMI-2.3: Improve pedestrian safety design features.** Implement strategic environmental design principles, such as proper pedestrian-scaled lighting, medians, natural surveillance, and clear visibility, to create defensible spaces that deter criminal behavior around community facilities such as Pamela Park.

See Mobility Policy M-3.2.

**Policy SMI-2.3**

**Policy SMI-2.4: Improve the bicycle and trail network.** Enhance existing and support proposed bicycle paths and trails in the community. Close gaps and improve connectivity between neighborhoods and recreational spaces such as Peck Road Water Conservation Park through effective wayfinding and landscape improvements.

See Mobility Policy M-3.1.

**Policy SMI-2.4**

**Policy SMI-2.5: Create first/last mile connections.** Create seamless first/last mile connections to improve access to the Metro A Line Monrovia Station.



## VS 3 – Strong Social and Cultural Cohesion

**Policy SMI-3.1: Support diverse programming at Pamela Park.** Support a diverse range of programming at Pamela Park to cater to the needs and interests of the community's diverse population, including the expansion of adult-oriented programming.

**Policy SMI-3.2: Celebrate Pamela Park's history and community revival.** Recognize and honor the significant role of the community in the history and revitalization of Pamela Park.

**Policy SMI-3.3: Create and renovate safe places for play.** Create activated spaces and support funding to renovate existing playgrounds for residents to safely play in their neighborhood.

**Policy SMI-3.4: Public facility partnerships.** Partner with local schools in South Monrovia Islands for the joint use of facilities, where feasible, outside of school hours in order to improve community access to recreational and educational amenities.

See Public Services and Facilities Policy PSF-2.7.

### Policy SMI-3.4

## VS 4 – A Thriving Business Friendly Region

**Policy SMI-4.1: Support Live Oak Avenue as diverse, vibrant business corridor.** Support small businesses within the community and encourage the entry of a wide range of dining, entertainment, retail, and complementary services.

## VS 5 – Sustainable Built and Natural Environment

**Policy SMI-5.1: Enhance the Sawpit Wash.** Enhance the Sawpit Wash as a multi-use trail with walking areas buffered from habitat and restoration areas.

See Mobility Policy M-3.4.

### Policy SMI-5.1

## VS 6 – Equitable Decision Making

**Policy SMI-6.1: Prioritize green infrastructure investment.** Prioritize the allocation of funds and resources for green infrastructure projects within the DAC in the northern part of South Monrovia Islands to address environmental justice concerns.

See Public Services and Facilities Policy PSF-2.5.

### Policy SMI-6.1

## 8.8 South San Gabriel

### A. INTRODUCTION

South San Gabriel is bordered by Rosemead to the north, Rosemead and Whittier Narrows to the east, Montebello to the south, and Monterrey Park to the west. This census-designated place (CDP) is close to one square mile in size with a total population of 7,615. San Gabriel is located on land that was originally inhabited by Gabrielino-Tongva people.

Most of the land use in South San Gabriel is dedicated to single-family housing; however, there are portions of the community with dispersed multifamily housing. Neighborhoods in the community branch off major roads, including Del Mar Avenue, Hill Drive, Paramount Boulevard, and Potrero Grande Drive, with many roads ending in cul-de-sacs.

The western section of South San Gabriel falls within a census tract classified as a disadvantaged community (DAC) due to the lack of essential public amenities within its boundaries. This deficiency, combined with the community's proximity to hazardous waste generators emphasizes socioeconomic and environmental challenges faced by residents.

### B. ISSUES AND OPPORTUNITIES

This section presents a summary of issues and opportunities learned from community feedback and an analysis of existing conditions in the community. These issues and opportunities inform the preparation of community-specific land use, zoning, and policies for South San Gabriel.

#### 1. Housing

**Housing diversity.** South San Gabriel has a predominantly single-family housing landscape, with 85 percent of units falling into this category. The high percentage of single-family homes in South San Gabriel may limit housing options for different demographics.

## 2. Mobility

**Transit.** South San Gabriel has the lowest level of transit use among unincorporated communities in the WSGV. Collaboration and coordination among transit operators is essential to close transit gaps and improve accessibility. New community transit services can close gaps in transit accessibility in neighborhoods west of Del Mar Avenue. Regionally, current transit service does not align with commuter travel patterns for those working in Downtown Los Angeles, a prominent job center of South San Gabriel.

**Bicycle facilities.** South San Gabriel currently lacks bicycle facilities. Though a proposed Class II bike lane along Del Mar Avenue–Hill Drive–San Gabriel Boulevard will close gaps in the active transportation system, new facilities should integrate additional safety infrastructure to protect people on bicycles along major corridors.

**Pedestrian facilities.** The tree canopy coverage in South San Gabriel east of Del Mar Avenue and Potrero Grande Drive is limited relative to the Planning Area. Paramount Boulevard, spanning from Rush Street to Del Mar Avenue, has been identified as a Collision Concentration Corridor in the Los Angeles County Vision Zero Action Plan. This corridor also exhibits a high level of traffic stress. Despite continuous sidewalks on both sides of the street, intersections lack crosswalks, and other areas with street facilities such as power poles or tree wells have limited sidewalk width. Furthermore, community members have expressed a need for cleanliness and maintenance of pedestrian walkways, with specific concerns raised about areas along Del Mar Avenue-Hill Drive, Potrero Grande Drive- San Gabriel Boulevard, Graves Avenue and all streets along the boundary between incorporated and unincorporated areas.

## 3. Land Use and Community Design

**Lack of public facilities.** South San Gabriel has limited public facilities within the community boundaries, and community members raise a need for additional facilities, including schools, parks, hospitals, police stations, libraries, and fire stations.

**Limited healthy food access.** The community lacks grocery stores within its boundaries, forcing residents to travel outside their neighborhood for fresh, affordable food options. The absence of grocery stores can lead to food insecurity and health-related issues.

**Environmental vulnerability.** The disadvantaged community (DAC) within South San Gabriel faces environmental challenges, including pollution burden, toxic releases, and traffic-related pollution. These factors can contribute to health problems.

**Proximity to recreational areas.** Although South San Gabriel lacks parks within the community boundary, residents can access larger parks and recreational areas nearby, such as Potrero Heights Park and Garvey Ranch Park.

## 4. Community and Population Characteristics

**Diverse cultural makeup.** A substantial Asian population characterizes the racial and ethnic makeup of South San Gabriel at 63.1 percent, a contrast to the 14.6 percent average in Los Angeles County. The unique racial and ethnic makeup should be leveraged to stimulate cultural exchange and celebration within the community.

## C. COMMUNITY-SPECIFIC POLICIES

The following provides the policies for South San Gabriel, organized to implement each of the six elements of the Area Plan and address the community-specific issues and opportunities presented above. Each policy is linked to a relevant vision statement (referenced as “VS”), as presented in Chapter 1, *Introduction*, of this Area Plan.

### VS 1 – Harmonious and Coordinated Growth

**Policy SSG-1.1: Improve cross-jurisdictional partnerships and coordination.** Improve coordination and communication with surrounding cities in the maintenance and improvements to the public realm, including streets, especially along community boundaries of South San Gabriel.

**Policy SSG-1.2: Housing near transit corridors.** Promote and encourage mixed-use developments along transit corridors such as San Gabriel Boulevard, as well as major roads like Del Mar Avenue, Paramount Boulevard, and Potrero Grande Drive, to provide a range of housing opportunities.

**Policy SSG-1.3: Develop green spaces.** Develop green spaces such as pocket parks and protected pathways along major roads including along San Gabriel Boulevard, Potrero Grande Drive, and Del Mar Avenue.

See Mobility Policy M-3.3.

**Policy SSG-1.3**

## VS 2 – Connected and Walkable Communities

### WALKING, BIKING AND TRANSIT

See Public Services and Facility Policy PSF-2.6.

#### Policy SSG-2.1

See Mobility Policy M-3.2.

#### Policy SSG-2.2

See Mobility Policy M-2.1.

#### Policy SSG-2.4

**Policy SSG-2.1: Enhance bicycle facilities.** Provide protected bikeways along Del Mar Avenue–Hill Drive–San Gabriel Boulevard when implementing new bikeway facilities along the corridor.

**Policy SSG-2.2: Improve pedestrian facilities along Paramount Boulevard.** Improve pedestrian facilities along Paramount Boulevard, such as enhancing the tree canopy along sidewalks, street landscaping, sidewalk widening, visible pedestrian crossings, and mid-block crossings, to ensure pedestrian safety and comfort along the corridor.

**Policy SSG-2.3: Maintain clean and safe community sidewalks.** Work with adjacent cities, community members, local businesses, and community organizations to keep sidewalks clean and free of debris through clean streets education and community trash bins.

**Policy SSG-2.4: Improve local transit service.** Evaluate the feasibility of a local community transit route serving neighborhoods west of Del Mar Avenue.

**Policy SSG-2.5: Support high-quality regional service.** Support coordinated transit service planning with LA Metro, Montebello Bus, and Rosemead Explorer to provide reliable, safe, and connective service to local and regional destinations such as Downtown Los Angeles.

### TRAFFIC CALMING

**Policy SSG-2.6: Address traffic congestion.** Address traffic congestion in areas around the City of Montebello boundary through improved street design that improves traffic management and encourages the use of transit and active transportation.

## VS 3 – Strong Social and Cultural Cohesion

See Land Use Policy LU-8.2.

#### Policy SSG-3.1

**Policy SSG-3.1: Support new community gathering spaces.** Support existing venues like Potrero Grand Park and Community Center with additional diverse gathering spots throughout the community, such as community gardens, to fulfill the expressed community needs for more inclusive and accessible social spaces.

**Policy SSG-3.2: Public facility partnerships.** Partner with local schools in South San Gabriel for the joint use of facilities, where feasible, outside of school hours in order to improve community access to recreational and educational amenities.

See Public Services and Facility Policy PSF-2.7.

**Policy SSG-3.2**

## VS 4 – A Thriving Business Friendly Region

**Policy SSG-4.1: Create a vibrant business corridor.** Provide a vibrant business corridor and expand food access along Del Mar Avenue and Hill Drive, with businesses catering to local residents within walking distance, such as retail shops, cafés, restaurants, and small grocery stores.

See Land Use Policy LU-3.4.

**Policy SSG-4.1**

## VS 6 – Equitable Decision Making

**Policy SSG-6.1: Prioritize green infrastructure investment.** Prioritize the allocation of funds and resources for green infrastructure projects within the western section of South San Gabriel and its disadvantaged communities to address environmental justice concerns.

See Public Services and Facility Policy PSF-2.5.

**Policy SSG-6.1**

# 8.9 Whittier Narrows and South El Monte Island

## A. INTRODUCTION

Whittier Narrows is an unincorporated area south of the City of El Monte. Most of the community is comprised of the Whittier Narrows Recreation and Natural Areas located along both sides of the Pomona Freeway (Route 60) at Rosemead Boulevard and Santa Anita Avenue. At 1,492 acres, the park is one of the County’s largest. The recreation area features lakes, bike trails, the American Military Museum, and a nature center with exhibits on the plants and animals of the surrounding environment. The lack of development in this otherwise intensely developed area makes the natural sites at Whittier Narrows a window into the natural environment of Southern California. Most of the land in Whittier Narrows is designated as Parks and Recreation with some surrounding areas classified for light manufacturing along Rooks Road, Pacific Park Drive, and Coast Drive. There are a range of uses in the industrial areas such as a beauty supplies wholesaler, a garbage collection service, an electronics supply store, and a truck parts

supplier. Although there are no residential land uses in Whittier Narrows, census data indicates there is a population of 18 living in the community. Given the lack of residential land use designation and lack of residential structures on the parcels in the community, it is likely that these persons may be unhoused.

South El Monte Island is a small unincorporated area with six unincorporated parcels bounded by the cities of El Monte and South El Monte. The community is roughly 0.1 square miles. The parcels that make up South El Monte Island include a strip mall, as well as a mobile home community with 42 units, zoned R-3. There are a total of 137 residents living in South El Monte Island and these residents make up a total of 33 households.

## B. ISSUES AND OPPORTUNITIES

This section presents a summary of issues and opportunities learned from community feedback and an analysis of existing conditions in the community. These issues and opportunities inform the preparation of community-specific land use, zoning, and policies for Whittier Narrows and South El Monte Island.

### 1. Mobility

**Safety.** Whittier Narrows is a major recreational destination in the WSGV area with naturalized river areas and developed park areas. The Rio Hondo and San Gabriel Rivers run through this community, which is also surrounded and divided by high-volume and high-speed traffic corridors, such as the Pomona Freeway and Rosemead Boulevard. Rosemead Boulevard divides different sections of the Whittier Narrows recreation area without pedestrian or bike crossings. Existing collision analysis reveals hotspots along Rosemead Boulevard, where all the fatal pedestrian-involved collisions within the community have occurred. This underscores an opportunity to prioritize safety interventions and enhance pedestrian facilities along this corridor.

**Access to recreation.** Whittier Narrows has a bicycle network with approximately 10 miles of designated bikeways that connect adjacent residential neighborhoods to the Whittier Narrows Recreation Area. Class I bike paths in the Recreation Area connect to the Rio Hondo Bike Path and San Gabriel River Bike Path in the south part of the community. The existing Class II bike lane along San Gabriel

Boulevard between Lincoln Avenue and Rosemead Boulevard connect the Rio Hondo Bike Path to the San Gabriel River Bike Path. However, the absence of high-visibility crossings and bicycle signal phases makes it challenging or uncomfortable for pedestrians and cyclists to traverse the intersection of San Gabriel Boulevard and Rosemead Boulevard.

**Pedestrian infrastructure.** The lack of pedestrian pathways or greenways limit residents and visitors from accessing recreational areas without a vehicle, emphasizing the need for improved infrastructure. Additionally, the scarcity of transit stops at certain recreational access points presents an obstacle for transit riders, making it more challenging for them to reach the area efficiently. Addressing these access constraints is vital to fostering a more inclusive and accessible environment for all community members.

## 2. Land Use and Community Design

**Land use.** Land uses in the areas surrounding Whittier Narrows and South El Monte Island, including heavily trafficked freeways and industrial sites, contribute to high levels of air and water pollution which can particularly affect wildlife in the Whittier Narrows Recreation Area.

**Community amenities.** The expansive recreation opportunities in Whittier Narrows Recreation Area offers unique access to nature for local community members.

**Lack of accessible services.** Residents in South El Monte Island have less access to community services compared to residents of South El Monte.

## C. COMMUNITY-SPECIFIC POLICIES

The following provides the policies for Whittier Narrows and South El Monte, organized to implement each of the six elements of the Area Plan and address the community-specific issues and opportunities presented above. Each policy is linked to a relevant vision statement (referenced as “VS”), as presented in Chapter 1, *Introduction*, of this Area Plan.



## VS 2 – Connected and Walkable Communities

**Policy WNSE-2.1: Incorporate multimodal safety treatments along Rosemead Boulevard.** Incorporate multimodal safety treatments into street design along Rosemead Boulevard.

See Mobility Policies M-3.2 and M-3.3.

### Policy WNSE-2.2

**Policy WNSE-2.2: Enhance pedestrian continuity.** Provide safe and continuous pathways that connect adjacent residential areas to the Whittier Narrows Recreation Area and local trails. Prioritize capital improvement projects that close existing sidewalk gaps and enhance pedestrian and cyclist safety.

See Mobility Policy M-3.2.

### Policy WNSE-2.3

**Policy WNSE-2.3: Improve intersections and street crossings.** Enhance the safety and accessibility of Whittier Narrows Recreation Area by addressing high-stress crossings particularly at the intersection of San Gabriel Boulevard and Rosemead Boulevard, providing secure mid-block crossings for individuals to safely reach various sections of the recreational area and local trails.

## VS 3 – Strong Social and Cultural Cohesion

**Policy WNSE-3.1: Foster meaningful tribal engagement.** Engage in ongoing, project-specific, and land-specific tribal consultations regarding the use and interpretation of Whittier Narrows to integrate tribal perspectives, knowledge, and tribal ethnographic information into planning and preservation efforts.

## VS 5 – Sustainable Built and Natural Environment

**Policy WNSE-5.1: Protect Waterways.** Maintain, protect, and where feasible, restore the San Gabriel River and Rio Hondo to enhance the natural water systems and surrounding habitat areas.

See Land Use Policy LU-5.12.

### Policy WNSE-5.1

## VS 6 – Equitable Decision Making

**Policy WNSE-6.1: Prioritize green infrastructure investment.** Prioritize the allocation of resources for green infrastructure projects to address environmental justice concerns and impacts from adjacent industrial uses in neighboring jurisdictions and transportation infrastructure.

See Public Services and Facilities Policy PSF-2.5.

### Policy WNSE-6.1

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- 9.1 Introduction
  - 9.2 Implementation Framework
  - 9.3 Implementation Steps
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**Sections Included**

# CHAPTER 9 Implementation Programs and Actions

## 9.1 Introduction

This chapter introduces area-wide and community-specific actions for implementing the West San Gabriel Valley Area Plan (WSGVAP) goals and policies for sustainable growth patterns and equitable and accessible land use distribution for unincorporated communities.

## 9.2 Implementation Framework

**Table 9-1, West San Gabriel Valley Area Plan Implementation Table**, organizes the implementing actions for the WSGVAP. The actions are arranged under the Plan’s vision statements. Refer to Chapter 1, *Introduction*, for a detailed description of each vision statement. The listed actions do not encompass all potential actions and programs for implementing the Plan.

For successful implementation, each action is aligned with a corresponding policy, identifies coordinating agencies or County

departments, and includes estimated costs and timeframes, as outlined below.

- **Coordinating Agencies/Departments.** Identifies the local and regional agencies and County departments with authority, influence, or knowledge to assist with implementing the associated action.
- **Cost Estimate.** Provides a proximate cost estimate for implementing the associated action using dollar signs (\$). One dollar sign (\$) is, based on the assumption that it would require the use of existing staff time. Two dollar signs (\$\$) indicate the action may require additional time and resources outside of current resource allocation. Three dollar signs (\$\$\$) indicate the action may be part of a capital improvement project and/or include construction.
- **Timeframe.** Determines the target timeframe for the implementation of the action, using “Short,” “Mid,” and “Long” timeframes. A “short” timeframe indicates the action may be implemented in the near term, within five years. A “mid” timeframe suggests 5 to 10 years for implementation, and “long” refers to projects that may require more than ten years to implement. Additionally, “Ongoing” is added for actions that require ongoing implementation; for example, as funding becomes available.

## 9.3 Implementation Steps

The following implementation steps can assist in carrying out each action within its designated timeframe. Additional steps may be required for certain actions to refine details, establish specific action items, determine catalysts for implementation, and evaluate the financial feasibility and implications of taking action versus the risks or costs of inaction:

- **Develop partnerships.** All actions identify agencies and/or County departments to coordinate with for implementation. For many actions, coordination efforts will be critical to successful implementation, especially for coordinating agencies and departments with ongoing initiatives for achieving a common goal.
- **Secure funding.** Some actions may require additional funding from outside sources and existing County resources. These may come through grants, loans, or other financial resources. These

actions will generally take longer to account for identifying and accessing funding.

- **Develop and refine estimates.** The identified actions were developed based on the current knowledge of County departments and responsibilities, staffing, available resources, and capacity. Detailed cost estimates may be necessary for many actions to offer more accurate information and facilitate financially cautious decision-making.
- **Adopt/update ordinances, codes, and regulations.** Some actions may refer to updating or creating new ordinances and regulations. When implementing new ordinances, codes, and regulations, the County may require a more extended timeframe and higher costs to ensure compliance with County and state regulations.
- **Determine monitoring indicators.** Determining appropriate indicators for monitoring, as feasible, can guide funding and implementation for some actions. For example, monitoring trends related to urban greening, energy systems, or employment can assist with accessing funding opportunities and measuring progress from implementation.

TABLE 9-1 West San Gabriel Valley Area Plan Implementation Table

Action	Name	Description	Related Policy	Coordinating Agencies/ Departments	Cost Estimate (\$, \$\$, \$\$\$)	Timeframe (short/mid/ long range)
<b>Areawide</b>						
<b>Vision Statement I – Harmonious and Coordinated Growth</b>						
Action 1.1	Infrastructure Needs Assessment for Disadvantaged Communities	Perform a detailed analysis of disadvantaged communities in WSGV to identify specific infrastructure and facility needs to serve as a foundation for prioritizing capital improvement projects in WSGV, ensuring that resources are equitably allocated.	LU-1.4: Prioritize investments in growth areas and disadvantaged communities	DRP Los Angeles County Department of Public Works (DPW)	\$	Short
Action 1.2	Mixed Use Development Incentive and Streamlining Program	Develop a comprehensive program to incentivize mixed-use developments with quality public open spaces and incorporated sustainable design practices in communities in the WSGV Plan Area. The program should consider the following: <ul style="list-style-type: none"> <li>• The research of incentives, standards, and guidelines to streamline the approval process for projects that incorporate pedestrian-friendly designs, open space amenities such as pocket parks, plazas, and outdoor dining, ground-floor commercial uses.</li> <li>• Specific guidance on incentives, identification of the impediments to mixed-use construction in WSGV, and research how to address those barriers.</li> <li>• Marketing strategies to promote mixed-use standards and available incentives to property owners and local businesses.</li> </ul>	LU-3.7: Encourage mixed-use development ED-2.9: Increase diversity and collocation of land uses LU-3.8: Foster public-private harmony in mixed-use development LU-3.4: Activate commercial corridors	DRP DPW Los Angeles County Department of Consumer Business Affairs (DCBA) Los Angeles County Department of Economic Opportunity (DEO)	\$	Short
Action 1.3	Community Joint-Use Facilities	Coordinate with local governments and school districts to identify barriers to joint-use agreements. Develop strategies to remove barriers for implementation of joint-use agreements. Formalize agreements with school districts to open school facilities where feasible, such as athletic fields, to the public during non-school hours.	PSF-1.1: Partner for the joint use of public facilities	DRP Department of Parks and Recreation (DPR) LACOE Local School Districts	\$\$	Mid/ Ongoing

Action	Name	Description	Related Policy	Coordinating Agencies/ Departments	Cost Estimate (\$, \$\$, \$\$\$)	Timeframe (short/mid/long range)
Action 1.4	Green Infrastructure Collaboration	Partner with environmental non-governmental organizations (NGOs) to implement community-based green infrastructure projects, focusing on the creation and maintenance of neighborhood rain gardens, bioswales and permeable pavements in public spaces with fewer open space and greening amenities	LU-5.10: Implement green infrastructure for water management	DRP DPW	\$\$\$	Mid/ Ongoing
Action 1.5	Community Trust Funds	Explore the feasibility of establishing community-scale trust funds in the West San Gabriel Valley. The trust funds would be jointly administered by the County and community for infrastructure projects.	PSF-1.1 Partner for the joint use of public facilities PSF-3.1: Encourage multipurpose infrastructure	DRP DPW LACDA	\$\$	Mid
Action 1.6	Adaptive Reuse Sites	Identify good candidates for the adaptive reuse of historic buildings through engagement and analysis, especially along Lake Avenue and East Colorado Boulevard.	CR-4.1: Facilitate adaptive reuse	DRP DPW	\$	Mid
Action 1.7	Crime Prevention through Environmental Design (CPTED)	Update the Zoning Ordinance, where appropriate, to implement principles of CPTED in site design, including but not limited to setbacks, dedication of right of way to establish emergency access where non-existent, implementing a directional signage program to assist the public, and restricting street parking where appropriate so as to not impede line of sight and emergency access in the WSGV.	LU-2.10: Ensure Crime Prevention through Environmental Design (CPTED)	Los Angeles Sherrif Department (LASD) DPW	\$\$	Mid
<b>Vision Statement II – A Thriving Business-Friendly Region</b>						
Action 2.1	ACU Overlay	Explore the feasibility of establishing an ACU district or overlay, targeting underserved neighborhoods in the WSGV to enhance local access to goods and services.	LU-6.2: Facilitate accessory commercial units (ACUs)	DRP	\$	Short
Action 2.2	Corridor Activation Program	Develop a program for businesses and community groups to transform vacant lots, storefronts, and commercial corridors into active community spaces and improve the public realm by planting additional street trees, installing green infrastructure elements, to encourage pedestrian activity.	LU-3.5: Revitalize underutilized spaces	DRP DPW Los Angeles Department of Economic Opportunity (DEO)	\$\$	Mid/ Ongoing

CHAPTER 9 IMPLEMENTATION PROGRAMS AND ACTIONS

Action	Name	Description	Related Policy	Coordinating Agencies/ Departments	Cost Estimate (\$, \$\$, \$\$\$)	Timeframe (short/mid/ long range)
Action 2.3	Adopt a Lot	Collaborate with community-based organizations (CBOs) to create a catalog of vacant County-owned lots within WSGV, providing residents with information on available locations for opportunities to transform County-owned lots into parks, gardens, or marketplaces.	LU-8.2 Foster gathering spaces	DRP DPR	\$\$	Mid/ Ongoing
Action 2.4	Business Improvement Districts	<p>Study the feasibility of forming a Business Improvement Districts (BID) on key commercial corridors and creating a WSGV Business Council to organize and represent small businesses within the WSGV Area Plan.</p> <p>Corridors that should be considered in BID formation include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• Altadena: Woodbury Road, Lincoln Avenue, Fair Oaks Avenue, Lake Avenue, Washington Boulevard</li> <li>• La Crescenta-Montrose: Foothill Boulevard</li> <li>• East Pasadena – East San Gabriel: Rosemead Boulevard</li> <li>• South Monrovia Islands: East Live Oak Avenue</li> <li>• South San Gabriel: San Gabriel Boulevard/Hill Drive/Del Mar Avenue, Potrero Grande Drive</li> </ul>	ED-2.4: Help businesses through the permitting process	DRP DCBA DEO	\$\$	Mid
Action 2.5	Small Business Incubator	Conduct a feasibility study to identify potential locations for the establishment of a small-business incubator to support new, locally owned, restaurants, cafes, and retail stores in the WSGV.	ED-2.1: Promote small business and entrepreneurship.	DRP DCBA DEO	\$\$	Short
<b>Vision Statement III – Connected and Walkable Communities</b>						
Action 3.1	Pedestrian Plans	<p>Seek funding for and develop a pedestrian plan for the following communities:</p> <ul style="list-style-type: none"> <li>• Altadena</li> <li>• East Pasadena - East San Gabriel</li> <li>• Kinneloa Mesa</li> <li>• La Crescenta-Montrose</li> <li>• San Pasqual</li> <li>• South Monrovia Islands</li> <li>• South San Gabriel</li> </ul>	<p>LU-7.2: Support pedestrian passageways through cul-de-sacs</p> <p>M-3.2: Prioritize safe and connected pedestrian networks</p>	DRP DPH DPW	\$\$	Medium



Action	Name	Description	Related Policy	Coordinating Agencies/ Departments	Cost Estimate (\$, \$\$, \$\$\$)	Timeframe (short/mid/ long range)
		<p>This plan would incorporate community input and follow the Step-by-Step framework developed by the Department of Public Health; the plan would provide recommendations for specific safety- and convenience-related improvements to pedestrian infrastructure as well as a funding schedule to implement these features. The plan should consider the following:</p> <ul style="list-style-type: none"> <li>• Feedback and coordination from community members in identifying locations of concern and prioritization</li> <li>• The feasibility of community-based funding plans to maintain pedestrian pathways in good repair.</li> <li>• Connections to amenities both inside and outside of the community (such as medical facilities and commercial centers) and existing walksheds (such as multi-use pathways along existing storm channels and utility corridors).</li> <li>• Improving the continuity of pedestrian pathways, including sidewalks and off-street trails, where appropriate, through context-sensitive design features.</li> <li>• Strategies to improve pedestrian connections through residential areas, including pathways through cul-de-sacs.</li> </ul>				
Action 3.2	Bicycle and Urban Trail Networks	<p>Coordinate with agencies, institutions, and community stakeholders to implement on-street bikeways and off-street paths proposed in the LA County Bicycle Master Plan (BMP) 2025 Network. Prioritize following streets:</p> <ul style="list-style-type: none"> <li>• Loma Alta Drive, Lincoln Avenue, Altadena Drive in Altadena.</li> <li>• Foothill Boulevard and nearby streets, Rosemont Avenue, La Crescenta Avenue, Ramsdell Avenue, Montrose Avenue, and Ocean View Boulevard in La Crescenta-Montrose.</li> <li>• Rosemead Boulevard, San Gabriel Boulevard, Durfee Avenue, Rush Street, and Santa Anita Avenue in Whittier Narrows.</li> </ul> <p>Study the feasibility of establishing a protected urban trail network. Consider the following locations in addition to BMP 2025 network and stakeholder inputs, as feasible:</p> <ul style="list-style-type: none"> <li>• Eagle Canyon channel as an active transportation corridor from Crescenta Valley Community Regional Park to Two Strike Park.</li> </ul>	<p>LU-3.4: Activate commercial corridors</p> <p>LU-5.8: Expand parks, open spaces, and trails</p> <p>M-3.1: Evaluate bike network gaps</p>	<p>DRP</p> <p>DPW</p> <p>DPR</p>	\$\$\$	Medium

Action	Name	Description	Related Policy	Coordinating Agencies/ Departments	Cost Estimate (\$, \$\$, \$\$\$)	Timeframe (short/mid/ long range)
		Sawpit Wash converting the into a pedestrian trail and extend it to Live Oak Avenue via Myrtle Avenue.				
Action 3.3	Healthy Streets Initiative	Develop a “Healthy Streets’ program for WSGV that establishes criteria for selecting streets and provides the elements for a healthy street design. with the goal of redesigning streets for public use to improving community activity.	LU-7.3: Create streets that foster healthy lifestyles	DRP DPW DPH	\$\$\$	Mid/ Ongoing
Action 3.4	Comprehensive Parking Study	Seek funding to conduct a comprehensive parking study to identify parking demand and supply in business districts and along commercial corridors in the Plan Area where density is expected to increase. The study should consider: <ul style="list-style-type: none"> <li>• The utilization of existing on-street and off-street parking areas and strategies to incentivize the efficient use of underutilized and/or overutilized parking areas.</li> <li>• Strategies to support and incentivize the development shared off-street parking facilities in key commercial areas to promote economic development and improve the public realm.</li> <li>• Design best-practices to improve pedestrian safety and comfort in parking areas, as well as the inclusion of guidelines to include green infrastructure elements, such as bioswales, tree plantings, and native landscaping, in all new and redeveloped parking lots.</li> <li>• Strategies to incentivize the converting of underutilized curb parking spaces and parking lots for other uses for the public, such as plazas, parklets, and bike corrals. Prioritize installation in areas with high volume of pedestrians and bicyclists.</li> </ul>	LU-7.6: Enable parking flexibility M-5.1: Regulate Parking Supply LU-7.4: Repurpose underutilized surface parking	DRP DPW	\$\$	Medium

Action	Name	Description	Related Policy	Coordinating Agencies/ Departments	Cost Estimate (\$, \$\$, \$\$\$)	Timeframe (short/mid/ long range)
Action 3.5	West San Gabriel Valley Mobility Action Plan	<p>Seek funding to develop a West San Gabriel Valley Mobility Action Plan (WSGVMAP). Applicable to all unincorporated communities in the Plan Area. The objectives of the WSGVMAP include:</p> <ul style="list-style-type: none"> <li>• Mobility Network. Create a comprehensive multimodal network of on and off-street pathways.</li> <li>• Mobility Gaps. Identify and close gaps in the mobility system, including active transportation and transit, with consideration for gaps as a result of jurisdictional boundaries and gaps that limit travel to local destinations.</li> <li>• Safety. Incorporate features in mobility infrastructure to improve the safety and comfort of all users.</li> <li>• Partnerships. Partner with institutions like schools, colleges, intergovernmental organizations, transit agencies, as well as surrounding jurisdictions.</li> <li>• Transit. Improve transit connections to retail districts, shopping streets, community facilities, recreational areas, and other destinations.</li> </ul>	<p>M-1.2: Multijurisdictional complete streets</p> <p>M-2.1: Enhance local transit services</p> <p>LU-3.4: Activate commercial corridors</p> <p>M-3.2: Prioritize safe pedestrian networks</p>	<p>DRP</p> <p>DPW</p>	\$\$	Medium
Action 3.6	Wayfinding	Develop a comprehensive wayfinding signage system that promotes designated routes for biking and walking and celebrates the unique identities of unincorporated communities in the West San Gabriel Valley.	<p>LU-3.7: Enhance signage and wayfinding</p> <p>LU-7.2: Support pedestrian passageways through cul-de-sacs</p>	<p>DRP</p> <p>Los Angeles County Department of Arts and Culture (DAC)</p> <p>DPW</p>	\$\$	Mid
<b>Vision Statement IV – Strong Social and Cultural Cohesion</b>						
Action 4.1	Crafting a Brand for WSGVAP Communities	Conduct an area branding study for WSGVAP communities to inform public realm improvements, such as coordinated signage and commercial storefront revitalization. Prioritize the creation of branded, identifiable commercial districts at key corridors and intersections and include an identifiable theme that links businesses and related public space together.	<p>ED-2.5: Strengthen community identity</p> <p>ED-2.7: Targeted Development Incentives</p>	<p>DPW</p> <p>DAC</p> <p>DRP</p> <p>DEO</p>	\$\$	Mid

Action	Name	Description	Related Policy	Coordinating Agencies/ Departments	Cost Estimate (\$, \$\$, \$\$\$)	Timeframe (short/mid/ long range)
Action 4.2	Designated Historic Districts	<p>Conduct focused intensive-level historic resources surveys for the eligibility of the following as historic districts:</p> <ul style="list-style-type: none"> <li>a. Park Planned Homes, subdivision designed by Gregory Ain</li> <li>b. Chapman Woods neighborhood</li> <li>c. Altadena Commercial Corridor</li> <li>d. Altadena Grand Estates</li> <li>e. San Pasqual Grand Homes (Period Revival estates and Pre-WWII smaller tract)</li> </ul>	CR-2.1: Evaluate historic resources	DRP	\$\$	Mid
Action 4.3	Historic Preservation Thematic Studies	<p>Commission historic context statements of various thematic, geographical, or cultural studies that can serve as a framework for multiple -property listings. Potential themes include the following:</p> <ul style="list-style-type: none"> <li>a. Stone Homes of La Crescenta-Montrose</li> <li>b. Remnants of Montrose, first planned community in WSGV</li> <li>c. Mid-Century Apartment Buildings</li> <li>d. Altadena Grand Estates, potentially organized by architect</li> <li>e. Altadena equestrian culture and trails</li> <li>f. Asian American History in the WSGV</li> </ul>	CR-2.1: Evaluate historic resources	DRP	\$\$	Mid
<b>Vision Statement V – Resilient and Sustainable Built and Natural Environment</b>						
Action 5.1	Biodiversity Assessment and Ecological Preservation	<p>In partnership with non-profits and other entities (e.g., California Native Plant Society, universities, etc.), conduct ecological, genetic, and field studies to assess the biological and ecological health of the WSGV. Use these field studies to identify and map areas with highest biological interest (e.g., presence of special status species, sensitive natural community, known wildlife corridor, etc.) and with sensitive natural communities (e.g., coastal sage scrub, alluvial fans, etc.), to prioritize conservation efforts. Conduct periodic studies to determine changes over time (every five years).</p>	COS-1.1: Strengthen ecosystem preservation for biodiversity	DRP DPR	\$\$	Mid/ Ongoing

Action	Name	Description	Related Policy	Coordinating Agencies/ Departments	Cost Estimate (\$, \$\$, \$\$\$)	Timeframe (short/mid/long range)
<b>Vision Statement VI – Equitable Decision Making</b>						
Action 6.1	Bioscience Corridor Development	Identify funding sources and research strategies that promote the development and colocation of uses that support the life and biological sciences industries, prioritizing equitable investment for WSGVAP populations, workers, and businesses. Corridors in the Plan Area that should be considered for these uses include: Woodbury Road, Lincoln Avenue, and Fair Oaks Avenue, in Altadena and Rosemead Boulevard in East Pasadena – East San Gabriel.	LU-6.4: Incentivize diverse and innovative industries	DRP DEO	\$\$\$	Long
<b>Altadena</b>						
<b>Vision Statements II – Harmonious and Coordinated Growth and III – Connected and Walkable Communities</b>						
AL 1.1	Pedestrian Safety	Prioritize the implementation of pedestrian safety features along collision concentration corridors and areas along Altadena Drive, Loma Alta Drive, Lake Avenue, Fair Oaks Avenue, Lincoln Avenue, and Woodbury Road.	AL-1.3: Vibrant commercial corridors AL-2.1: Increase sidewalk continuity AL-2.3: Improve traffic calming for safe walking, biking, and horseback riding	DRP DPW DPH	\$\$	Mid
AL 1.2	Pedestrian and Equestrian Trail Network	Coordinate with agencies, institutions, and community stakeholders to study the feasibility of establishing an off-road urban trail network for pedestrians and equestrians that connect to open spaces, trails, equestrian facilities, and parks in the community. Consider the following locations in addition to stakeholder input, as feasible: <ul style="list-style-type: none"> <li>• Loma Alta Drive to connect from Sam Merrill Trail, to Chaney Trail, to Loma Alta Park.</li> <li>• Lincoln Avenue between Loma Alta Drive and Altadena Drive.</li> <li>• Altadena Drive from Eaton Canyon to Hahamongna Watershed Park and Gabrielino Trail.</li> <li>• Add elevated push buttons for roadway-crossings for equestrians along trail network.</li> </ul>	AL-2.9: Support development of an equestrian trail on Loma Alta AL-2.6: Prioritize shared use paths	DRP DPW DPR	\$\$	Mid

CHAPTER 9 IMPLEMENTATION PROGRAMS AND ACTIONS

Action	Name	Description	Related Policy	Coordinating Agencies/ Departments	Cost Estimate (\$, \$\$, \$\$\$)	Timeframe (short/mid/ long range)
AL 1.3	Altadena Crest Trail Connectivity	Identify resources and funding to close gaps and create a continuous trail along the historic access of the Altadena Crest Trail. Perform biological assessments to identify sensitive resources and avoid impacts. If necessary, reroute trail sections as needed to avoid impacting sensitive resources.	AL-1.4: Complete Altadena Crest Trail connectivity	DPR	\$\$\$	Mid
AL 1.4	Trail Enforcement	Identify resources and funding for additional ranger presence on trails to enforce against trail use violations, night-time gatherings, illegal fires to improve safety and consistently lock trail gates at nights, particularly the Chainey Trail Gate.	AL-1.6: Support nightly trail gate closures	DPR	\$\$	Short
AL 1.5	Bioscience Industry Attraction	Create a bioscience incentive program that focuses on attracting green industries and biosciences to the Woodbury Road Business District in Altadena. As part of this program, establish a streamlined permitting process for a green and bioscience industries innovation hub where incentives can be offered to attract such industries. Develop an innovation fund to provide seed grants to startups in technology, sustainability, and bioscience sectors, encouraging growth and diversification of the local economy. Partner with academic institutions to offer specialized training in emerging fields like green tech and biosciences, preparing the local workforce for future industry demands.	AL-4.1: Establish a biosciences hub	DCBA DEO DRP	\$\$	Mid
<b>East Pasadena–East San Gabriel</b>						
<b>Vision Statement III – Connected and Walkable Communities</b>						
EPESG 1.2	Tree Canopy	Increase Tree Canopy Coverage, utilizing native shade trees where feasible, in East Pasadena-East San Gabriel on streets such as Rosemead Boulevard, to improve shading and ensure pedestrian comfort and safety.	EPES-2.3: Enhance pedestrian facilities along Rosemead Boulevard	DRP DPW	\$\$	Mid
<b>La Crescenta-Montrose</b>						
<b>Vision Statement III – Connected and Walkable Communities</b>						
LCM 1.1	Increase Fixed Transit Service Frequency	Coordinate with transit operators such as Los Angeles Metro and Glendale Beeline to study the feasibility of increased fixed service frequency along Foothill Boulevard and Montrose Avenue to better connect residents to employment centers and other shopping streets such as Honolulu Avenue.	LCM- 1.1: Focus growth around Foothill Boulevard	DRP Transit Agencies	\$\$	Mid

Action	Name	Description	Related Policy	Coordinating Agencies/ Departments	Cost Estimate (\$, \$\$, \$\$\$)	Timeframe (short/mid/long range)
LCM 1.2	Protected Bikeways	Prioritize streets such as Foothill Boulevard and nearby streets, Rosemont Avenue, La Crescenta Avenue, Ramsdell Avenue, Montrose Avenue, and Ocean View Boulevard, to create a network of protected bikeways.	LCM-2.5: Create a connected bike network	DRP DPW	\$\$\$	Mid
LCM 1.3	Evacuation Capacity	Coordinate with agencies and stakeholders to study existing emergency evacuation plans in La Crescenta-Montrose for hillside areas and in areas with limited street access. In evaluating evacuation plans, consider the existing capacity to evacuate all residents, including youth, older adults, and people without cars.	LCM 2.4: Improve pedestrian pathway continuity	DRP OEM	\$	Short
LCM 1.4	Foothill Boulevard Pocket Park	Coordinate with Southern California Edison and local stakeholders to explore the feasibility of establishing a pocket park at the Shannon Substation property on Foothill Boulevard near the intersection with Glenwood Avenue.	LCM-1.7: Support additional community park spaces	DRP DPR	\$	Short
<b>South Monrovia Islands</b>						
<b>Vision Statement II – A Thriving Business-Friendly Region</b>						
SMI 2.1	Small Businesses & Commercial Space	Conduct outreach to existing commercial tenants in South Monrovia Islands to enhance existing commercial space and promote small businesses along Live Oak Avenue using LA County DEO programs including RENOVATE and Catalytic Development Fund.	SMI-4.1 Support Live Oak Avenue as diverse, vibrant business corridor	DRP	\$	Mid
<b>Vision Statement III – Connected and Walkable Communities</b>						
SMI 2.2	Pedestrian Safety	Study the feasibility of improving environmental design, including pedestrian-scale street lighting, especially on Maydee and Flagstone Streets to improve pedestrian safety.	SMI-2.3: Improve pedestrian safety design features	DRP DPW	\$\$	Mid
SMI 2.3	Sawpit Wash Trail	Explore converting the Sawpit Wash into a pedestrian trail and extend it to Live Oak Avenue via Myrtle Avenue.	SMI-2.4: Improve the bicycle and trail network	DRP	\$\$	Mid
SMI 2.4	Walkability along Live Oak Avenue	Improve the frontage road along Live Oak Avenue to make it more attractive to pedestrians and transit users.	SMI-2.2: Promote walkability along Live Oak Avenue	DRP DPW	\$	Mid
<b>Vision Statement IV – Strong Social and Cultural Cohesion</b>						
SMI 3.1	Historical Signage at Pamela Park	Study and develop a plan to promote the historical significance and revival of Pamela Park in the 1980s through installation of markers and/or interpretive signage.	SMI-3.2: Celebrate Pamela Park’s history and community revival	DRP DAC	\$\$	Mid

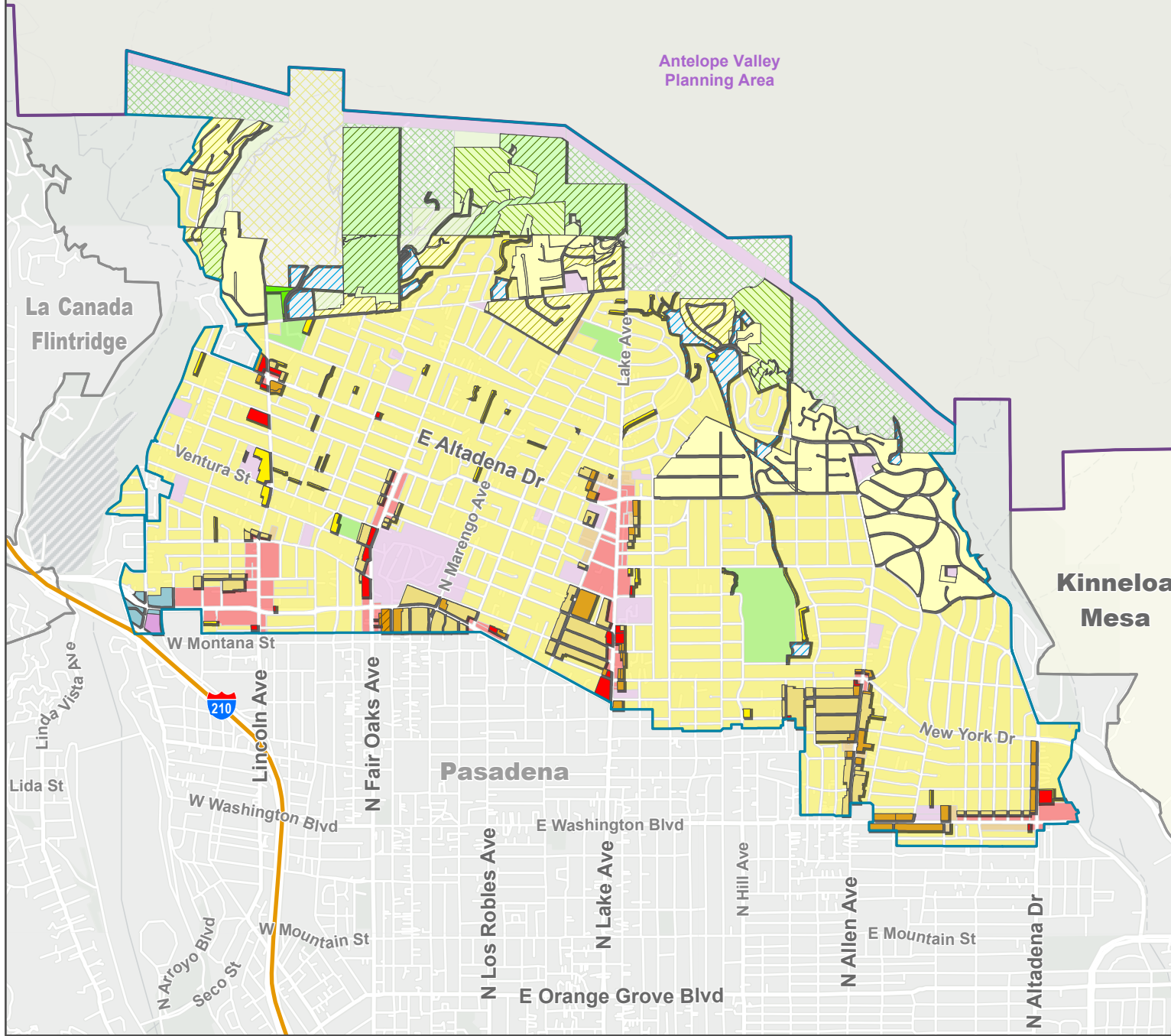
Action	Name	Description	Related Policy	Coordinating Agencies/ Departments	Cost Estimate (\$, \$\$, \$\$\$)	Timeframe (short/mid/long range)
<b>Vision Statement VI – Equitable Decision Making</b>						
SMI 3.1	Tree Canopy	Increase Tree Canopy Coverage in South Monrovia Islands on streets such as Peck Road, Rio Hondo Parkway, and Hemlock Street, with emphasis on connections to Peck Road Water Conservation Park, to improve shading and ensure pedestrian comfort and safety.	SMI-6.1: Prioritize green infrastructure investment	DRP	\$\$	Mid
<b>South San Gabriel</b>						
<b>Vision Statement II – Connected and Walkable Communities</b>						
SSG 1.1	Public Realm Maintenance Program	Study the feasibility of establishing a Public Realm Maintenance Program for South San Gabriel to enhance community aesthetics, cleanliness, and health. Identify key areas requiring regular maintenance and cleaning, including streets, sidewalks, and public facilities. The study should consider potential funding sources, best practices, community engagement, opportunities to collaborate with surrounding jurisdictions, and clear performance metrics.	SSG-2.3: Maintain clean and safe community sidewalks	DRP DPW	\$	Short
SSG 1.2	Master Plan of Highways Amendment	Study the feasibility of amending the Los Angeles County Master Plan of Highways to reclassify and/or remove a proposed secondary highway segment starting at the intersection of E Graves Avenue and New Avenue in South San Gabriel and terminating at the intersection of S Orange Avenue and Saturn Street in the City of Monterey Park.	M-1.3: Prioritize environmental justice in mobility	DRP DPW	\$	Short
<b>Whittier Narrows and South El Monte Island</b>						
<b>Vision Statement III – Connected and Walkable Communities</b>						
WNSE 1.1	Whittier Narrows Pedestrian Connectivity	Implement pedestrian and bike safety infrastructure for safe and convenient access to Whittier Narrows Recreation Area and local trails from nearby residential areas and between different sections of the park, nature center, natural areas, and trails. Work with park users and nearby residents to identify locations of concern and prioritization, with attention to Rosemead Blvd, San Gabriel Blvd, Durfee Ave, Rush St., and Santa Anita Ave. Provide relief from high-stress street crossings near the park areas. Improve the continuity of pedestrian pathways, including sidewalks and off-street trails, where appropriate, through context-sensitive design features.	WNSE-2.1: Incorporate multimodal safety treatments along Rosemead Boulevard WNSE-2.2: Enhance pedestrian continuity WNSE-2.3: Improve intersections and street crossings	DRP DPW DPH	\$\$	Mid



# APPENDIX A WSGV Planning Area Communities: Land Use and Zoning Modification Maps

# Antelope Valley

Antelope Valley  
Planning Area



### Land Use Policy - Proposed

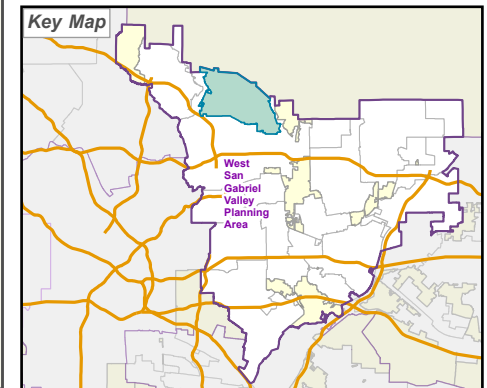
- RL1 - Rural Land 1
- RL2 - Rural Land 2
- RL5 - Rural Land 5
- RL20 - Rural Land 20
- H2 - Residential 2
- H5 - Residential 5
- H9 - Residential 9
- H18 - Residential 18
- H30 - Residential 30
- H50 - Residential 50
- CG - General Commercial
- IL - Light Industrial
- P - Public and Semi-Public
- OS-PR - Parks and Recreation
- OS-NF - National Forest
- W - Water

### Existing Land Use Policy (no change)

- RL1 - Rural Land 1
- RL2 - Rural Land 2
- H9 - Residential 9
- H30 - Residential 30
- CG - General Commercial
- P - Public and Semi-Public
- OS-PR - Parks and Recreation
- OS-NF - National Forest
- SP - Specific Plan

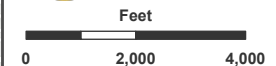
### Administrative Boundaries

- Community Boundary
- Surrounding Planning Area



LA COUNTY  
**PLANNING**

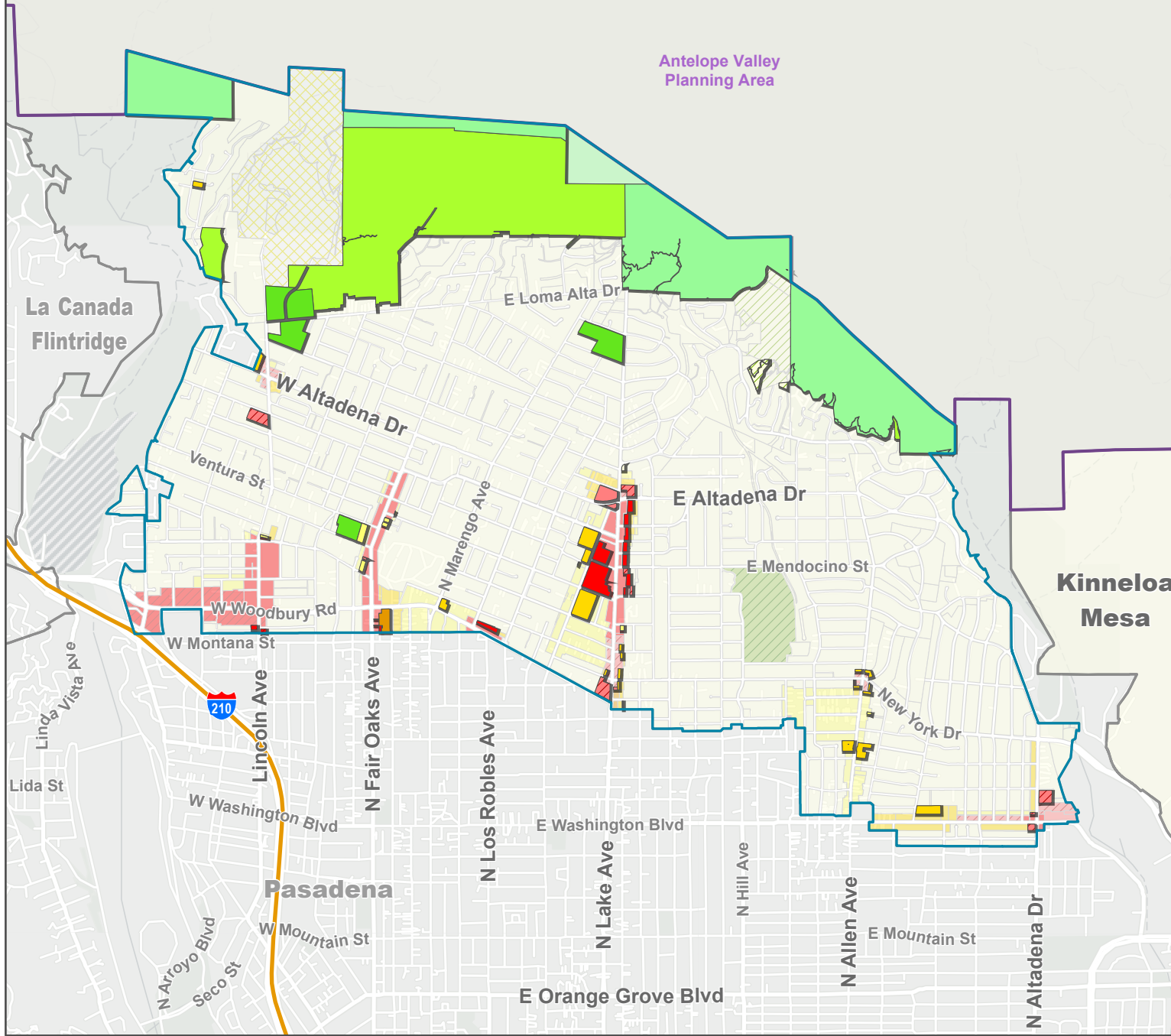
LOS ANGELES COUNTY  
Dept. of Regional Planning  
320 W. Temple St.  
Los Angeles, CA 90012



Prepared by DRP GIS Section / June 2024

# Antelope Valley

Antelope Valley  
Planning Area



**Zone Changes**

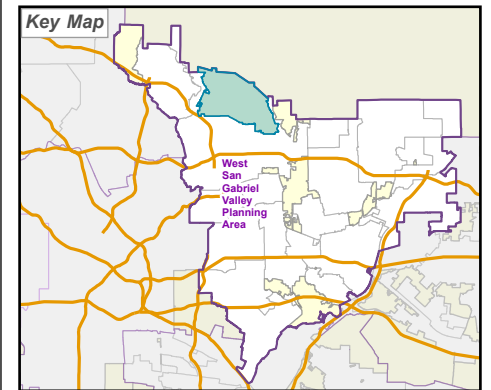
- A-1 - Light Agriculture
- R-A - Residential Agricultural
- R-1 - Single-Family Residence
- R-2 - Two-Family Residence
- R-3 - Limited Density Multiple Residence
- R-4 - Limited Density Multiple Residence
- C-1 - Restricted Business
- C-2 - Neighborhood Business
- C-3 - General Commercial
- C-M - Commercial Manufacturing
- O-S - Open Space
- W - Watershed

**Existing Zoning (no change)**

- R-A - Residential Agricultural
- R-1 - Single-Family Residence
- R-2 - Two-Family Residence
- R-3 - Limited Density Multiple Residence
- R-4 - Limited Density Multiple Residence
- C-1 - Restricted Business
- C-2 - Neighborhood Business
- C-3 - General Commercial
- C-M - Commercial Manufacturing
- CPD - Commercial Planned Development
- R-R - Resort and Recreation
- B-1 - Buffer Strip
- SP - Specific Plan
- W - Watershed

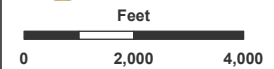
**Administrative Boundaries**

- Community Boundary
- Surrounding Planning Area



**LA COUNTY**  
**PLANNING**

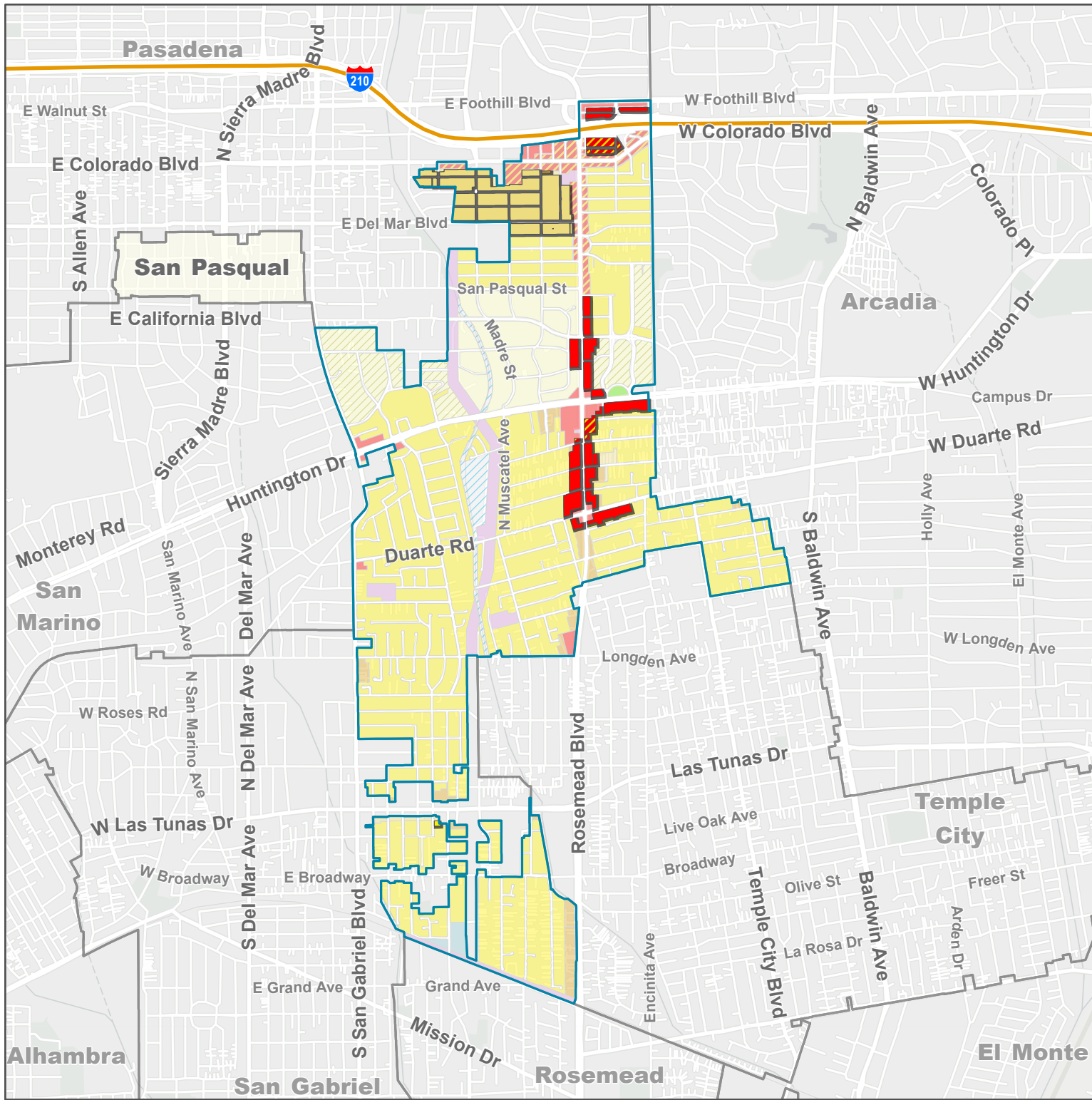
LOS ANGELES COUNTY  
Dept. of Regional Planning  
320 W. Temple St.  
Los Angeles, CA 90012



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West San Gabriel Valley Area Plan  
Proposed Land Use Policy Changes  
East Pasadena - East San Gabriel



Land Use Policy - Proposed

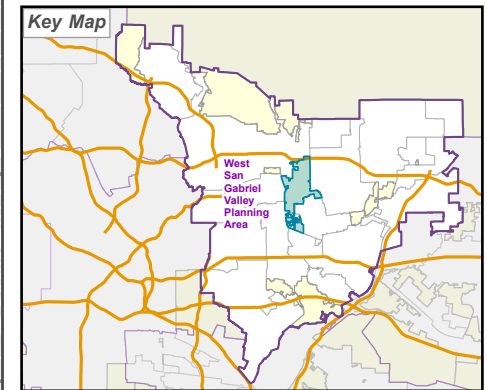
- H9 - Residential 9
- H18 - Residential 18
- H30 - Residential 30
- CG - General Commercial
- MU - Mixed Use

Existing Land Use Policy (no change)

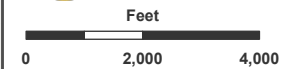
- H2 - Residential 2
- H5 - Residential 5
- H9 - Residential 9
- H18 - Residential 18
- H30 - Residential 30
- CG - General Commercial
- MU - Mixed Use
- IL - Light Industrial
- P - Public and Semi-Public
- OS-PR - Parks and Recreation
- W - Water

Administrative Boundaries

- Community Boundary



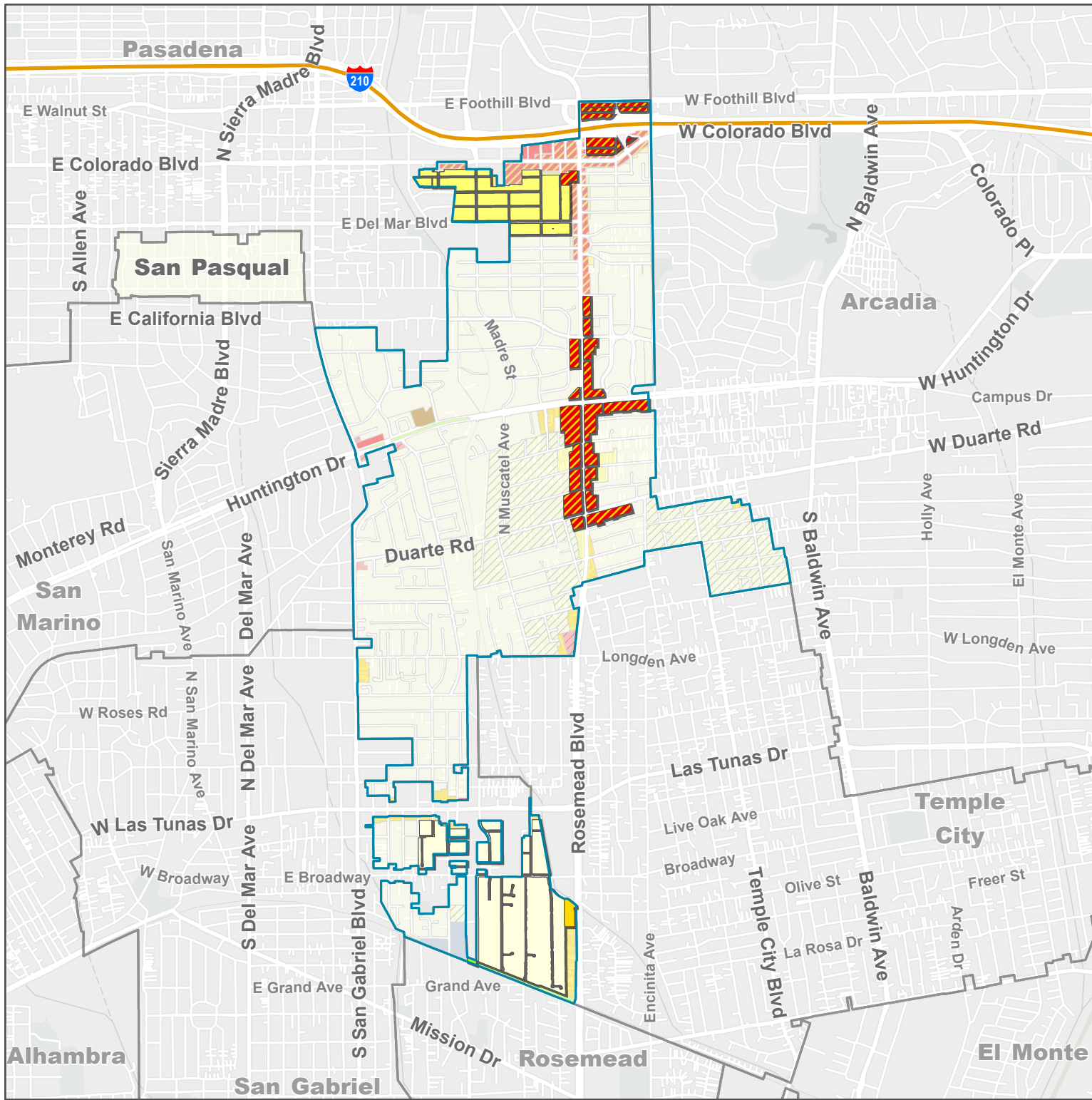
LOS ANGELES COUNTY  
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Los Angeles, CA 90012



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### West San Gabriel Valley Area Plan Proposed Zoning Changes

#### East Pasadena - East San Gabriel



#### Zone Changes

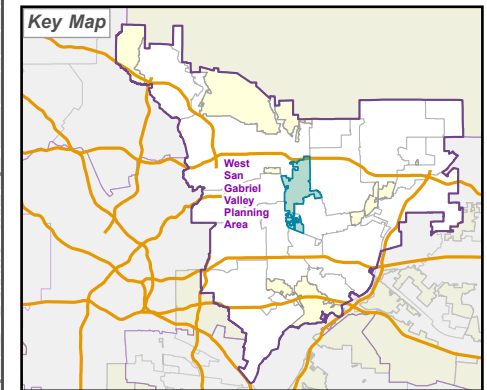
- A-1 - Light Agriculture
- R-1 - Single-Family Residence
- R-2 - Two-Family Residence
- R-3 - Limited Density Multiple Residence
- MXD - Mixed Use Development

#### Existing Zoning (no change)

- A-1 - Light Agriculture
- R-A - Residential Agricultural
- R-1 - Single-Family Residence
- R-2 - Two-Family Residence
- R-3 - Limited Density Multiple Residence
- RPD - Residential Planned Development
- MXD - Mixed Use Development
- C-1 - Restricted Business
- C-2 - Neighborhood Business
- C-3 - General Commercial
- C-M - Commercial Manufacturing
- M-1 - Light Manufacturing

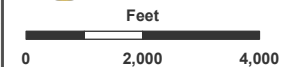
#### Administrative Boundaries

- Community Boundary



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**West San Gabriel Valley Area Plan  
Proposed Land Use Policy Changes**

**Kinneloa Mesa**

**Antelope Valley**

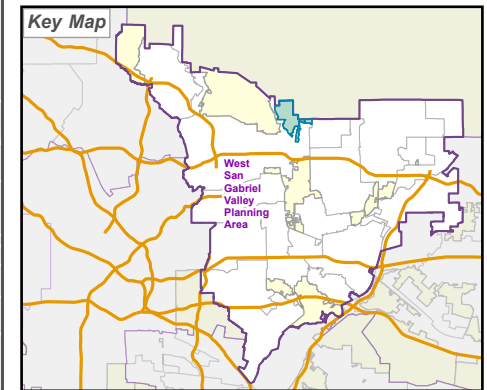
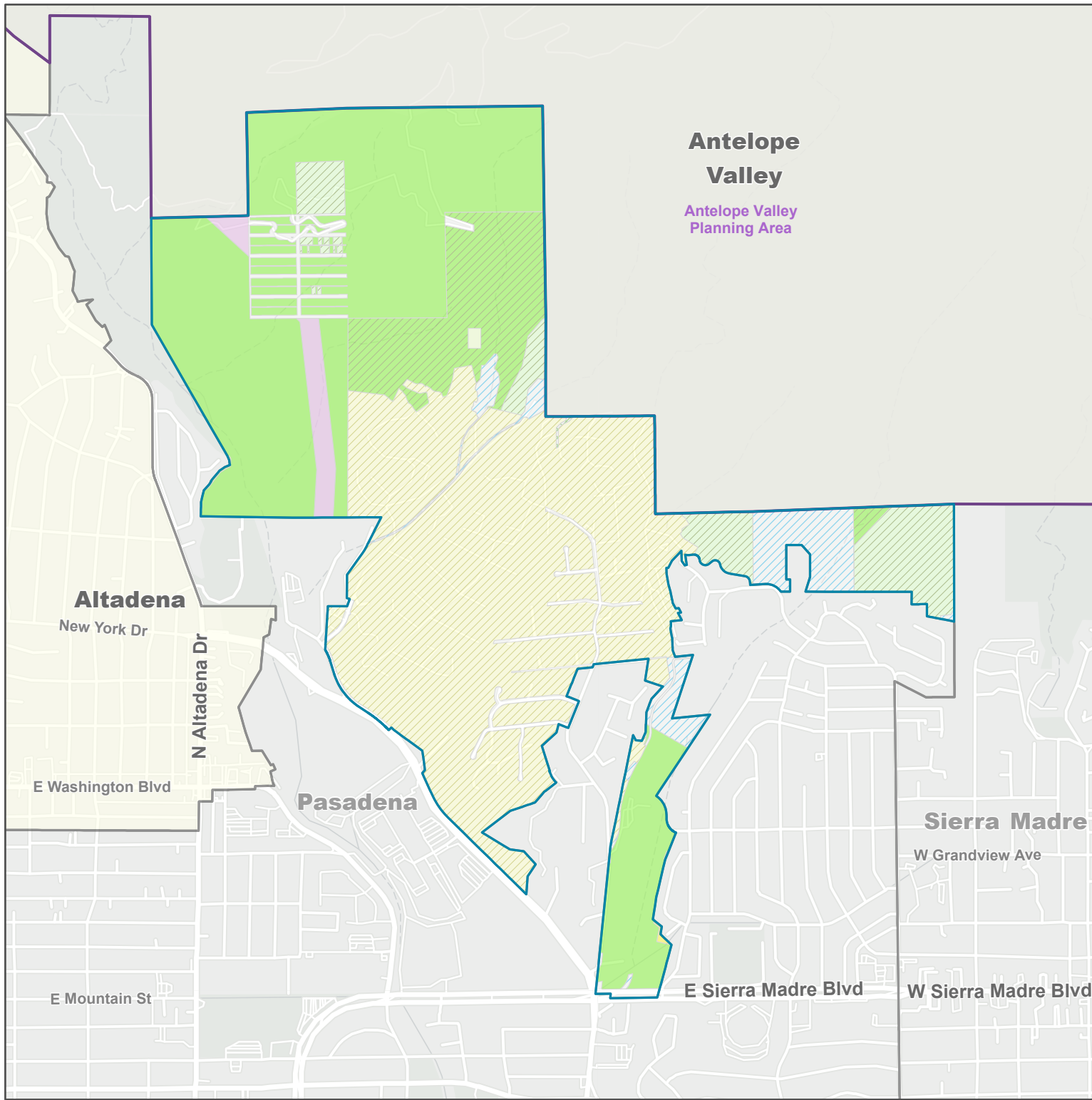
Antelope Valley  
Planning Area

**Existing Land Use Policy (no change)**

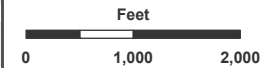
- RL1 - Rural Land 1
- RL20 - Rural Land 20
- H5 - Residential 5
- H9 - Residential 9
- P - Public and Semi-Public
- OS-C - Conservation
- OS-PR - Parks and Recreation
- OS-NF - National Forest
- W - Water

**Administrative Boundaries**

- Community Boundary
- Surrounding Planning Area



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**West San Gabriel Valley Area Plan  
Proposed Zoning Changes**


*Kinneloa Mesa*


**Zone Changes**


 O-S - Open Space

**Existing Zoning (no change)**


 A-1 - Light Agriculture


 R-A - Residential Agricultural

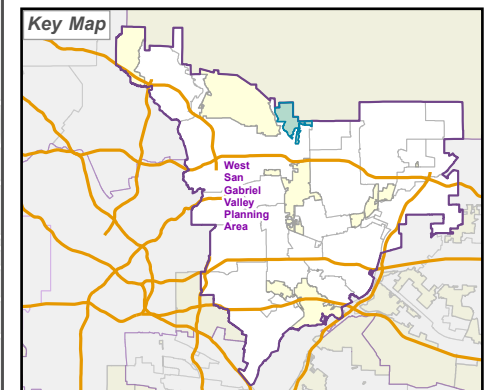
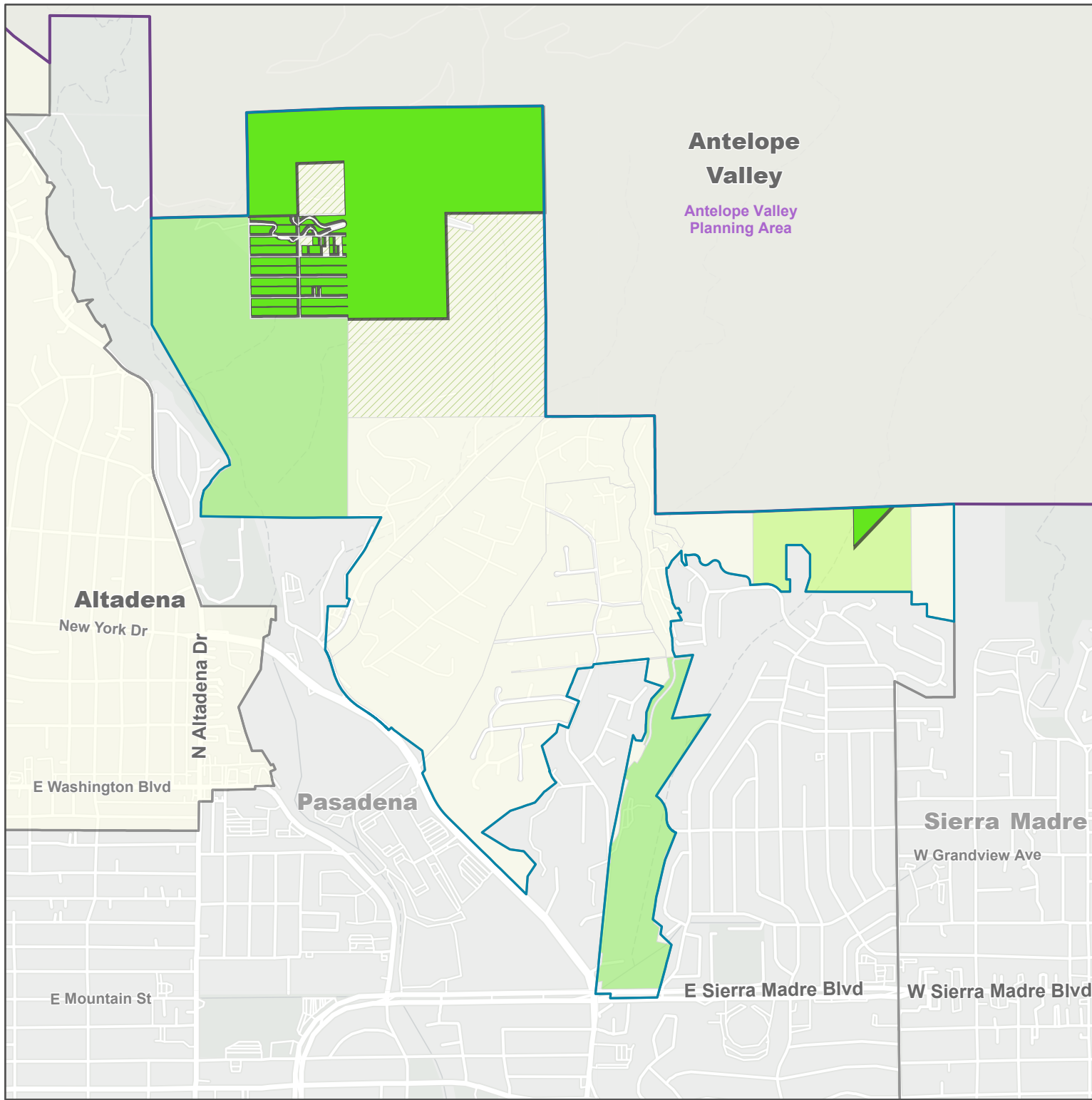
 R-1 - Single-Family Residence

 O-S - Open Space

**Administrative Boundaries**

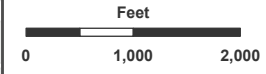
 Community Boundary

 Surrounding Planning Area



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West San Gabriel Valley Area Plan  
Proposed Land Use Policy Changes

La Crescenta - Montrose

Land Use Policy - Proposed

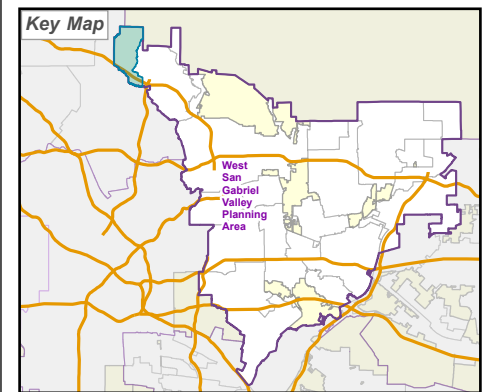
- H9 - Residential 9
- H18 - Residential 18
- H30 - Residential 30
- CG - General Commercial
- MU - Mixed Use
- W - Water

Existing Land Use Policy (no change)

- RL20 - Rural Land 20
- H9 - Residential 9
- H18 - Residential 18
- H30 - Residential 30
- CG - General Commercial
- P - Public and Semi-Public
- OS-C - Conservation
- OS-PR - Parks and Recreation
- W - Water

Administrative Boundaries

- Community Boundary
- Surrounding Planning Area

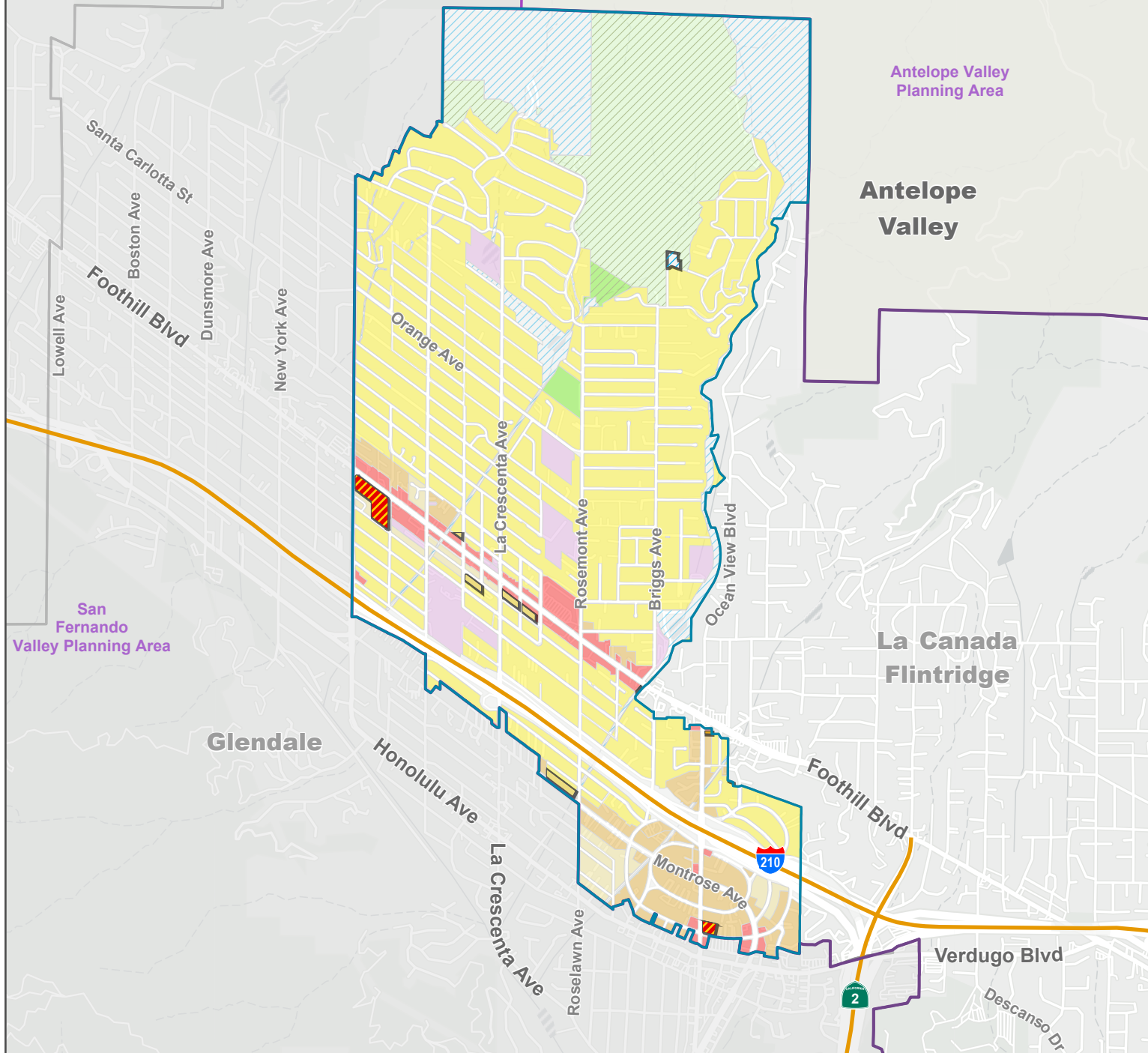


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Proposed Zoning Changes

La Crescenta - Montrose

Zone Changes

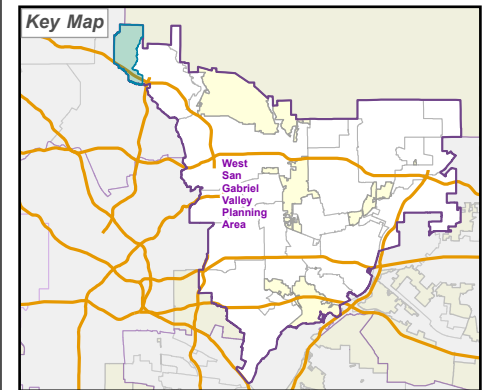
- R-1 - Single-Family Residence
- R-2 - Two-Family Residence
- R-3 - Limited Density Multiple Residence
- MXD - Mixed Use Development

Existing Zoning (no change)

- R-1 - Single-Family Residence
- R-2 - Two-Family Residence
- R-3 - Limited Density Multiple Residence
- C-1 - Restricted Business
- C-2 - Neighborhood Business
- C-3 - General Commercial
- CPD - Commercial Planned Development

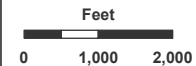
Administrative Boundaries

- Community Boundary
- Surrounding Planning Area



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



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**West San Gabriel Valley Area Plan  
Proposed Land Use Policy Changes**  
*San Pasqual*


**Land Use Policy - Proposed**

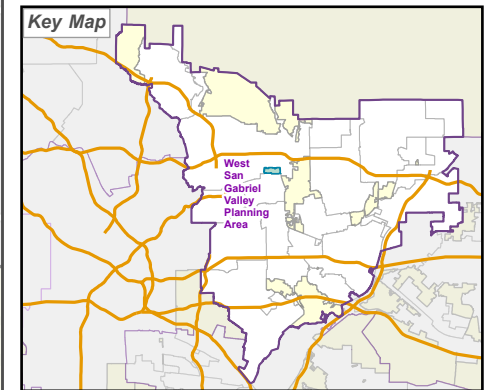
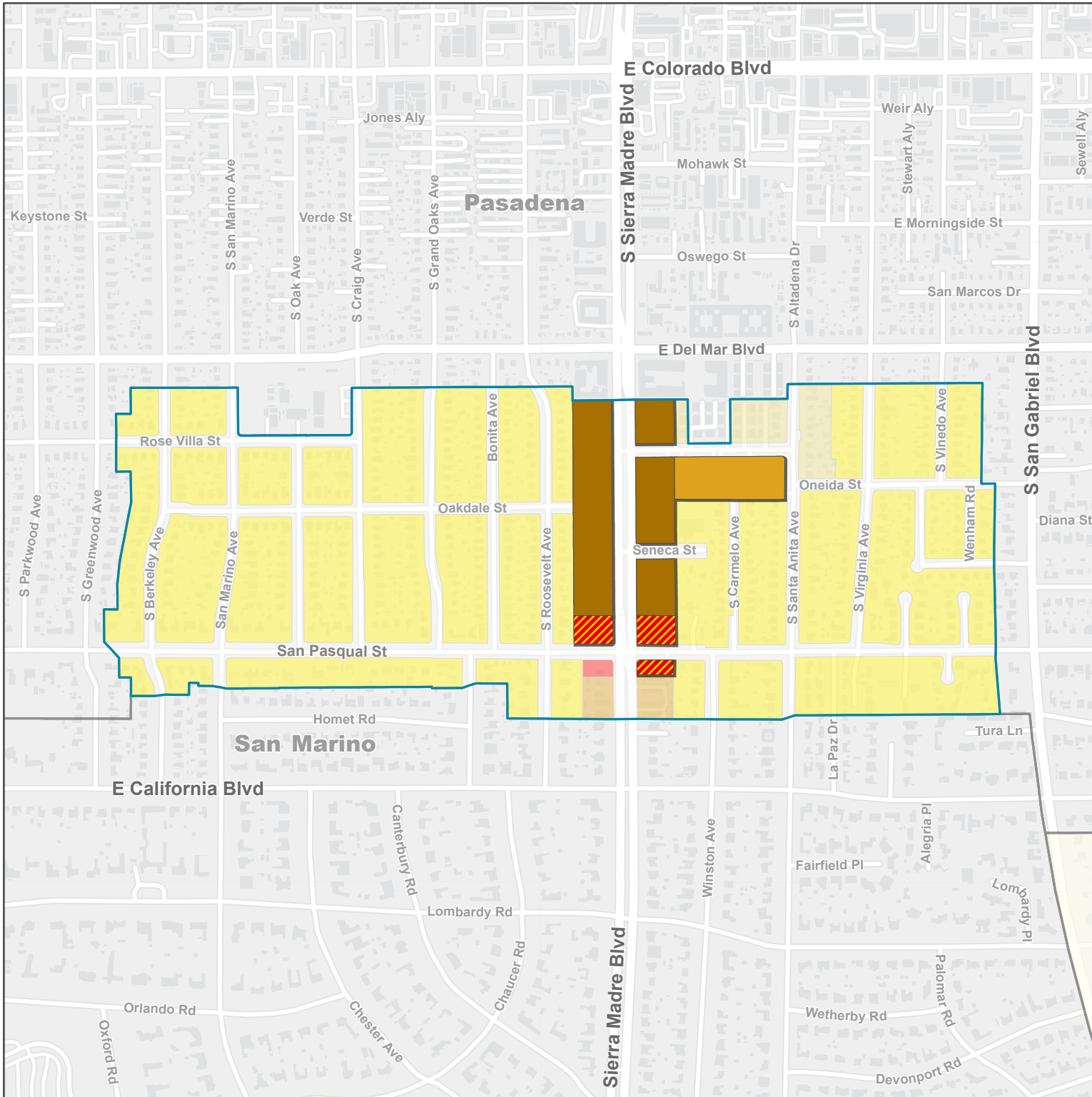
-  H30 - Residential 30
-  H100 - Residential 100
-  MU - Mixed Use

**Existing Land Use Policy (no change)**

-  H9 - Residential 9
-  H18 - Residential 18
-  H30 - Residential 30
-  CG - General Commercial

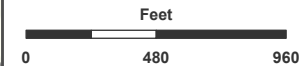
**Administrative Boundaries**

-  Community Boundary



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
# West San Gabriel Valley Area Plan Proposed Zoning Changes

## San Pasqual


### Zone Changes

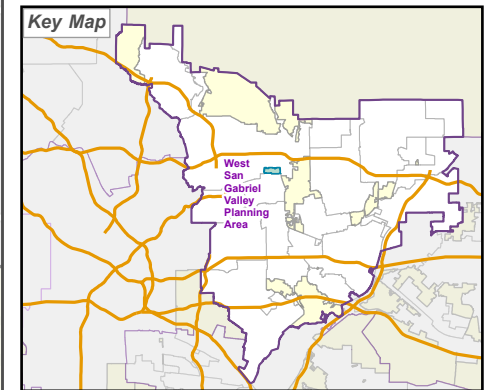
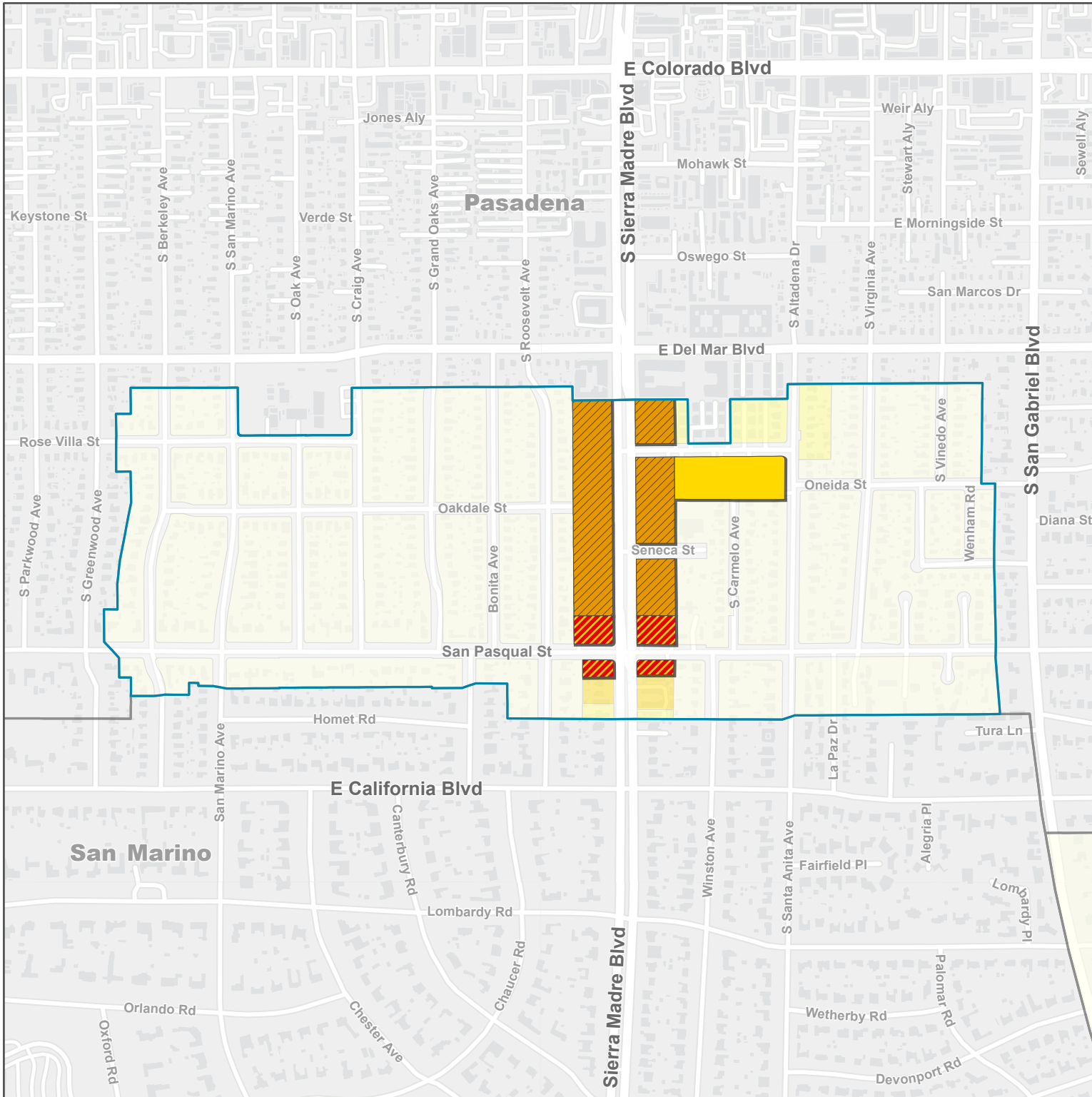
-  R-3 - Limited Density Multiple Residence
-  R-5 - High Density Multiple Residence
-  MXD - Mixed Use Development

### Existing Zoning (no change)

-  R-1 - Single-Family Residence
-  R-2 - Two-Family Residence
-  R-3 - Limited Density Multiple Residence

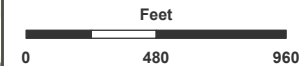
### Administrative Boundaries

-  Community Boundary



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**West San Gabriel Valley Area Plan  
Proposed Land Use Policy Changes**

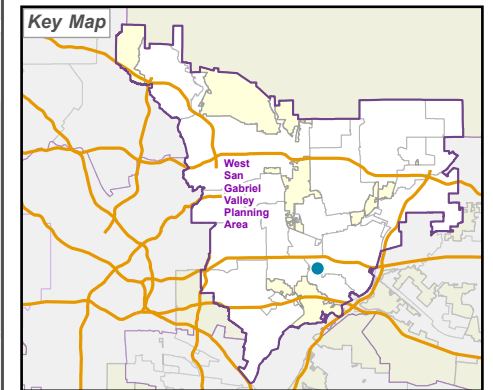
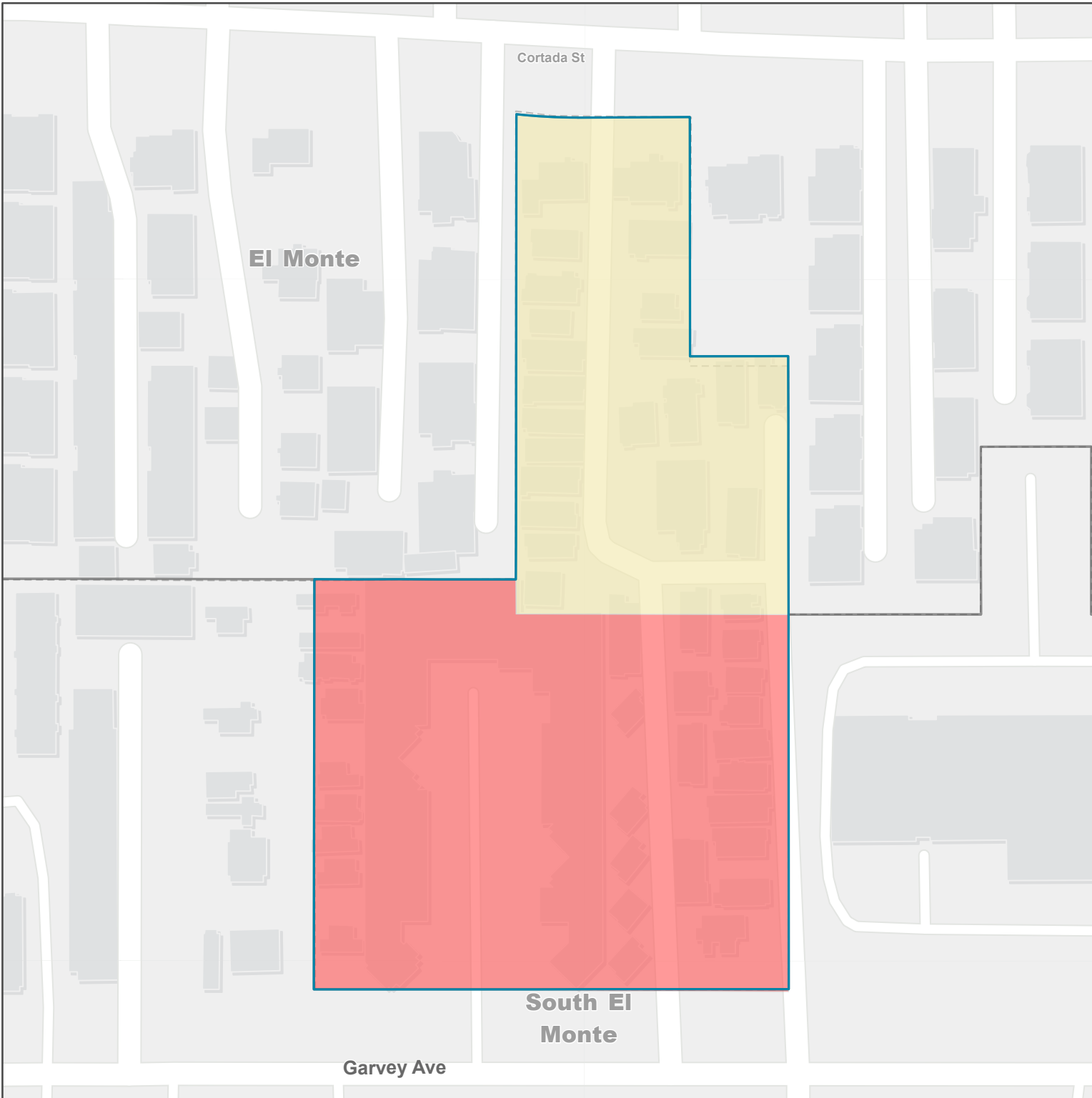
**South El Monte Island**

**Existing Land Use Policy (no change)**

- H18 - Residential 18
- CG - General Commercial

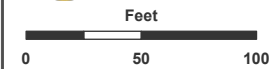
**Administrative Boundaries**

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Proposed Zoning Changes

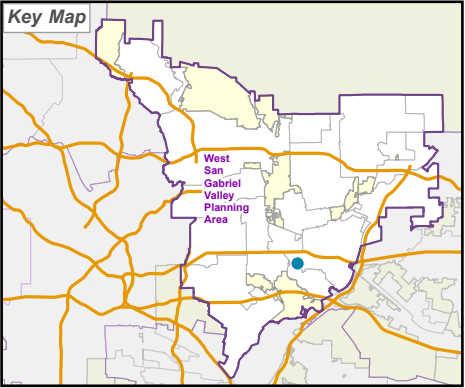
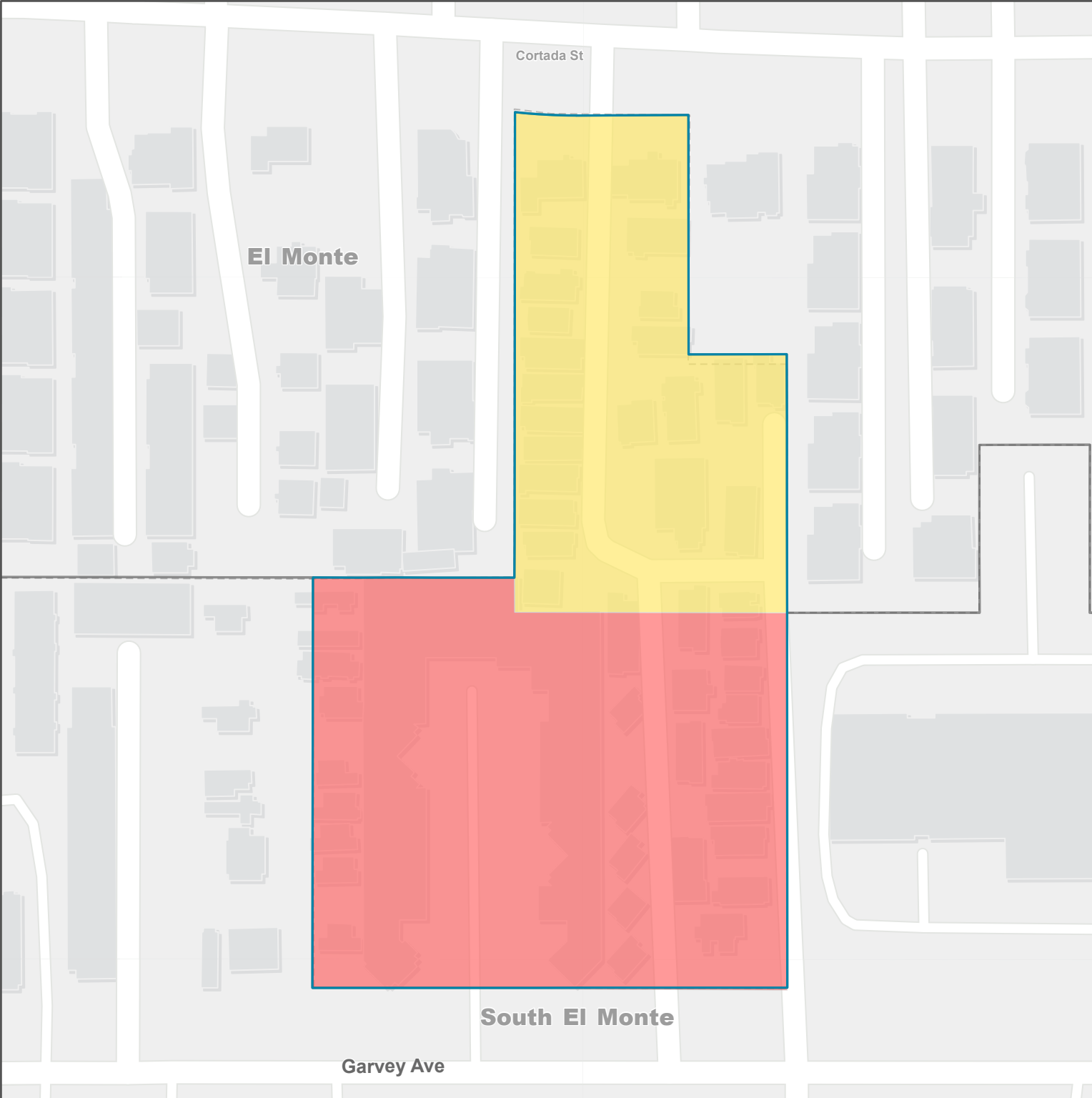
South El Monte Island

Existing Zoning (no change)

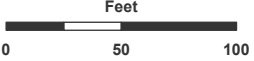
- R-3 - Limited Density Multiple Residence
- C-3 - General Commercial

Administrative Boundaries

- Community Boundary



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**West San Gabriel Valley Area Plan  
Proposed Land Use Policy Changes**  
*South Monrovia Islands*

**Land Use Policy - Proposed**

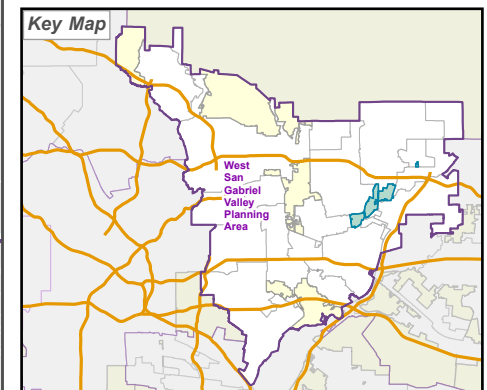
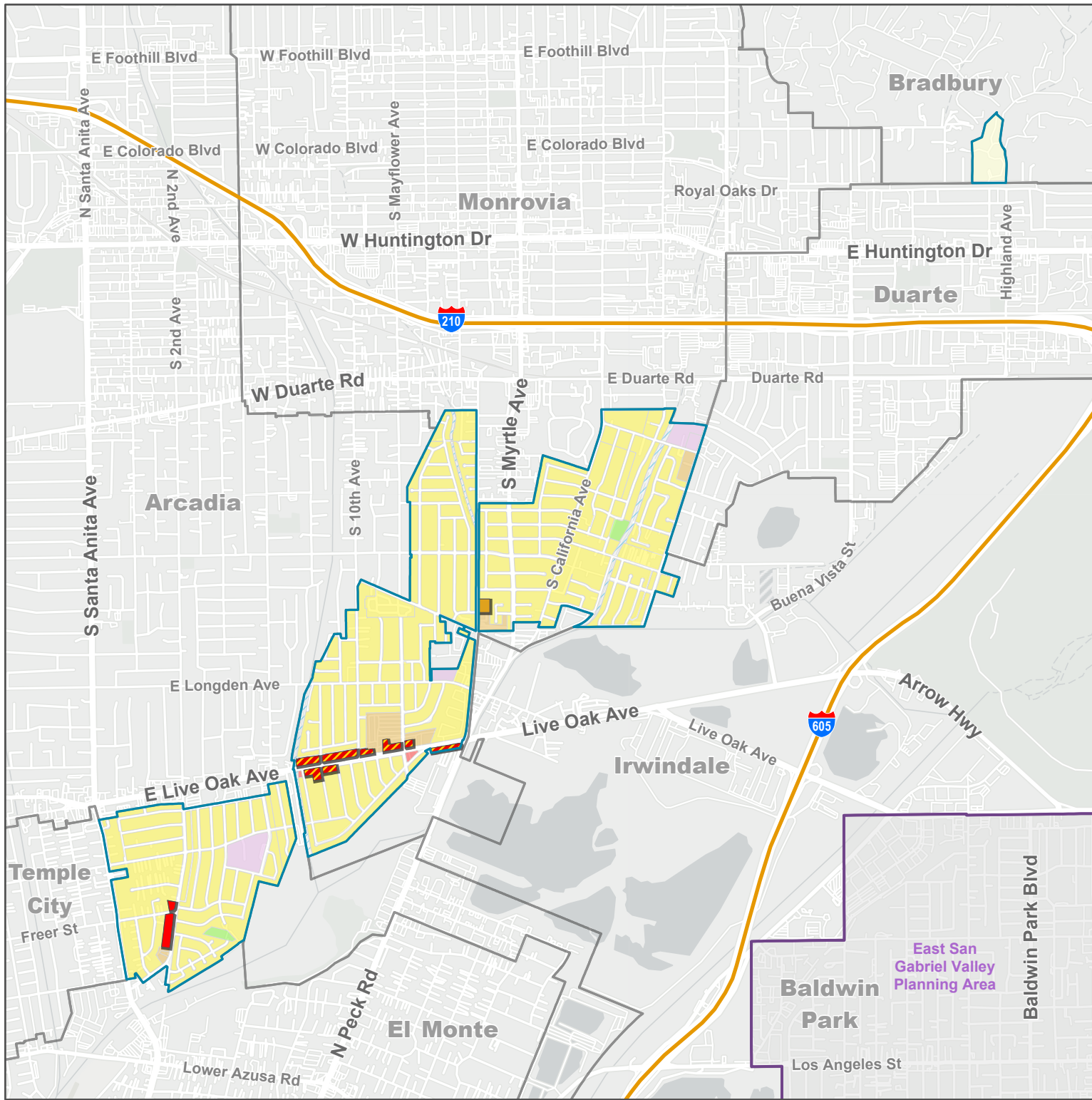
- H30 - Residential 30
- CG - General Commercial
- MU - Mixed Use

**Existing Land Use Policy (no change)**

- H2 - Residential 2
- H9 - Residential 9
- H30 - Residential 30
- CG - General Commercial
- P - Public and Semi-Public
- OS-PR - Parks and Recreation
- W - Water

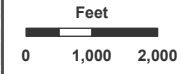
**Administrative Boundaries**

- Community Boundary



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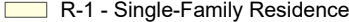



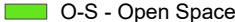


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Proposed Zoning Changes

South Monrovia Islands

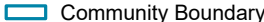
Zone Changes

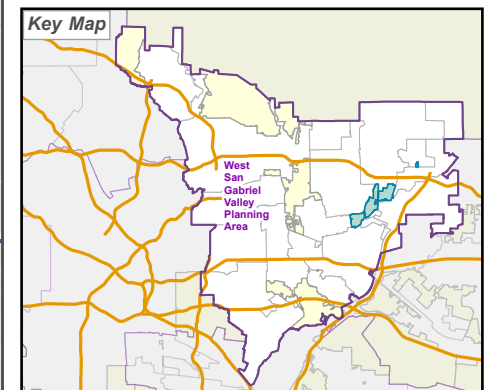
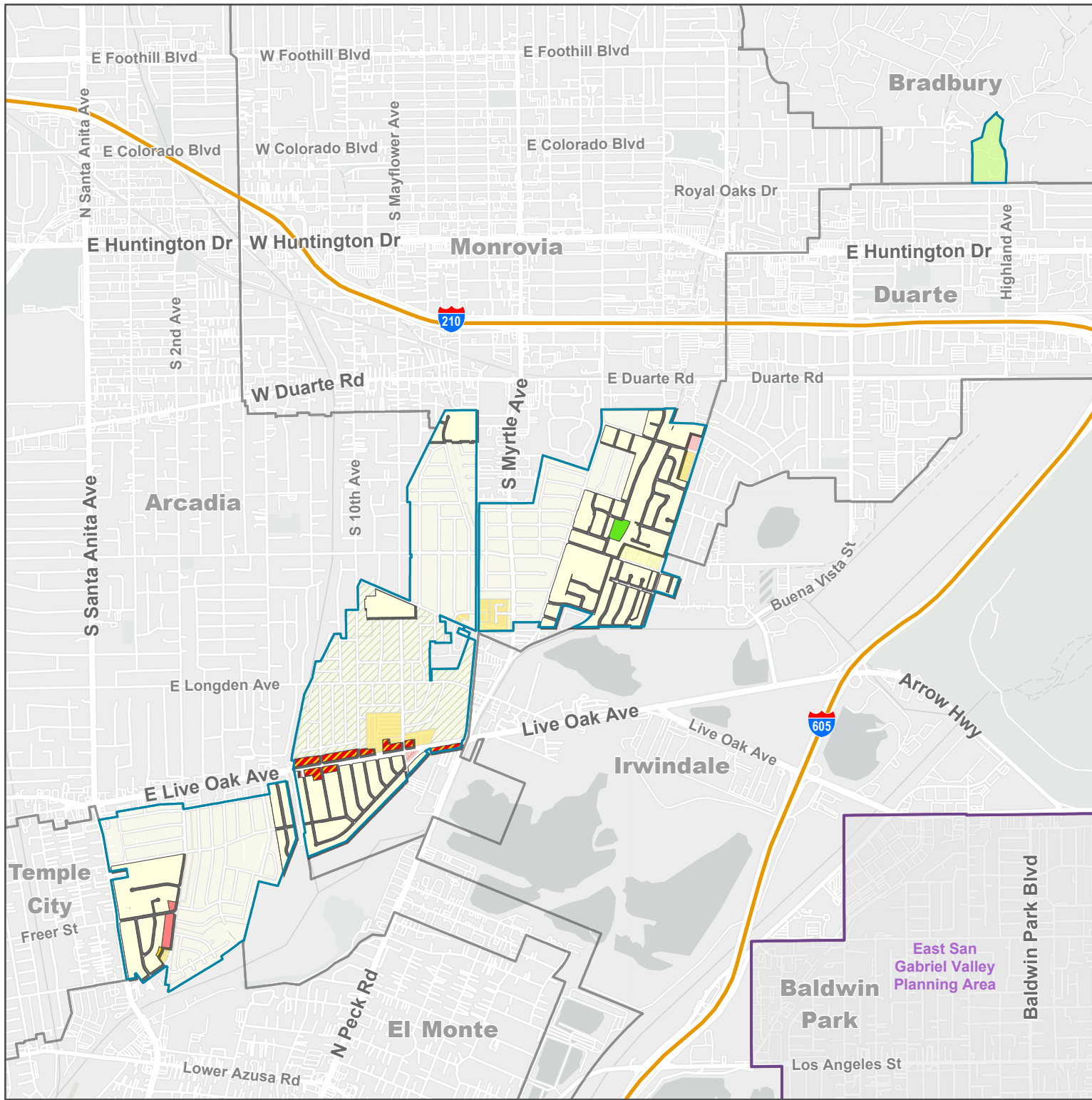
-  R-1 - Single-Family Residence
-  R-3 - Limited Density Multiple Residence
-  MXD - Mixed Use Development
-  C-1 - Restricted Business
-  O-S - Open Space

Existing Zoning (no change)

-  A-1 - Light Agriculture
-  R-A - Residential Agricultural
-  R-1 - Single-Family Residence
-  R-2 - Two-Family Residence
-  R-3 - Limited Density Multiple Residence
-  C-1 - Restricted Business
-  C-2 - Neighborhood Business
-  C-3 - General Commercial

Administrative Boundaries

-  Community Boundary



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Land Use Policy - Proposed

H18 - Residential 18

MU - Mixed Use

Existing Land Use Policy (no change)

H9 - Residential 9

H18 - Residential 18

H30 - Residential 30

H50 - Residential 50

CG - General Commercial

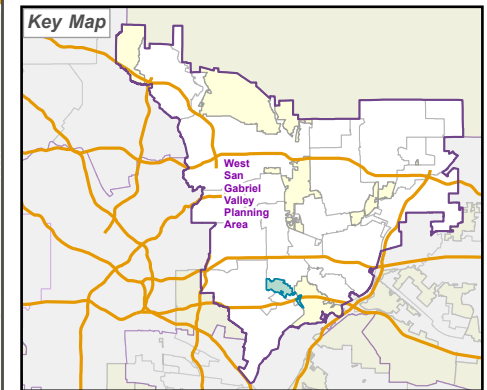
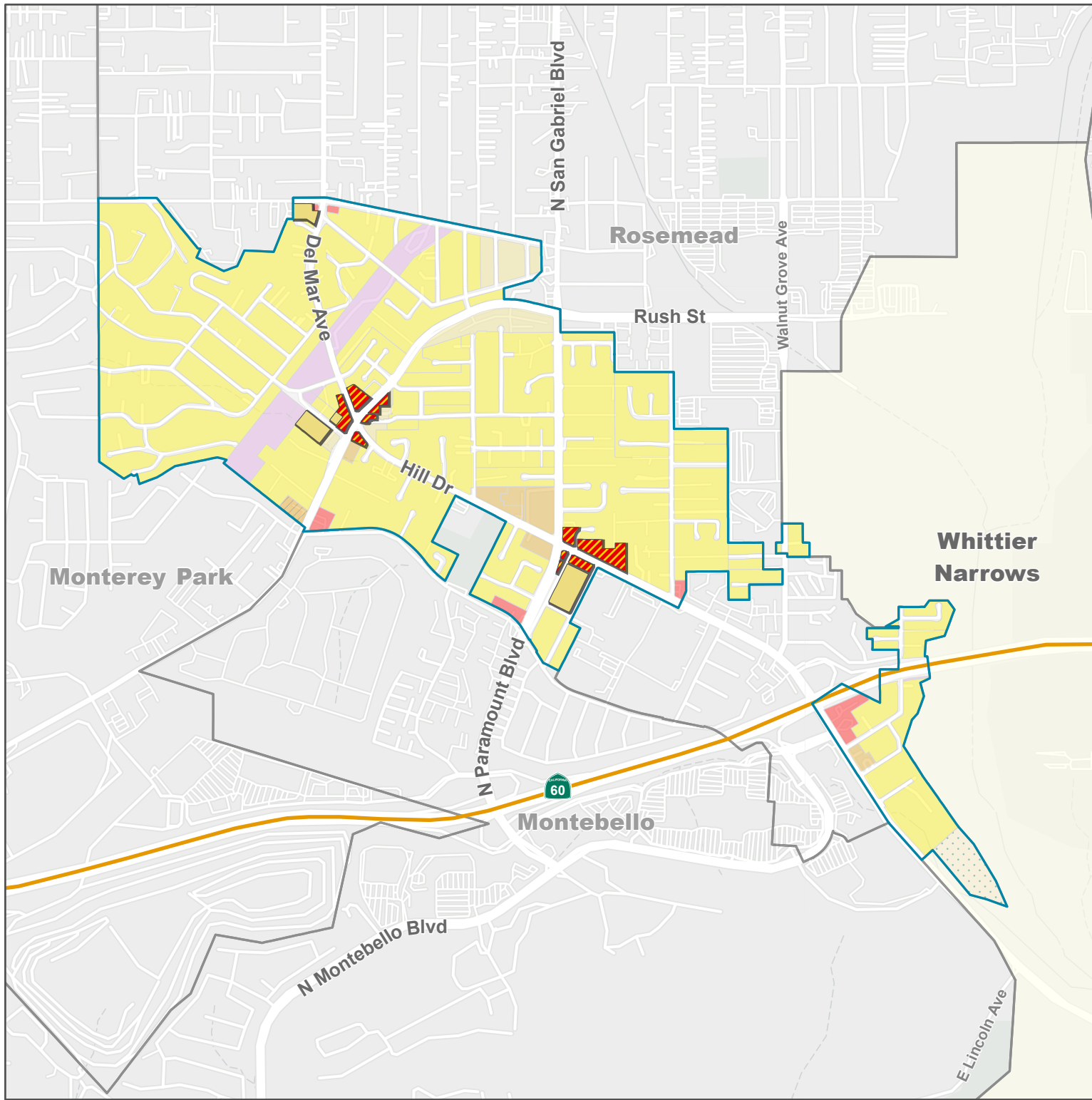
P - Public and Semi-Public

OS-PR - Parks and Recreation

MR - Mineral Resources

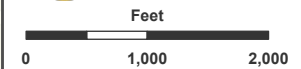
Administrative Boundaries

Community Boundary



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**West San Gabriel Valley Area Plan  
Proposed Zoning Changes**

**South San Gabriel**

**Zone Changes**

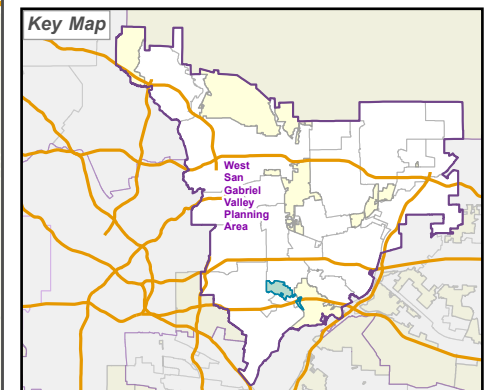
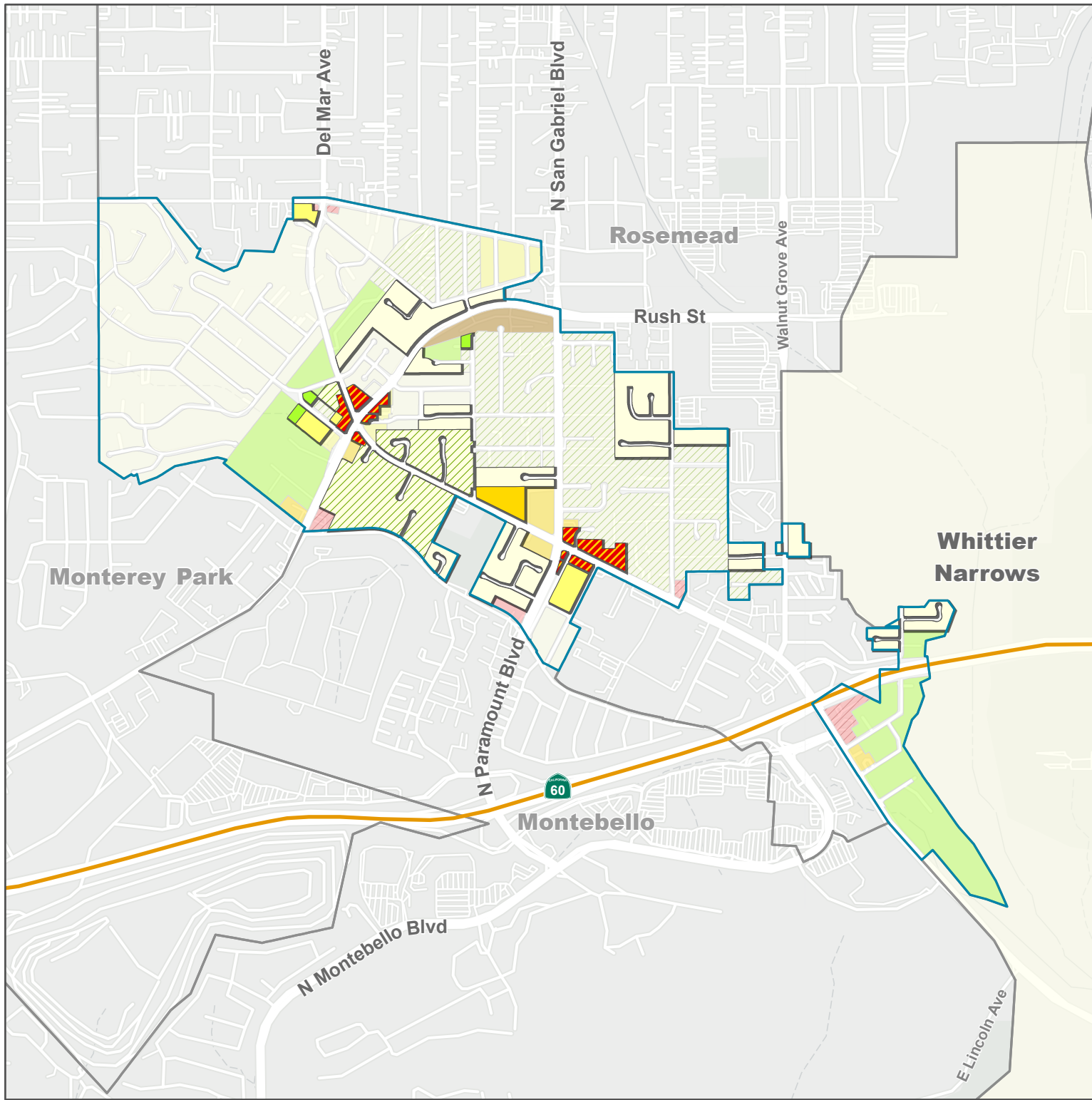
- A-1 - Light Agriculture
- R-A - Residential Agricultural
- R-1 - Single-Family Residence
- R-2 - Two-Family Residence
- R-3 - Limited Density Multiple Residence
- MXD - Mixed Use Development

**Existing Zoning (no change)**

- A-1 - Light Agriculture
- R-A - Residential Agricultural
- R-1 - Single-Family Residence
- R-2 - Two-Family Residence
- R-3 - Limited Density Multiple Residence
- RPD - Residential Planned Development
- C-1 - Restricted Business
- C-2 - Neighborhood Business
- O-S - Open Space

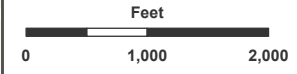
**Administrative Boundaries**

- Community Boundary



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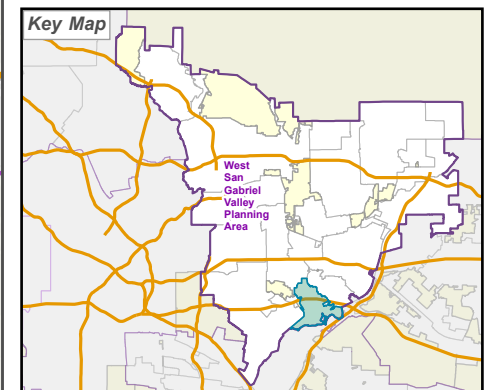
**Whittier Narrows**

**Existing Land Use Policy (no change)**

- IL - Light Industrial
- P - Public and Semi-Public
- OS-PR - Parks and Recreation
- W - Water

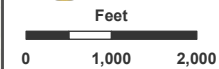
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Proposed Zoning Changes

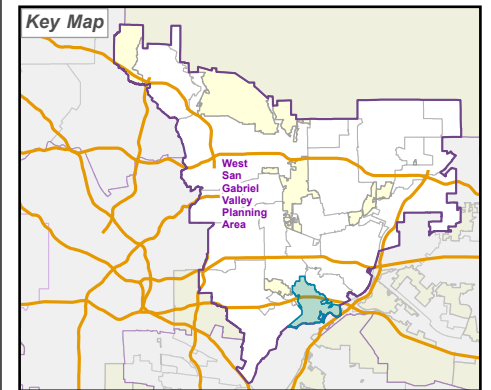
Whittier Narrows

Existing Zoning (no change)

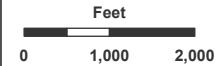
- A-1 - Light Agriculture
- O-S - Open Space
- M-1 - Light Manufacturing
- M-2 - Heavy Manufacturing
- B-1 - Buffer Strip

Administrative Boundaries

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- Surrounding Planning Area



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# APPENDIX B Historic Context Statement

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# WEST SAN GABRIEL VALLEY AREA PLAN

# HISTORIC

# CONTEXT

# STATEMENT



Final Draft – June 2024









# WEST SAN GABRIEL VALLEY AREA PLAN HISTORIC



# CONTEXT STATEMENT





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# Historic Context Statement

## Executive Summary

Environmental Science Associates (ESA) was retained by the Los Angeles County Department of Regional Planning (LA County Planning) to prepare a Historic Context Statement (HCS) as a part of the West San Gabriel Valley Area Plan (WSGVAP). The HCS is one component of this larger project, which addresses nine unincorporated communities administered by Los Angeles County: Altadena, East Pasadena-East San Gabriel, Kinneloa Mesa, La Crescenta-Montrose, South San Gabriel, South Monrovia Islands, San Pasqual, Whittier Narrows, and South El Monte Island. Collectively, these nine communities comprise the WSGV Planning Area, one of eleven Planning Areas that were established by the Los Angeles County General Plan.

## WHAT IS A HISTORIC CONTEXT STATEMENT?

A Historic Context Statement (HCS) is a document which is fundamental to the identification and evaluation of historical resources and provides a framework for understanding historical resources which share a common theme or pattern of development. This provides

guidance for the future protection and on-going preservation of the built environment. This HCS was developed within the preferred format which was developed by the National Park Service (NPS), which administers the National Register of Historic Places (National Register), and the California Office of Historic Preservation (OHP), which administers the California Register of Historic Places (California Register). This HCS is not meant to be a comprehensive history of the area, only an overview of the broad patterns of history that have shaped the development of the communities and their built environment. This document is organized by location and theme, initially separately and later in conjunction with each other. The overall historic context and development is linked with the built environment through “property type,” which is a group of individual properties that share physical or associated characteristics.

## ORGANIZATION AND THEMES

ESA acknowledges and understands that the history of the WSGV begins with its indigenous peoples, the Tongva, who have inhabited this land for thousands of years and continue to live throughout the region. As this HCS concentrates on the built environment, the time period focuses on the post-European contact period.

The HCS is organized with a general history of the WSGV development, followed by the historical background information for each community, in order to orient the reader to the unique histories of each community. While the development of the WSGV communities can be looked at independently, the purpose of this project was to look at them holistically to consider trends and patterns that were widespread throughout all of the communities.

These overviews are followed by a discussion of significant themes that are present throughout the WSGV and have impacted the built environment. However, many of these themes unfortunately do not have extant identified resources, even if there is significant history associated with the topic. The following themes were identified as significant throughout the WSGV and are discussed on the following pages: Agricultural Development; Commercial Development; Industrial Development; Infrastructure and Public Transit; Residential Development; Religion and Spirituality; Parks and Recreation; Education; Civil Rights and Social Justice; Civic Development; Health and Medicine; and Public Art; Music and Cultural Celebrations. While all of the themes are addressed within the document, ESA has



concentrated on topics that have significant and potentially eligible extant resources associated with the associated history.

This document also provides registration requirements for the evaluation of historical resources that consider both historical significance and integrity requirements that are specific to the eligibility requirements criteria established by the County. Finally, this document concludes with a discussion of recommendations for future study and actions by the County to facilitate its historic preservation program. For purposes of this draft, the WSGV HCS remains an evolving document based on significant research as well as the input of the community and local stakeholders.

# Methodology and Background

## COMMUNITY INPUT

As a part of the community outreach for the development of the larger WSGV Area Plan and this report, the LA County Planning conducted multiple opportunities for input from the nine highlighted communities, including public outreach meetings, visioning workshops, a survey form, and an interactive mapper. The interactive mapper was an online interface, developed by LA County Planning, that was utilized at public outreach meetings to allow members of the public to identify what they viewed as historically significant sites. Flyers advertising the project and asking, “What are the historical or cultural landmarks in your community?”, with Chinese and Spanish in-line translations, were placed in grocery stores, libraries, and community meeting places throughout the Planning Area. On October 25, 2023, LA County Planning held an online workshop to introduce the HCS to the public and solicit input on historic resources. On January 24, 2024, LA County Planning posted a draft of the HCS to its contact list and project website along with an accompanying presentation for stakeholder and public review. On March 8, 2024, the HCS was presented to the County’s Historical Landmarks and Records Commission. LA County Planning also ran digital advertisements and sent a variety of emails with links to the website with information on the WSGV Area Plan and associated HCS. The Area Plan fact sheet on the County’s website was available in English, Chinese, Spanish, and Armenian.

## SCCIC/BERD

Preparation of this HCS also involved a review of the National Register and its annual updates, the California Register, the California Built Environment Resources Database (BERD) maintained by the State Office of Historic Preservation (OHP), and the list of Los Angeles County Landmark Designated Properties. These sources were utilized to identify previously recorded properties within or near the Subject Property. All applicable portions of the WSGV Planning Area were reviewed.

## BACKGROUND RESEARCH

Archival materials were assembled from a variety of repositories at regional, local, and online repositories. Archival materials were assembled from the Los Angeles Public Library, the Huntington Library, Calisphere, Online Archive of California, Los Angeles Public Library Photo Collection, and the historical *Los Angeles Times*, and other published sources. ESA also consulted the Altadena African American Historic Resources Survey, prepared for LA County Planning in 2020 by Sapphos Environmental, Inc, as well as Historic Context Statements for adjacent cities, including Pasadena and San Gabriel. The majority of research was performed prior to the ESA team's windshield survey, in order to develop an initial understanding of significant historical and architectural themes. Following the survey, additional targeted research was undertaken to supplement the information gained from the survey, in addition to fully developing each historic context.

## SURVEY

For the purposes of the Historic Context Statement, ESA architectural historians Shannon L. Papin, M.A. and Antonette Hrycyk, M.S., performed windshield surveys for all nine of the communities within the WSGV Planning Area to develop an overall sense of what architectural resources exist within the planning areas, in understanding patterns of development and architectural styles that are found within each individual planning area. During this time, Ms. Papin and Ms. Hrycyk also took photographs from the public right-of-way of a variety of resources within the planning areas to develop evaluation standards for specific architectural styles and property types. This windshield survey was augmented and supported by field maps developed with publicly available parcel data for the Los Angeles County Assessor, primarily date of construction, to understand patterns of developments and to ensure that all properties that met the age threshold for the scope of the study were surveyed. Boundaries of each planning area were also included in the field maps. These interactive maps were able to be accessed by the ESA team during survey work utilizing the ArcGIS Field Maps app and an iPad.

## Regulatory Setting

Historical resources fall within the jurisdiction of the federal, state, and local designation programs. Federal laws provide the framework for the identification of historical resources, and in certain instances, protection. State and local jurisdictions play active roles in the identification, documentation, and protection of such resources within their communities. The National Historic Preservation Act (NHPA) of 1966, as amended, and the California Public Resources Code (PRC), Section 5024.1, are the primary federal and state laws governing the evaluation and significance of historical resources of national, state, regional, and local importance in the state of California.

## FEDERAL ELIGIBILITY CRITERIA AND INTEGRITY ASPECTS

### National Register of Historic Places

The National Register was established by the NHPA as “an authoritative guide to be used by federal, state, and local governments, private groups and citizens to identify the Nation’s cultural resources and to indicate what properties should be considered for protection from destruction or impairment.”<sup>1</sup> The National Register recognizes properties that are significant at the national, state, and/or local levels.

To be eligible for listing in the National Register, a resource must be significant in American history, architecture, archaeology, engineering, or culture. Four criteria for evaluation have been established to determine the significance of a resource. They include the following:

- **Criterion A.** Associated with events that have made a significant contribution to the broad patterns of our history;
- **Criterion B.** Associated with the lives of persons significant in our past;
- **Criterion C.** Embodies the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction;

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<sup>1</sup> 36 CFR Section 60.2.

- **Criterion D.** Yields, or may be likely to yield, information important in prehistory or history.<sup>2</sup>

Districts, sites, buildings, structures, and objects that are 50 years in age or older must meet one or more of the above criteria *and* retain integrity of location, design, setting, materials, workmanship, feeling, and association to be eligible for listing.

Within the concept of integrity, the National Register recognizes seven aspects or qualities that, in various combinations, define integrity: Location, Design, Setting, Materials, Workmanship, Feeling, and Association:

- *Location* is the place where the historic property was constructed or the place where the historic event occurred. The relationship between the property and its location is often important to understanding why the property was created or why something happened. The actual location of a historic property, complemented by its setting, is particularly important in recapturing the sense of historic events and persons. Except in rare cases, the relationship between a property and its historic associations is destroyed if the property is moved.
- *Design* is the combination of elements that create the form, plan, space, structure, and style of a property. It results from conscious decisions made during the original conception and planning of a property (or its significant alteration) and applies to activities as diverse as community planning, engineering, architecture, and landscape architecture. Design includes such elements as organization of space, proportion, scale, technology, ornamentation, and materials. A property's design reflects historic functions and technologies, as well as aesthetics. It includes such considerations as the structural system; massing; arrangement of spaces; pattern of fenestration; textures and colors of surface materials; type, amount, and style of ornamental detailing; and arrangement and type of plantings in a designed landscape.
- *Setting* is the physical environment of a historic property. Whereas location refers to the specific place where a property was built or an event occurred, setting refers to the *character* of the place in which the property played its historic role. It involves *how*, not just

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<sup>2</sup> "Guidelines for Completing National Register Forms," in National Register Bulletin 16, U.S. Department of Interior, National Park Service, September 30, 1986. This bulletin contains technical information on comprehensive planning, survey of cultural resources and registration in the NRHP.

where, the property is situated and its relationship to surrounding features and open space.

- *Workmanship* is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. It is the evidence of artisans' labor and skill in constructing or altering a building, structure, object, or site. Workmanship can apply to the property as a whole or to its individual components.
- *Materials* are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.

The choice and combination of materials reveal the preferences of those who created the property and indicate the availability of particular types of materials and technologies. A property must retain key exterior materials dating from the period of its historic significance.

- *Feeling* is a property's expression of the aesthetic or historic sense of a particular period of time. It results from the presence of physical features that, taken together, convey the property's historic character.
- *Association* is the direct link between an important historic event or person and historic property. A property retains association if it is the place where the event or activity occurred and is sufficiently intact to convey that relationship to an observer.<sup>3</sup>

To retain historic integrity, a property will always possess most of the aspects described above. Depending upon its significance, retention of specific aspects of integrity may be paramount for a property to convey its significance.<sup>4</sup> Determining which of these aspects are most important to a particular property requires knowing why, where and when a property is significant.<sup>5</sup> For properties that are considered significant under National Register Criteria A and B, *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation* (*National Register Bulletin 15*) explains, "a property that is significant for its historic association is eligible if it retains the essential physical

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<sup>3</sup> National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation, 44–45, accessed July 7, 2013, <http://www.nps.gov/nr/publications/bulletins/pdfs/nrb15.pdf>.

<sup>4</sup> The National Register defines a property as an "area of land containing a single historic resource or a group of resources and constituting a single entry in the National Register of Historic Places." A "Historic Property" is defined as "any prehistoric or historic district, site, building, structure, or object at the time it attained historic significance." Glossary of National Register Terms accessed June 1, 2013, [http://www.nps.gov/nr/publications/bulletins/nrb16a/nrb16a\\_appendix\\_IV.htm](http://www.nps.gov/nr/publications/bulletins/nrb16a/nrb16a_appendix_IV.htm).

<sup>5</sup> National Register Bulletin 15, p. 44.

features that made up its character or appearance during the period of its association with the important event, historical pattern, or person(s).<sup>6</sup> In assessing the integrity of properties that are considered significant under National Register Criterion C, *National Register Bulletin 15* states, “a property important for illustrating a particular architectural style or construction technique must retain most of the physical features that constitute that style or technique.”<sup>7</sup>

Under the National Register, alterations to a structure do not necessarily disqualify a property from a potential listing. A property can be significant not only for the way it was originally constructed, but also for the way it was adapted at a later period, or for the way it illustrates changing tastes, attitudes, and uses over a period of time.<sup>8</sup>

## STATE REGISTER AND ELIGIBILITY CRITERIA

### California Register of Historic Places

The California Register was created by Assembly Bill 2881 which was signed into law on September 27, 1992. The California Register is “an authoritative listing and guide to be used by state and local agencies, private groups, and citizens in identifying the existing historical resources of the state and to indicate which resources deserve to be protected, to the extent prudent and feasible, from substantial adverse change.”<sup>9</sup> The criteria for eligibility for the California Register are based upon National Register criteria.<sup>10</sup>

The California Register consists of resources that are listed automatically and those that must be nominated through an application

<sup>6</sup> “A property retains association if it is the place where the event or activity occurred and is sufficiently intact to convey that relationship to an observer. Like feeling, association requires the presence of physical features that convey a property’s historic character. Because feeling and association depend on individual perceptions, their retention alone is never sufficient to support eligibility of a property for the National Register.” Ibid, p. 46.

<sup>7</sup> “A property that has lost some historic materials or details can be eligible if it retains the majority of the features that illustrate its style in terms of the massing, spatial relationships, proportion, pattern of windows and doors, texture of materials, and ornamentation. The property is not eligible, if it retains some basic features conveying massing but has lost the majority of the features that once characterized its style.” Ibid.

<sup>8</sup> National Register Bulletin 15, p. 19.

<sup>9</sup> PRC Section 5024.1(a).

<sup>10</sup> PRC Section 5024.1(b).



and public hearing process. The California Register automatically includes the following:

- California properties listed on the National Register and those formally Determined Eligible for the National Register;<sup>11</sup>
- California Registered Historical Landmarks from No. 770 onward;
- Those California Points of Historical Interest (PHI) that have been evaluated by the OHP and have been recommended to the State Historical Commission for inclusion on the California Register.<sup>12</sup>

Other resources which may be nominated to the California Register include:

- Individual historical resources;
- Historical resources contributing to historic districts;
- Historical resources identified as significant in historical resources surveys with significance ratings of Category 1 through 5;
- Historical resources designated or listed as local County Landmarks, or designated under any local ordinance.<sup>13</sup>

To be eligible for the California Register, a historical resource must be significant at the local, state, or national level, under one or more of the following four criteria:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
2. Is associated with the lives of persons important in our past;
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
4. Has yielded, or may be likely to yield, information important in prehistory or history.

Additionally, a historical resource eligible for listing in the California Register must meet one or more of the criteria of significance described above and retain enough of its historic character or appearance to be recognizable as a historical resource and to convey the reasons for its significance. Historical resources that have been

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<sup>11</sup> PRC Section 5024.1(d).

<sup>12</sup> PRC Section 5024.1(d).

<sup>13</sup> PRC Section 5024.1(e)

rehabilitated or restored may be evaluated for listing. Integrity is evaluated with regard to the retention of seven aspects of integrity similar to the National Register (location, design, setting, materials, workmanship, feeling, and association). Also like the National Register, it must be judged in context to the particular criteria under which a resource is proposed for eligibility. Alterations over time to a resource or historic changes in its use may themselves have historical, cultural, or architectural significance.

Also implemented at the state level, the California Environmental Quality Act (CEQA) requires projects to identify any substantial adverse impacts that may affect the significance of identified historical resources.

## LOCAL PRESERVATION ORDINANCES

### County of Los Angeles Historic Preservation Ordinance

Los Angeles County adopted a Historic Preservation Ordinance (HPO) in September of 2015. The HPO establishes criteria and procedures for the nomination, designation, and review of work on landmarks and property associated with historic districts.

The purpose of the HPO is to:

- Enhance and preserve the County's distinctive historic, architectural, and landscape characteristics that are part of the County's cultural, social, economic, political, and architectural history;
- Foster community pride in the beauty and noble accomplishments as represented by the County's historic resources;
- Stabilize and improve property values in and around the County's historic resources, and enhance the aesthetic and visual character and environmental amenities of these historic resources;
- Recognize the County's historic resources as economic assets and encourage and promote the adaptive reuse of these historic resources;
- Further establish the County as a destination for tourists and as a desirable location for business; and
- Specify significance criteria and procedures for the designation of landmarks and historic districts and provide for the ongoing

preservation and maintenance of these landmarks and historic districts.<sup>14</sup>

The HPO also established the following criteria for designation of landmarks and historic districts (22.124.070).

**Landmarks.** A structure, site, object, tree, landscape, or natural land feature may be designated as a landmark if it is 50 years of age or older and satisfied one or more of the following criteria:

- It is associated with events that have made a significant contribution to the broad patterns of the history of the nation, State, County, or community in which it is located;
- It is associated with the lives of persons who are significant in the history of the nation, State, County, or community in which it is located;
- It embodies the distinctive characteristics of a type, architectural style, period, or method of construction, or represents the work of an architect, designer, engineer, or builder whose work is of significance to the nation, State, County, or community in which it is located; or possesses artistic values of significance to the nation, State, County, or community in which it is located;
- It has yielded, or may be likely to yield, significant and important information regarding the prehistory or history of the nation, State, County, or community in which it is located;
- It is listed, or has been formally determined eligible by the United States National Park Service for listing, in the National Register of Historic Places, or is listed, or has been formally determined eligible by the State Historical Resources Commission for listing, on the California Register of Historical Resources;
- If it is a tree, it is one of the largest or oldest trees of the species located in the County; or
- If it is a tree, landscape, or other natural land feature, it has historical significance due to an association with a historic event, person, site, street, or structure, or because it is a defining or significant outstanding feature of a neighborhood.
- Property less than 50 years of age may be designated as a landmark if it meets one or more of the criteria set forth in Subsection A, above, and exhibits exceptional importance.

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<sup>14</sup> LA County, 22.124.020

- The interior space of a property, or other space held open to the general public, including but not limited to a lobby, may be designated as a landmark or included in the landmark designation of a property if the space qualifies for designation as a landmark under Subsection A or B, above.

**Historic Districts.** A geographic area, including a noncontiguous grouping of related properties, may be designated as a historic district if all of the following requirements are met:

- More than 50 percent of owners in the proposed district consent to the designation;
- The proposed district satisfies one or more of the criteria set forth in Subsections A.1 through A.5, above; and
- The proposed district exhibits either a concentration of historic, scenic, or sites containing common character-defining features, which contribute to each other and are unified aesthetically by plan, physical development, or architectural quality; or significant geographical patterns, associated with different eras of settlement and growth, particular transportation modes, or distinctive examples of parks or community planning.

### Altadena Community Standards District

Los Angeles County Planning Division adopted an ordinance amending Los Angeles County Code Title 22, Planning and Zoning, in November 2010. Section 22.44.127 (Altadena Community Standards District) was amended to preserve the appearance of the natural ridgeline of the San Gabriel Mountains. Criteria for significant ridgelines were established, which includes the following protection for cultural resources:

- **Cultural Landmarks.** Ridges from views of well-known locations, structures, or other places which are considered points of interest in Altadena. These landmarks include the Owen Brown cabin and gravesite, Zorthian Ranch, Echo Mountain, Rubio and Millard Canyons, and the Nightingale Estate.<sup>15</sup>

While these landmarks are not formally designated, the protection of the viewpoints from these points of interest demonstrates the commitment to historic preservation by the residents of Altadena and the County of Los Angeles.

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<sup>15</sup> LA County 22.44.127.

## Timeline of Study Area

**TABLE 1** Timeline of Study Area

Year	Period/Event
12,000–8,000 B.P.	Paleocoastal Period
8,000–3,000 B.P.	Millingstone Period
3,000–1,000 B.P.	Intermediate Period
1,000 B.P.–A.D. 1542	Late Period
1542	The arrival of Cabrillo and first contact between European explorers and the Gabrielino was established
1771	Mission San Gabriel founded by Spanish
1781	The Spanish establish <i>El Pueblo de Nuestra Senor la Reina de los Angeles</i>
1785	Toypurina leads a rebellion against the San Manuel Mission
1834	Secularization of the missions and the beginning of the rancho period
1845	Treaty of Guadalupe Hidalgo; California becomes a US Territory
1850	California becomes a State; Los Angeles is formed as one of the first 27 counties
1852	El Monte City Elementary School District (Temple School) founded as the first district in the WSGV
1876	The Transcontinental Railway is completed
1888	The City of Pasadena becomes the first incorporated City in the WSGV
1893	The original Mount Lowe Railroad is completed
1910	Altadena Town & Country Club established
1917	Oil is discovered in the Montebello Hills
1933–1934	Over 80 people are killed during flooding and mudslides
1934	Creation of the Federal Housing Administration (FHA)
1939	Publication of Home Owner’s Loan Corporation (HOLC) “redlining” map of Los Angeles
1941	United States entry into World War II
1942	Executive Order 9066 begins Japanese Internment
1944	Passage of the Servicemen’s Readjustment Act, commonly known as the “G.I. Bill”
1954	Brown v. Board of Education ends legal school segregation by race
1957	Completion of the Whittier Narrows Dam
1965	Immigration and Nationality Act is signed by LBJ

## Events and Long-Term Impacts of Study Area

**TABLE 2** Events and Long-Term Impacts of Study Area

Date and Event	Impacts
1761: Portola Expedition	The first recorded European exploration of present-day California by Spanish, this expedition opened <i>Alta California</i> to European settlement, drastically affecting the health, livelihood, and freedom of the indigenous peoples. Tribes in the area were given new names by the missionaries, reflected in the names of the tribes today. The tribes were forcibly removed from their homes and their land and villages were taken from them by the Spanish. The early explorers followed the Indigenous trade routes and used them to expand colonization into the interior.
1771: Mission San Gabriel founded	The fourth in the series of twenty-one religious and economic Missions that would span <i>Alta California</i> , Mission San Gabriel was the first long-term European settlement in the San Gabriel Valley, in addition to its namesake. Originally located on the banks of the San Gabriel River in what is now Whittier Narrows, flooding caused the Mission to be moved closer to the mountains. An associated pueblo with the Mission would develop into the City of Los Angeles. Local indigenous peoples were used in forced labor to construct and operate the Missions. The Mission San Gabriel was one of the wealthiest and successful Missions, a direct result of forced Indigenous labor.
1834: Rancho era	Under both Spanish and Mexican rule, large land grants were given to notable individuals, which increased in size and number following the secularization of the missions. Land usage in the West San Gabriel Valley would follow the rancho pattern even into the American era because of the irrigation systems and the profitability of specific crops, most notably citrus. Indigenous people disenfranchised from the Missions during secularization moved into the pueblo where they continued a life of near slavery or they worked on the ranchos as ranch hands or household labor. Without any land the majority of Gabrielino people settled in the urban landscape. Many early histories of the Los Angeles Basin incorrectly indicated that the Indigenous people of the Los Angeles Basin had been wiped out during the Mission Period.
1850: California statehood	Following the Treaty of Guadalupe Hidalgo in 1848 and the discovery of gold in the Sierra Nevada in 1849, California applied for admission to the and was named the 31st state.
1861: Flooding	Widespread flooding in the San Gabriel Valley resulted in significant affects to landowners who raised cattle. Historians estimate up to 75% of southern California livestock died following these floods, resulting in Los Angeles County, and the West San Gabriel Valley in particular, to shift to an economy dominated by agriculture. The cultivation of citrus, walnuts, and vineyards took advantage of Indigenous and Spanish irrigation and was able to be grown year-round because of the WSGV's temperate climate.
1883: Transcontinental railroad and Los Angeles land boom	This connection allowed both people and goods to be transported much more easily and quickly to Southern California. With the widespread introduction of the refrigerated car, produce was more easily shipped across the United States, most notably Sunkist California oranges. The resulting fare war between railroad companies drove the price of cross-country tickets unprecedently low, which brought thousands of new residents to the greater Los Angeles area. New towns were platted across the WSGV.
1886–1920: Incorporation and Annexation	The first city to incorporate in the WSGV, Pasadena obtained city status primarily in order to ban saloons from its limits (1888). Temperance would be the reason other early cities in the WSGV incorporated, though later annexation and incorporation efforts would stem from control of water rights.
1930–1950s: Continued Flooding and Channelization	Large scale flooding combined with state and federal funds allowed many flood channels and dams to be built by the Army Corps of Engineer throughout the WSGV. Flood channels and other infrastructure to control water throughout the County.

Date and Event	Impacts
1933: HOLC/redlining	A part of FDR’s New Deal efforts to reduce the impact of the Great Depression, the Home Owners’ Loan Corporation (HOLC) was established to provide federally-backed loans for homeowners. By the late 1930s, the HOLC had produced “Residential Security” maps for 239 cities to assess the risk associated with granting mortgages to homeowners in certain neighborhoods. Ranked from A (“Best”) to D (“Hazardous”), the Grade D neighborhoods were given the color red and often characterized that way because of the preponderance of Blacks, Mexicans, or other “ethnic influences” that were associated with a declining neighborhood. The resulting racialized and ethnically segregated neighborhoods received much lower levels of financial investment, new buildings, and were later cited for demolition because of “blight” and urban decline.
1941–1945: World War II 1942: Japanese Internment	Executive Order 90636 was signed by President Franklin Delano Roosevelt just two months following the attack on Pearl Harbor. This act required the forced removal of all Japanese-Americans, regardless of citizenship status, to be incarcerated in a series of camps because of their supposed “threat to national security”. One of the more infamous assembly centers was located at the Santa Anita Racetrack within the WSGV. Japanese Americans had been longtime residents and active participants in the WSGV agricultural industry and, following the war, their internment and subsequent loss of financial and residential status shifted the centers of Japanese residence to more low-income neighborhoods, though most Japanese residents chose not to return to the WSGV
1947: Master Plan of Metropolitan Los Angeles Freeways 1950s: Widespread Suburbanization	The resulting network of freeways not only separated neighborhoods, but also facilitated the residential growth of the Planning Area. Housing developments and apartment buildings were designed around the need for each family to have a car and access to public transportation became less of a priority for urban planners. New housing developments throughout the WSGV took advantage of the manufacturing capabilities that had been refined throughout WWII and the passage of the GI Bill allowed for families of veterans to purchase homes at an unprecedented rate. These developments were comprised of single-family homes on cul-de-sacs and curvilinear streets, which remain the dominant form of improvements in the WSGV Planning Area.
1954: Brown v Board of Education	As residents of the WSGV Planning Area attended a variety of different school districts, the resistance or acceptance of school integration varied across the Planning Area. Notably, Pasadena Unified School District was ordered by the federal government to enact busing. The rise of the suburbs shifted demographic patterns, with more affluent White families leaving the WSGV in favor of the newer suburbs of the San Fernando Valley.
1965: Immigration and Nationality Act	Signed by President Lyndon B. Johnson, this act abolished immigration quotas and restrictions from the 1920s. In the WSGV Planning Area, immigration from Asian countries, especially China, increased and changed the demographics of the WSGV Valley to one of the first majority-Asian areas in the United States. Further international events, such as tensions in Hong Kong and the aftereffects of the Vietnam War, brought more Asian residents to the WSGV.



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1947: Master Plan of Metropolitan Los Angeles Freeways 1950s: Widespread Suburbanization	The resulting network of freeways not only separated neighborhoods, but also facilitated the residential growth of the Planning Area. Housing developments and apartment buildings were designed around the need for each family to have a car and access to public transportation became less of a priority for urban planners. New housing developments throughout the WSGV took advantage of the manufacturing capabilities that had been refined throughout WWII and the passage of the GI Bill allowed for families of veterans to purchase homes at an unprecedented rate. These developments were comprised of single-family homes on cul-de-sacs and curvilinear streets, which remain the dominant form of improvements in the WSGV Planning Area.
1954: Brown v Board of Education	As residents of the WSGV Planning Area attended a variety of different school districts, the resistance or acceptance of school integration varied across the Planning Area. Notably, Pasadena Unified School District was ordered by the federal government to enact busing. The rise of the suburbs shifted demographic patterns, with more affluent White families leaving the WSGV in favor of the newer suburbs of the San Fernando Valley.
1965: Immigration and Nationality Act	Signed by President Lyndon B. Johnson, this act abolished immigration quotas and restrictions from the 1920s. In the WSGV Planning Area, immigration from Asian countries, especially China, increased and changed the demographics of the WSGV Valley to one of the first majority-Asian areas in the United States. Further international events, such as tensions in Hong Kong and the aftereffects of the Vietnam War, brought more Asian residents to the WSGV.

## General History of the San Gabriel Valley

*Visitors as well as residents, are constantly exclaiming, "This is the Garden of Eden!" "This is Paradise!" They involuntarily use such phrases to describe what they see, and to express the emotions awakened by their surroundings.*

—R.W.C. Farnsworth, *A Southern California Paradise*  
(in the suburbs of Los Angeles), 1883

The West San Gabriel Valley (WSGV) Planning Area was established in 2015 as part of the Los Angeles County General Plan, which divided the larger San Gabriel Valley into two parts for purposes of administration and long-term planning.

The Los Angeles County Department of Regional Planning has produced two previous plans for the West San Gabriel Valley, one in 1955 and the other in 1967. However, those plans developed by the County included both incorporated and unincorporated areas and were meant to serve as a guide for the cities as well. The 2015 WSGV Planning Area focuses on the nine unincorporated communities which are administered by the County of Los Angeles.

The boundaries of these areas do not necessarily correspond to distinct historic communities or cities, and in many cases, the unincorporated areas are shaped by the same historic development patterns and events as the adjacent cities. Many of these incorporated cities have developed rigorous historical contexts, and these documents have all been consulted for associated history. The WSGV Planning Area contains no parcels that are a part of an incorporated city.

What is provided below is a general context of the historic development of the San Gabriel Valley, and the WSGV in particular, as many of the historic forces that affected the historic pattern of development are shared across the region and are not limited to the community boundaries as defined in 2015.

More in-depth histories of the nine unincorporated communities, along with themes describing more specific patterns of development and architectural styles, are found below.

## THE PRE-CONTACT PERIOD (BEFORE 1542)

The WSGV Planning Area is located in a region traditionally occupied by the Gabrielino Indians. Their neighbors included the Chumash and Tataviam to the north, the Juañeno to the south, and the Serrano and Cahuilla to the east. The Gabrielino are reported to have been second only to the Chumash in terms of population size and regional influence.<sup>16</sup>

The Gabrielino language is part of the Takic branch of the Uto-Aztecan language family.<sup>17</sup> Gabrielino villages are reported by early explorers to have been most abundant near watercourses. Gabrielino villages known to have been located within the San Gabriel Valley, either within the WSGV plan area or located nearby as mapped by the ECCA LA Area Native Village Project unless otherwise noted, and they include:

- *Akuuronga*, located near La Presa Avenue and Huntington Drive in San Marino.
- *Sonaanga*, located on the present-day grounds of San Marino High School.<sup>18</sup>
- *Shevaanga I* (Kizh/Tongva) located in present-day Whittier Narrows, at the confluence of the Rio Hondo and San Gabriel Rivers, baptism records from the San Gabriel Mission indicate that there were 222 baptisms from this village between 1774 and 1802.<sup>19</sup>
- *Topisabit* (Serrano) Located near present day Altadena/La Canada Flintridge area or possibly the Sheldon Reservoir in Pasadena. San Fernando Mission records indicate one baptism from this village in 1801 and records from the San Gabriel Mission indicate 41 baptisms between 1774 and 1805.
- *Guayibit* (Tongva) located in western Monrovia, Baptism records from the San Gabriel Mission indicate that there were 28 baptisms from this village between 1777 and 1825.

The main sources of historical information on the Gabrielino (Tongva and Kizh) include Hugo Reid, Zephyrin Engelhardt, Alfred Kroeber,

<sup>16</sup> Lowell John Bean and Charles R. Smith, "Gabrielino," in *Handbook of North American Indians*, Volume 8, Washington: Smithsonian Institution, 1978, 538–549.

<sup>17</sup> "Gabrielino" was a term the Spanish assigned to the Tongva and Kizh enslaved and subjected to build the Mission San Gabriel Arcángel. This is later described in this chapter.

<sup>18</sup> Ann Scheid, Lund, *Pasadena: An Illustrated History*. (San Antonio: Historical Publishing Network), 1999; William McCawley, *The First Angelenos: The Gabrielino Indians of Los Angeles*, (Banning, California: Malki Museum Press), 1996.

<sup>19</sup> T. Longcore and P.J. Ethington (eds), "Mapping Los Angeles Landscape History: The Indigenous Landscape," Report to the John Randolph Haynes and Dora Haynes Foundation, Spatial Sciences Institute, University of Southern California, Los Angeles, 2023.

John P. Harrington, Bernice E. Johnston, Thomas C. Blackburn, and C. Hart Merriam.<sup>20</sup> The main sources of historical information on the Juaneño (or Acjachemen) include Fray Gerónimo de Boscana, Alfred Kroeber, and John P. Harrington (other accounts describing Luiseño groups may also be applicable).<sup>21</sup> In 1978, the Smithsonian Institution compiled the *Handbook of North American Indians*—a 20-volume encyclopedia summarizing the work of previous ethnographers and what was known about the prehistory, history, and culture of indigenous North American groups. *Volume 8: California* serves as the primary source material for the information presented in this section. Where possible, this information has been supplemented with information gleaned from other published sources.<sup>22</sup> A very recent source, *Mapping Los Angeles Landscape History* includes extensive research into the Landscape History of Pre-European Los Angeles and includes information on the landscape, vegetation, trade routes, and fauna for the village of *Shevaanga* located in present day Whittier Narrows.<sup>23</sup> The following summaries are not intended to provide a comprehensive account of these groups but are instead brief historical overviews based on available information. However, tribes are the authority on their cultural history.

The term “Gabrielino” is a general term that refers to those Native Americans who were sent by the Spanish to the Mission San Gabriel Arcángel. The term first appears, spelled Gabrieleños, in an 1876 report by Oscar Loew.<sup>24</sup> Two indigenous terms are commonly used by tribal groups to refer to themselves and are preferred by descendant groups: Tongva and Kizh. The term Tongva was recorded by ethnographer C. Hart Merriam in 1903.<sup>25</sup> The term Kizh was first published by ethnologist Horatio Hale in 1846.<sup>26</sup> Since there are two terms that are used by different groups to refer to themselves, the term Gabrielino is used in this section to encompass both Tongva and Kizh groups.

<sup>20</sup> Robert F. Heizer (ed), “Hugo Reid, 1811–1853, The Indians of Los Angeles County: Hugo Reid’s letters of 1852,” Southwest Museum, Los Angeles, 1968.

<sup>21</sup> Alfred Robinson, *Life in California: During a Residence of Several Years in that Territory*, (New York: Wiley & Putnam), 1846.

<sup>22</sup> McCawley, *The First Angelinos*; Stephen O’Neil and Nancy Evans, “Notes on Historical Juaneño Villages and Geographic Features,” *Journal of California and Great Basin Anthropology* 2(2), 1980, 226–232.

<sup>23</sup> Longcore and Ethington, “Mapping Los Angeles Landscape History,” 2023.

<sup>24</sup> Lowell J. Bean and Charles R. Smith, “Gabrielino,” in *California*, Robert F. Heizer, ed., *Handbook of North American Indians, Volume 8*, (Washington, D.C.: Smithsonian Institution), 1978.

<sup>25</sup> Heizer, “Hugo Reid Letters.”

<sup>26</sup> Heizer, “Hugo Reid Letters.”

At the time of Spanish contact, many Gabrielino practiced a religion that was centered around *Chingichngish* (or *Chinigchinich*), the primary deity of a Native American belief system that spread to multiple Southern California Native American tribes. The belief system based on the teachings of *Chinigchinich* continues to be part of modern tribal spiritual and cultural practices.<sup>27</sup> This religion may have been relatively new when the Spanish arrived and was spreading at that time to other neighboring Takic groups. The Gabrielino traditionally practiced both cremation and inhumation of their dead at that time. A wide variety of grave offerings, such as stone tools, baskets, shell beads, projectile points, bone and shell ornaments, and otter skins, were, and are interred with the deceased. Coming ashore on Santa Catalina Island in October 1542, Juan Rodriguez Cabrillo was the first recorded European to make contact with the Gabrielino; the 1769 expedition of Portolá also passed through Gabrielino territory.<sup>28</sup> Native Americans suffered severe depopulation and enslavement and their traditional culture was radically altered after Spanish contact. Nonetheless, Gabrielino descendants continue to reside in the greater Los Angeles and Orange County areas including the WSGV and vicinity and maintain an active interest in their heritage and preserving it for future generations. The work of Longcore and Ethington, referenced above, includes a browser-based platform which includes reconstruction of important village areas and context and stories from the Indigenous perspective.

## THE SPANISH PERIOD (1542-1821)

Although Spanish explorers made brief visits to the region in 1542 and 1602, sustained contact with Europeans did not commence until the onset of the Spanish Period in the late 18th to early 19th-centuries. Europeans first traversed the San Gabriel Valley as a part of the Portola expedition, which brought the Spanish army, Catholic priests, and enslaved indigenous people to the area in 1769. Led by military officer and “Governor of the Californias” Gaspar de Portola y Rovira and Father Junipero Serra, this expedition’s goal was to expand Spanish control of the land along the coast. After establishing the first Spanish Colony at present-day San Diego in 1769, the group traveled north, eventually establishing a bridge (La Puente) over the San Gabriel River.

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<sup>27</sup> Bean and Smith, “Gabrielino.”, Altschul, 1994:8–10.

<sup>28</sup> Bean and Smith, “Gabrielino.”





Second Mission San Gabriel Arcangel, 1900 (Source: Los Angeles Public Library)

Mission San Gabriel Arcangel was founded on September 8, 1771, the fourth in a series of twenty-one missions that spread from present-day San Diego to San Francisco.<sup>29</sup> The original location was near the present-day Whittier Narrows Recreation Area, ostensibly to utilize the narrowing of the valley and riverfront there. After severe floods, The Mission was relocated three miles away in 1775 to utilize the land more efficiently for agriculture and cattle grazing.

The goal for all missions were to be self-sufficient, and for that, the Spanish needed labor.<sup>30</sup> Thousands of Gabrielino people were forcibly enslaved by the Spanish in a system that prohibited the practice of indigenous culture and religious tradition. By the early 1870s, most of the surviving Gabrielino people had been forced to be baptized and to enter the mission system as enslaved labor.

During this time, the Tongva and Kizh became known as Gabrielino, after missionization. They were enslaved by the missionaries and forced to construct the buildings of the mission and the infrastructure surrounding it. Mission life drastically replaced the hunting and gathering culture of the Gabrielino with a localized agricultural based one. As was common in post-contact societies, the introduction of European diseases proved deadly to the population which had no immunity to new illnesses. Those that lived were often forced into labor and coerced into conversion to Catholicism<sup>31</sup> and then referred to as “neophytes”, or new convert. However, many Gabrielino rebelled against the missions; Mission San Gabriel was the site of two notable rebellions: a 1771 attack in retribution of an alleged rape of a native woman and the 1785 revolt led by Tongva leader Toyupurina, a Shaman, medicine woman, and freedom-fighter, who cited the Spanish colonization, Spanish mistreatment of indigenous women and the banning of traditional practices as her motivation.<sup>32</sup> The revolt failed due to a Spanish ambush, and Toyupurina was imprisoned for a year and a half.<sup>33</sup> The Mission residents suffered greatly at the hands of soldiers and the Native Americans were the primary workforce of

<sup>29</sup> Christopher Reynolds, “A history of California’s missions,” *Los Angeles Times*, September 6, 2014, <https://timelines.latimes.com/missions-timeline/>.

<sup>30</sup> Yvette Saavedra, *Pasadena Before the Roses: Race, Identity, and Land Use in Southern California, 1771–1890*. University of Arizona Press: 2018.

<sup>31</sup> Chris Clarke, “Untold History: The Survival of California’s Indians,” KCET, September 26, 2016, <https://www.pbssocal.org/shows/tending-the-wild/untold-history-the-survival-of-californias-indians>.

<sup>32</sup> Maria John, “Toyupurina: A Legend Etched in the Landscape of Los Angeles,” KCET, May 14, 2014, <https://www.kcet.org/history-society/toyupurina-a-legend-etched-in-the-landscape-of-los-angeles>.

<sup>33</sup> “Rebel Tongva Warrior,” *Gold Chains: The Hidden History of Slavery in California*, The American Civil Liberties Union, Northern California, 2019, <https://www.aclunc.org/sites/goldchains/explore/toyupurina.html>.



California during the Mission and later Secularization periods. The missions would loan out workers to private landowners and the mission would be paid not the laborers.<sup>34</sup>

In 1781, the Spanish established a *pueblo* (town) associated with Mission San Gabriel, named *El Pueblo de Nuestra Senora la Reina de los Angeles* (The Town of Our Lady the Queen of the Angels)—the beginnings of the modern-day City of Los Angeles. By 1786, the flourishing pueblo attained self-sufficiency, and funding from the Spanish government ceased. With the growth of the livestock and agricultural complex surrounding the Mission, a reliable and consistent source of water was needed. Local enslaved labor was used to construct the first *zanja*, or water ditch, in 1819, north of the Mission site, to bring water to the San Bernadino Valley for agriculture and livestock; similar irrigation ditches would be used throughout the San Gabriel Valley during the mission and, later, rancho era.<sup>35</sup>

## THE MEXICAN PERIOD (1821-1848)

Mexico gained its independence from Spain in 1821 with wide-ranging impacts on the San Gabriel Valley.<sup>36</sup> Eager to utilize the largely ignored Alta California, Mexico promoted the settlement of California with the issuance of land grants. In 1883, Mexico began the process of secularization of the missions, which involved reclaiming the land and distributing it to local landowners. According to the terms of the Secularization Law of 1833 and Regulations of 1834, at least a portion of the lands were to be returned to Native populations; in reality, this was a rare occurrence.<sup>37</sup> The lands, livestock and equipment were supposed to be divided among the neophytes but most of these holdings fell into non-native hands and the mission buildings were abandoned and fell into decay.<sup>38</sup> As difficult as mission life was for Native Americans, the process of secularization was worse. The Native Americans had been dependent on the missions for two generations and now were disenfranchised with no land or way to make a living.

<sup>34</sup> John Dietler, Heather Gibson, and James M. Potter (eds.), *Abundant Harvests: The Archaeology of Industry and Agriculture at the San Gabriel Mission*. SWCA Environmental Consultants: Pasadena, California, 2015.

<sup>35</sup> "Mill Creek Zanja," San Bernadino History and Railroad Museum, 2010, <http://www.sbdepotmuseum.com/1800-1849/1819-to-1820-mill-creek-zanja.html>.

<sup>36</sup> Blake Gumprecht, *Los Angeles River: It's Life, and Possible Rebirth*, (Baltimore: The Johns Hopkins University Press, 2001).

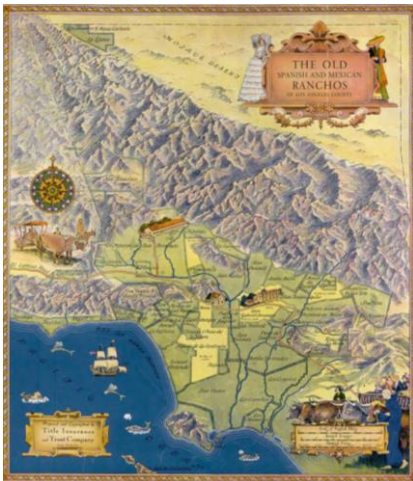
<sup>37</sup> Randall Milliken, Laurence H. Shoup, and Beverly R. Ortiz, Archaeological and Historical Consultants, "Ohlone/Costanoan Indians of the San Francisco Peninsula and their Neighbors, Yesterday and Today," Prepared for National Park Service Golden Gate National Recreation Area, San Francisco, California, 20093.

<sup>38</sup> Zephyrin, Engelhardt, *San Gabriel Mission and the Beginnings of Los Angles*, Mission San Gabriel, San Gabriel, California, 1927.

Most ended up working on ranchos as servants or moving to the Pueblo and conducting day labor for little to no pay.

These ranchos, as they came to be known, were often given to families who had already gained influence throughout the area. The population of the San Gabriel Valley consisted of residents who called themselves *Californios*, Spanish-speaking, predominately Catholic persons of Latin American descent who were born in the region between 1769 and 1848. The largest ranchos were around the Los Angeles Pueblo and included names that still live on in contemporary Los Angeles County such as San Rafael, San Pasqual, and Santa Anita. The Californio owners of these ranchos maintained their wealth and influence throughout the Mexican period.

## AMERICAN PERIOD (1848-PRESENT)



Map of Old Spanish and Mexican Ranchos of Los Angeles County produced by Title Insurance and Trust Company, 1937 (Source: Los Angeles Public Library)

Mexico ceded California to the United States as part of the Treaty of Guadalupe Hidalgo in 1848. While the treaty recognized the right of Mexican citizens to retain ownership of land granted to them by Spanish or Mexican authorities, claimants were required to prove their right to the land before a patent was given. The process was lengthy and difficult, and generally resulted in the claimant losing at least a portion of their land to attorney’s fees and other costs associated with proving ownership.<sup>39</sup>

The population of California grew during this time as thousands of new residents flooded into San Francisco and beyond after gold was discovered at Sutter’s Mill in 1848. The “Forty-Niners”, as the new gold seekers were known, rapidly pushed for statehood, and California joined the Union as the 31st state in 1850. The County of Los Angeles was established the same year as one of the original 27 counties of California. While there were small amounts of gold found in the mountains outside the San Gabriel Valley, then known as the Sierra Madre, homesteaders who purchased land in this area found a different commodity that would transform the valley—a hub for agriculture. Building on the previously established water infrastructure of the ranchos and embracing the temperate climate, the San Gabriel Valley became the epicenter of agriculture in Southern California.

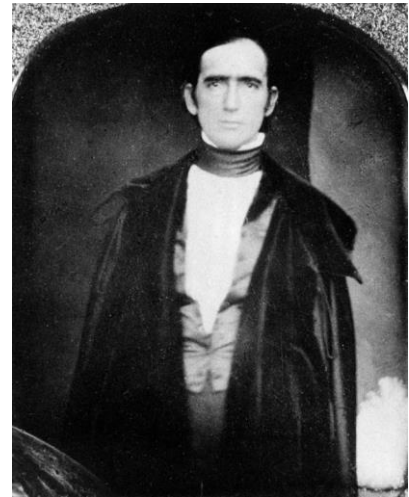
Ranchos, like the missions before them, had relied on livestock for their income, however, the American families that purchased these ranchos struggled in the wake of difficult weather conditions. The

<sup>39</sup> Kevin Starr, *California: A History*. (New York: Modern Library, 2005).

inconsistent rainfall and dry land resulted in seasons that would vary between drought and catastrophic flooding. In 1861, floods devastated the San Gabriel Valley, making rearing livestock nearly impossible.<sup>40</sup> Following this flood, two major droughts in 1862 and 1864 further harmed the cattle industry; over 70 percent of cattle in Los Angeles County perished during this time.<sup>41</sup> These factors, coupled with the loss of money in land ownership disputes, meant that rancho owners were willing to sell their land, often at low prices, to speculators and businessmen from the East. The cessation of the American Civil War in 1865 saw many veterans move to California, further increasing the population.<sup>42</sup>

## Early Settlement of the San Gabriel Valley (1848-1900)

The former ranchos, once purchased from their Californio owners, were commonly subdivided and sold for agriculture and residential settlement. Some landowners, however, acquired massive tracts of land, often combining one or more ranchos. Benjamin Davis Wilson, known as Don Benito, was the rare landowner whose influence on the San Gabriel Valley spanned both the Mexican and early American periods. Originally from Tennessee, Wilson married a Californio woman and gained dual Mexican-American citizenship. Under his ownership, agriculture was developed on Rancho de Cuato, Rancho San Pedro, and portions of Rancho San Pasqual. Wilson brought a variety of innovations to the San Gabriel Valley, including the development of citrus and the cultivation of walnuts as a cash crop, both of which relied on the irrigation ditches on his ranch. From a residential standpoint, Wilson was the first to subdivide land in the San Gabriel Valley, selling plots of land in five or ten acres in the Alhambra Tract. He also later developed the first system of iron pipes to deliver water to these homesteads,<sup>43</sup> and cultivated vineyards, as did his son-in-law, James Shorb, who would add more subdivided residential tracts to the family’s vast network of land holdings.<sup>44</sup>



Portrait of Benjamin (Don Benito) Wilson, ca. 1841 (Source: Los Angeles Public Library)

Elsewhere in the San Gabriel Valley, on the lands of the former Rancho San Pasqual<sup>45</sup>, Leonard Rose and William Wolfskill developed

<sup>40</sup> William F. King, *The San Gabriel Valley: Chronicles of An Abundant Land*, (Chatsworth California: Windsor Publications), 1990, 19.

<sup>41</sup> Carey McWilliams, *Southern California: An Island on the Land*, (Layton, Utah: Gibbs Smith), 1946.

<sup>42</sup> King, *The San Gabriel Valley*, 19–20.

<sup>43</sup> King, *The San Gabriel Valley*, 23.

<sup>44</sup> King, *The San Gabriel Valley*, 25.

<sup>45</sup> Note: While the present-day community of San Pasqual shares a name, the Rancho San Pasqual was much larger. See the Theme “Agriculture” for locations of WSGV communities during the rancho period.

innovative and pioneering operations for growing wine grapes and built on Wilson’s citrus cultivation. The introduction of citrus as a key crop into the San Gabriel Valley would have long-lasting effects for the region. Specifically, the introduction of the navel orange allowed farmers in the San Gabriel Valley to take advantage of California’s climate to seize an advantage over Midwest farmers by growing year-round.<sup>46</sup> The citrus industry was a major factor in the overall development of the area, as the City of Pasadena was developed on land purchased by the San Gabriel Orange Grove Association in 1873.<sup>47</sup>



Portrait of Elias J. (Lucky) Baldwin, ca. 1905 (Source: Arcadia Public Library)

The largest landowner of this time period in the San Gabriel Valley, and, in fact, all of Los Angeles County, was Elias Jackson “Lucky” Baldwin. He arrived in California from Ohio, flush with new wealth from savvy investments in mining operations in 1875, and purchased the former Rancho Santa Anita southeast of Rose’s operation and the new city of Pasadena.<sup>48</sup> Eventually, Baldwin would add Rancho La Cienega and other acreage, becoming the largest landowner in the region until the 1920s.<sup>49</sup> His land holdings would total over 40,000 acres (62.5 square miles) and covered the vast majority of the San Gabriel Valley.<sup>50</sup> Baldwin was notable for his employment of an ethnically and racially diverse staff, which included Japanese and Chinese laborers, a large contingent of Black laborers, and Mexican employees who often worked the agricultural properties. However, it appears this was less about racial tolerance and more about cheap labor.<sup>51</sup>

These agricultural barons would grow even wealthier when Southern California was connected to the transcontinental railroad via San Francisco on September 6, 1876. The web of railroads sprawling across the United States allowed produce from the San Gabriel Valley to be transported across the country. Following the introduction of refrigerated rail cars and helped by companies such as the Pacific Fruit Express and the Santa Fe Refrigerator Dispatch Express Service, citrus became the most profitable enterprise in Los Angeles County.<sup>52</sup> In 1893, the Southern California Fruit Exchange was founded as a

<sup>46</sup> King, *The San Gabriel Valley*, 24.

<sup>47</sup> Paul R. Spizzeri, “A Palace in the Citrus Empire,” Homestead Museum Blog, September 13, 2018, <https://homesteadmuseum.blog/2018/09/13/a-palace-in-the-citrus-empire-a-duarte-monrovia-fruit-exchange-packing-house-1917/>.

<sup>48</sup> Alvaro Parra, “Elias ‘Lucky’ Baldwin: Land Baron of Southern California,” KCET, September 5, 2013, <https://www.kcet.org/shows/departures/elias-lucky-baldwin-land-baron-of-southern-california>.

<sup>49</sup> King, *The San Gabriel Valley*, 27.

<sup>50</sup> Parra, “Lucky Baldwin.”

<sup>51</sup> Alvaro Parra, “The Melting Pot of Laborers at Santa Anita Ranch,” KCET, August 28, 2013, <https://www.kcet.org/shows/departures/the-melting-pot-of-laborers-at-santa-anita-ranch>.

<sup>52</sup> “Santa Fe Refrigerator Department,” Western Pacific Railroad Museum, 2018, [https://www.wplives.org/reeferpages/d\\_sfrd8199.html](https://www.wplives.org/reeferpages/d_sfrd8199.html).



grower's co-operative and in 1906, it began an advertising campaign with the Southern Pacific Railway to market the health benefits of California oranges. Needing a memorable name, the brand name "Sunkist" was trademarked in 1908.<sup>53</sup> A 1929 advertisement for the California Fruit Growers Exchange lists the Sierra Madre Lamanda Citrus Association and the Pasadena Orange Growers Association, which likely employed residents of the WSGV Planning area.<sup>54</sup> Two large packing houses were located along rail lines in what is now Duarte and Monrovia, and the greater SGV as well as the "Inland Empire" were considered "citrus belts" in Southern California.<sup>55</sup> By 1948, however, the largest Fruit Exchange in the WSGV, the Duarte-Monrovia Fruit Exchange, was dissolved and the locations of the fruit orchards and packing houses were replaced by suburban development. The 1880s heralded a population and real estate boom for the San Gabriel Valley, facilitated in part by the increasingly significant infrastructure of the towns and settlements.



James Shorb Orange Orchards, San Marino area, ca. 1900 (Source: California State Library)

Another major factor was an ongoing fare war between the Southern Pacific Railroad and the Atchison, Topeka, and Santa Fe Railroad. In March 1887, the cost of a one-way ticket from the Midwest to Los Angeles dropped as low as one dollar.<sup>56</sup> The Greater Los Angeles area was promoted heavily by boosters—a collection of newspapermen, railroad representatives, and advertisement agencies who were supported by city leaders and businessmen to sell Americans on the promise of a healthy and rich life in the paradise that was Southern California, Los Angeles in particular. This idealized version of paradise ignored the diverse history of the Tongva, the Mexican era, and the Californios to promote a version of Southern California that would be sold to the new arrivals from the crowded cities of the southern and eastern United States. The San Gabriel Valley was advertised in a similar manner, though the emphasis was on the crops of the valley, oranges and walnuts in particular, and less on lifestyle. The booster narratives sought to replace common conceptions of the west as full of hardscrabble pioneers and dangerous lifestyles with a California that

<sup>53</sup> Gordon T. McClelland, "The Sunkist Sunburst Trademark – A Brief History," Citrus Label Society, 2014, <http://www.citruslabelsociety.com/articles/article-2014-04.html>; while the orange industry and associated properties, including Sunkist packing houses, dominated the WSGV, the final extant packing plant located in Ontario, California, was demolished in 2010.

<sup>54</sup> Paul R. Spizzeri, "A Palace in the Citrus Empire," Homestead Museum Blog, September 13, 2018, <https://homesteadmuseum.blog/2018/09/13/a-palace-in-the-citrus-empire-a-duarte-monrovia-fruit-exchange-packing-house-1917/>.

<sup>55</sup> Paul R. Spizzeri, "A Palace in the Citrus Empire," Homestead Museum Blog, September 13, 2018, <https://homesteadmuseum.blog/2018/09/13/a-palace-in-the-citrus-empire-a-duarte-monrovia-fruit-exchange-packing-house-1917/>.

<sup>56</sup> King, *The San Gabriel Valley*, 29.

emphasized comfort, ease, and a retreat from the commotion of eastern cities.<sup>57</sup>

The foothills of the San Gabriel Mountains, on the western edge of the valley, drew settlers who were specifically seeking a healthy lifestyle. The dry air of the mountains combined with the consistent and temperate climate was viewed as a panacea for ailing lungs. This was especially appealing to sufferers of tuberculosis, common in eastern cities because of the close living quarters and unsanitary conditions of tenements, factories, and mines. Wealthy new residents who moved for their health included Andrew McNally and Joseph Medill, both from Chicago and well known in mapmaking and journalism, respectfully. McNally owned a winter residence in Altadena and eventually took up residence in the community full time, encouraging other wealthy families who had settled in Pasadena to move to the higher elevations of Altadena. Medill, the owner of the Chicago Tribune, marketed the San Gabriel Valley to everyone that could purchase a paper with his testimonials.<sup>58</sup> The vast majority of those who settled in the San Gabriel Valley for their health were wealthy men who could afford a second residence in sunny Southern California and whose fortunes continued to flourish without their day-to-day involvement in the financial markets on the east coast.<sup>59</sup>

As settlement continued, communities began to incorporate into cities with formal governments, spurred on by the desire to have specific, enforceable local codes, specifically around the issues of temperance and vice.<sup>60</sup> Residents of Pasadena formalized their city charter to ensure that saloons could not operate within the city.<sup>61</sup> With portions of the surrounding area reliant on the alcohol industry, including swaths of vineyards, some residents resisted the drive towards incorporation spurred on by temperance advocates. Monrovia also incorporated in 1887, with the Deputy Marshall of the city telling a local bartender, “we-all have incorporated and we-all don’t want you here.”<sup>62</sup> The bars and restaurants moved to South Pasadena, which then followed Pasadena

<sup>57</sup> Emily. K. Abel, *Tuberculosis and the Politics of Exclusion: A History of Public Health and Migration to Los Angeles*. Rutgers University Press, 2007, 5.

<sup>58</sup> King, *The San Gabriel Valley*.

<sup>59</sup> Abel, *Tuberculosis*.

<sup>60</sup> D.J. Waldie, “How We Got This Way (Los Angeles has Always Been Suburban),” KCET, December 12, 2011, <https://www.kcet.org/shows/lost-la/how-we-got-this-way-los-angeles-has-always-been-suburban>.

<sup>61</sup> “Heritage: A Short History of Pasadena,” City of Pasadena, accessed September 25, 2023, <https://www.cityofpasadena.net/about-pasadena/history-of-pasadena>.

<sup>62</sup> John L. Wiley, *History of Monrovia*, 1927, 65.

in incorporating as a dry town in 1888.<sup>63</sup> Incorporation efforts were often tied to exclusion, based on temperance ideals, anti-immigrant rhetoric, and hygiene concerns.<sup>64</sup> The vast majority of new settlers to the San Gabriel Valley were White, though the labor that provided their relaxed lifestyles was a workforce that was a mixture of Chinese, Mexican, and Black laborers, resulting in racial tensions between the laboring class and the White. The first chapter of the Anti-Chinese League to form in Southern California was organized in Pasadena in 1886.<sup>65</sup> In the farming town of El Monte, near the eastern border of the WSGV, a group of White vigilantes known as the “El Monte Boys” targeted Native American and Mexican residents of the surrounding area, accusing them of taking jobs meant for White residents.<sup>66</sup> Huntington Drive, an east–west thoroughfare, began to function as a de-facto race line, “north of which people of color could not live, except as servants.”<sup>67</sup> Huntington Drive, to this day, is a dividing line between higher and lower income areas of the WSGV, a result of *de facto* segregation being enforced through a variety of social mechanisms such as restrictive government funding, land values, zoning, and block busting (described below). Although this development pattern is more obvious in incorporated areas such as San Marino and Arcadia, Huntington Drive also serves as the demarcation point between the more upscale single-family residences in East Pasadena and the residential development in East San Gabriel, which includes more tract housing, smaller lots, and more multi-family residential.

Riding the wave of land ownership and wealthy residents, surveyors’ maps and plot plans for new towns throughout the San Gabriel Valley were filed at an unprecedented rate. Dreams of early suburbanization resulted in the creation of multiple towns and advertised neighborhoods; hopeful buyers for these plots of land stood in line for days to purchase the first, most desirable parcels.<sup>68</sup> Real estate agents advertised barbecues and parties to celebrate the first parcel sales. Towns in the Western San Gabriel Valley developed first because of their proximity to Los Angeles, however this boom would be short lived. Supply vastly outstripped demand and many early investors lost their

<sup>63</sup> “Founding of South Pasadena,” Anti-Racism Committee of South Pasadena, accessed September 25, 2023, <https://arcsouthpasadena.org/racist-history-of-south-pasadena/racist-history-of-south-pasadena-founding/>.

<sup>64</sup> Abel, *Tuberculosis*, 2.

<sup>65</sup> King, *The San Gabriel Valley*.

<sup>66</sup> Guzman, Romero, Caribbean Fragoza, Alex Sayf Cummings, and Ryan Reft, eds. *East of East: The Making of Greater El Monte*. Rutgers University, 2020, 2.

<sup>67</sup> Wendy Chang, “A Brief History (and Geography) of the San Gabriel Valley,” KCET, August 4, 2014, <https://pbsocall.org/history-society/a-brief-history-and-geography-of-the-san-gabriel-valley>.

<sup>68</sup> Glenn Dumke, “The Boom of the 1880s in Southern California”, *The Historical Society of Southern California*, Vol 76, No. 1, 1994, 105.



entire fortunes. Los Angeles County saw over 100 towns platted between 1884 and 1888; 64 of them would never become incorporated cities.<sup>69</sup> It would be half a century until the type of residential development these investors dreamed of would come to fruition in the San Gabriel Valley; the WSGV would remain largely agricultural land until after World War II.

## A Retreat from the City (1900-1942)

The early 20th century saw another wave of change arrive to the San Gabriel Valley. Following the rail lines that connected the San Gabriel Valley to the larger United States, the local Pacific Electric Railway connected the growing communities of the San Gabriel Valley to Los Angeles.<sup>70</sup> With this commuter transit line straight from downtown Los Angeles to Pasadena, the so-called “streetcar suburbs” came to the San Gabriel Valley, where residents could live in a quiet area, but easily commute to jobs in the bustling city. Travelers to Los Angeles along the famous Route 66 passed through the northern portions of the San Gabriel Valley, which wound through Pasadena, Arcadia, and Monrovia.<sup>71</sup> The streetcar system was also a transformative urban development tool. It shaped not just transit but also land use, encouraging the development of residential areas along its routes. The early 20th-century urban form was primarily based on a grid system which was efficient for both walking and streetcar transit.



A group picking wildflowers near north Lake Avenue, Altadena, ca. 1900  
(Source: Los Angeles Public Library)

These new Angelenos flocked to the San Gabriel Mountains in the late 1800s as a part of the “great hiking era”, where the health benefits of a rural day trip and vigorous exercise were promoted.<sup>72</sup> Mount Wilson, named after Benito Wilson, featured one of the first large telescopes in 1889 and resulted in improvements that facilitated access to these peaks. Adventure tourism developed as a new industry in the WSGV following the turn of the century. In 1906, hikers could take a Pacific Electric Red Car and be delivered to the Mount Wilson trailhead; a road for automobiles followed in 1912.<sup>73</sup> Hiking cabins and elaborate mountain resorts proliferated in the San Gabriel foothills. Thaddeus Lowe, along with a local engineer, constructed a scenic railway into the mountains in 1893. Originally planning to take the railway to the

<sup>69</sup> Dumke, “Boom,” 110.

<sup>70</sup> Bill Dotson, “The Red Cars and L.A.’s Transportation Past,” USC Digital Library, March 21, 2022, <https://libraries.usc.edu/article/red-cars-and-las-transportation-past>.

<sup>71</sup> “Towns, Communities, and Cities,” California Historic Route 66 Association, accessed August 28, 2023, <https://www.route66ca.org/towns-communities-and-cities/>.

<sup>72</sup> Nathan Masters, “How California Got Its First National Forest,” *KCET*, December 16, 2012, <https://www.kcet.org/shows/lost-la/how-california-got-its-first-national-forest>. Note: This area is now known as the Angeles National Forest.

<sup>73</sup> Medina, “Mountain Frontier.”

summit of Mount Wilson, Lowe settled for a nearby peak known as Mount Oak.<sup>74</sup> Lowe had ambitious plans for the mountain, including an observatory and hotel, however he lost the property by 1898.<sup>75</sup>

Henry Huntington, the owner of the Pacific Electric Railway Company, developed the nearly abandoned Mt. Lowe railway as a dual-purpose property, one where he could market the novelty of a scenic railway while also using it to access the cottages and health resorts to take advantage of the mountain air of the San Gabriels.<sup>76</sup> A twisting and perilous mountain railroad, the Mount Lowe railway was once considered the biggest attraction in Southern California, though its presence was fleeting. A large fire broke out in the guestrooms of the Mount Lowe Tavern on September 15, 1936. Guests and staff scrambled to evacuate, taking the Mount Lowe Railway down in the middle of the night. It was the last time that the Mount Lowe Railway would operate.<sup>77</sup>

Health tourism continued to flourish in the region. While the first wave of health seekers largely migrated on their own wealth and built houses or estates, gradually, tuberculosis treatment shifted towards the sanatorium model. Here, patients were confined, monitored almost constantly, and subjected to strict rules and regulations in a group home setting. By 1925, there were 536 tuberculosis sanatoria in the United States, most in mountainous regions.<sup>78</sup> Famous sanatoria in the WSGV included Rock Haven, which pioneered progressive treatment of female patients, the Pottinger Sanatorium, where patients lived on 40 acres, and the Los Angeles Sanatorium, known as the “City of Hope,” established in 1913 on ten acres in Duarte by the Jewish Consumptive Relief Organization. Even Dr. John Harvey Kellogg purchased 28 acres in Glendale for a hospital and sanatorium. Kellogg had achieved fame by operating a sanatorium in Battle Creek,



Mount Lowe Incline Railway (Source: California Historical Society, University of Southern California Libraries)

<sup>74</sup> Charles G. Seims, *National Register of Historic Places Nomination: Mount Lowe Railway*, 1991.

<sup>75</sup> Mount Oak would be renamed Mount Lowe by Altadena resident Andrew McNally; the Mount Lowe Observatory would stay in operation until 1928.

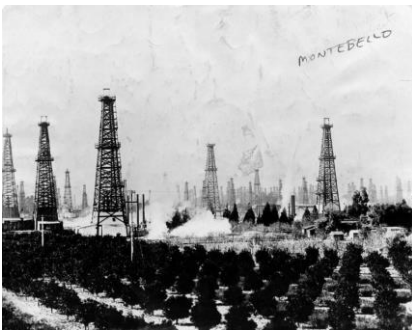
<sup>76</sup> Melissa Rovner, “They Built This City: How Labor Exploitation Built L.A.’s Attractions,” *KCET*, August 31, 2021. <https://www.kcet.org/shows/lost-la/they-built-this-city-how-labor-exploitation-built-l-a-s-attractions>.

<sup>77</sup> Daniel Medina, “Hotels in the Sky: Bygone Mountaintop Resorts of L.A.,” *KCET*, January 13, 2014, <https://www.kcet.org/shows/departures/hotels-in-the-sky-bygone-mountaintop-resorts-of-l-a>; Note: the National Register Nomination for the Mount Lowe Railway is for its ruins.

<sup>78</sup> Abel, *Tuberculosis*, 29, 43, 50.

Michigan, where part of the treatment was to eat a bland diet, such as the corn flakes invented by him.<sup>79</sup>

The growing communities of the West San Gabriel Valley as well as the metropolis of Los Angeles, looked to the San Gabriel River to supply a vast amount of building material. Rock quarries sprung up on both sides of the San Gabriel River and over one billion tons of rock aggregate was mined in the twentieth century. Notable quarry locations in the WSGV from the early 20th century included Devil’s Gate, near Pasadena and Verdugo Canyon, operated by “E.M. Ross of Glendale.”<sup>80</sup> A large aggregate quarry was opened in Irwindale in 1900, then an unincorporated portion of Los Angeles County.<sup>81</sup> were used for roads, large construction projects like the Los Angeles Memorial Coliseum, and to decorate Craftsman homes which had become popular, especially in Pasadena.<sup>82</sup>



Oranges in foreground and oil fields in the background, Montebello, 1926 (Source: Los Angeles Public Library)

Residential development flourished as other industries grew in greater Los Angeles County. Oil was discovered in the Montebello Hills in 1917.<sup>83</sup> A plethora of derricks soon followed, sprouting up throughout the West San Gabriel Valley, along with neighborhoods to house both the wealthy owners of oil companies and the poorer workers who maintained the derricks. Through the boom years of the 1920s, Los Angeles County produced roughly one-fourth of the world’s oil.<sup>84</sup> In the years between 1900 and the beginning of World War II, the two largest industries in Southern California—and California, overall—were oil and citrus.<sup>85</sup>

Patterns of settlement in the San Gabriel Valley were predicated on control of water, not just to supply consistent irrigation to the

<sup>79</sup> Patt Morrison, “Southern California’s curious history as the sanatorium capital of American,” *Los Angeles Times*, August 30, 2022, <https://www.latimes.com/california/story/2022-08-30/explaining-l-a-with-patt-morrison-los-angeles-as-lourdes-by-the-sea>.

<sup>80</sup> Peggy B. Perazzo, “Los Angeles County – List of Stone Quarries, Etc.” Stone Quarries and Beyond, accessed December 6, 2023, [https://quarriesandbeyond.org/states/ca/quarry\\_photo/ca-los\\_angeles\\_photos.html](https://quarriesandbeyond.org/states/ca/quarry_photo/ca-los_angeles_photos.html).

<sup>81</sup> Irwindale incorporated in 1957, largely to maintain its own low taxes and to continue benefitting from the profits of the quarries, which are still extant to this day but no longer within Los Angeles County administered land. Robert Petersen, “Irwindale: Mining the Building Blocks of Los Angeles,” KCET, August 2, 2016, <https://www.pbsocal.org/shows/lost-la/irwindale-mining-the-building-blocks-of-los-angeles>.

<sup>82</sup> Daniel Medina, “The Other River that Defined L.A.: The San Gabriel River in the 20<sup>th</sup> Century,” KCET, March 20, 2014, <https://www.kcet.org/shows/departures/the-other-river-that-defined-l-a-the-san-gabriel-river-in-the-20th-century>.

<sup>83</sup> “Great Oil Fields of Los Angeles County,” *Los Angeles Almanac*, accessed July 31, 2023, <http://www.laalmanac.com/energy/en14.php>.

<sup>84</sup> Alan Taylor, “The Urban Oil Fields of Los Angeles,” *The Atlantic*, August 26, 2014, <https://www.theatlantic.com/photo/2014/08/the-urban-oil-fields-of-los-angeles/100799/>.

<sup>85</sup> Sandi Hemmerlein, “Where to Find the Bygone Citrus Groves of Southern California,” KCET, June 20, 2017. <https://www.kcet.org/shows/socal-wanderer/where-to-find-the-bygone-citrus-groves-of-southern-california>.

agricultural ranches, but to the residential communities that were being plotted. A large flood in 1914 caused over \$10,000,000 in damage and resulted in the establishment of the Los Angeles County Flood Control District. The combination of a large forest fire in November 1933 followed by intensive rainstorms in December of the same year resulted in over 600,000 cubic yards of water and silt that rushed through the Crescenta Valley, killing over 60 people and destroying homes throughout La Crescenta and Montrose, with debris reaching all the way to Long Beach.<sup>86</sup> The County flood control was further supported by the passage of the Flood Control Act at the federal level in 1936.<sup>87</sup> Further flooding in 1938 encouraged local civic leaders and politicians to embrace flood control in the San Gabriel Valley. While less rain fell than in the large flood in 1861, the increasing development and influx of population meant that the damage from these floods was much more extensive.<sup>88</sup> Over 80 people died in the San Gabriel Valley alone, and the flooding in the mountains above Altadena and La Crescenta caused irreparable damage to many of the mountain resorts and early housing developments.<sup>89</sup> The result of this was aggressive flood control and concrete channelization of the waterways of the Los Angeles and San Gabriel rivers, primarily completed by the Army Corps of Engineers.



Homes damaged by flood in La Crescenta, 1934 (Source: California Historical Society, University of Southern California Libraries)

This control of water benefited more than just residential settlement and development. Agriculture continued to be the defining industry of the San Gabriel Valley, with citrus fruit and walnuts taking most of the arable land in the area. Workers were needed for this concentration of agricultural enterprises, which, by the 1920s, included “oranges, lemons, walnuts, apricots, strawberries, and tomatoes, as well as dairy farms, horse ranches, and one lion ranch.”<sup>90</sup> By 1913, there was a significant presence of Japanese farmers in the San Gabriel Valley, who formed the Japanese Farmer’s Association of the San Gabriel Valley.<sup>91</sup> Japanese Language Schools followed for immigrants and their children, along with active Japanese participation in the San

<sup>86</sup> Katherine Yamada, “Verdugo Views: Flood in 1930s devastated La Crescenta, Montrose,” *Glendale News-Press*, January 26, 2018, <https://www.latimes.com/socal/glendale-news-press/entertainment/tn-gnp-me-yamada-20180126-story.html>.

<sup>87</sup> National Park Service, “San Gabriel Watershed and Mountains Special Resource Study and Environmental Resource Assessment,” U.S. Department of the Interior, September 2011.

<sup>88</sup> Nathan Masters, “The Southern California Deluge of 1938,” *KCET*, March 3, 2017, <https://www.kcet.org/shows/lost-la/the-southern-california-deluge-of-1938>.

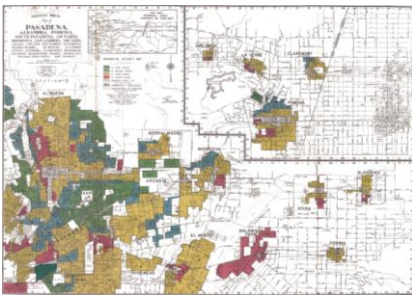
<sup>89</sup> Daniel Medina, “When Los Angeles Abandoned its Mountain Frontier,” *KCET*, February 20, 2014, <https://www.kcet.org/shows/departures/when-los-angeles-abandoned-its-mountain-frontier>.

<sup>90</sup> Daniel Morales, “El Monte’s Hicks Camp: A Mexican Barrio,” *KCET*, June 18, 2014, <https://www.kcet.org/history-society/el-montes-hicks-camp-a-mexican-barrio>.

<sup>91</sup> Andre Kobayashi Deckrow, “A Community Erased: Japanese Americans in El Monte and the San Gabriel Valley,” *KCET*, September 29, 2014, <https://www.kcet.org/history-society/a-community-erased-japanese-americans-in-el-monte-and-the-san-gabriel-valley>.



Gabriel Valley Berry Grower's Co-op.<sup>92</sup> Labor camps, most geared towards Mexican migrant workers, sprang up throughout the San Gabriel Valley. The most famous of these, "Hick's Camp" located along the San Gabriel River, would eventually grow into a thriving barrio community with a strong Mexican identity; portions of this barrio, which spanned 22-acres, were eventually annexed into the Cities of El Monte and South El Monte and portions of Whittier Narrows Recreation Area.<sup>93</sup> The increase in racial and ethnic diversity of worker and residents in the WSGV led to a significant, but short lived, presence of the Ku Klux Klan in El Monte during the 1920s. These white supremacists selected El Monte for its proximity to Los Angeles and the smaller communities of the San Gabriel Valley and Riverside County.<sup>94</sup>



HOLC Map of Pasadena and surrounding communities, 1939  
(Source: University of Richmond, Mapping Inequality Project)

Following the Great Depression, residential development expanded in the San Gabriel Valley, assisted through a new, federally backed loan program. The Home Owners' Loan Corporation (HOLC) was established as a part of the New Deal to assist first time home owners through federally backed loans. To ensure their loans were given to the least risky investments, the HOLC created color-coded maps of most American cities in order to assess risk; neighborhoods that were "characterized by detrimental influences" were given the lowest grade of D and marked in red.<sup>95</sup> These "redlined" neighborhoods often contained residents that were predominately Black, Mexican, or recent immigrants. The effect of this redlining was that new residential construction, funded through HOLC loans, occurred almost exclusively in White neighborhoods, effectively segregating these cities further.<sup>96</sup> Many of the unincorporated areas of the West San Gabriel Valley were not redlined by the HOLC, allowing Japanese Americans and Mexican Americans to more easily purchase homes in these areas than in incorporated cities, such as Pasadena and Glendale, which were only blocks away. Altadena was notably not redlined, becoming a hub for middle-class African-Americans.<sup>97</sup>

<sup>92</sup> Kobayashi Deckrow, "A Community Erased."

<sup>93</sup> Steve Chiotakis, "LA freeways: The infrastructure of racism," KCRW, June 30, 2020, <https://www.kcrw.com/news/shows/greater-la/robert-fuller-freeways-urbanism-race/la-freeways>.

<sup>94</sup> Dan Cady, "Rise, Fall, Repeat: El Monte's White Supremacy Movements," In *East of East: the Making of Greater El Monte*, edited by Romeo Guzman, et al, Rutgers University Press, 2020, 59–61.

<sup>95</sup> "Mapping Inequality: Redlining in New Deal America," University of Richmond, accessed September 25, 2023, <https://dsl.richmond.edu/panorama/redlining>.

<sup>96</sup> Richard Rothstein, *The Color of Law: A Forgotten History of How Our Government Segregated America*, New York City: Liveright, 2017.

<sup>97</sup> For more information, see "Altadena African American Historic Resources Survey" prepared by Sapphos Environmental, Inc. for the LA County Dept. of Regional Planning in 2020.

## Little Boxes: WWII and Post-War Suburbanization (1942-1964)

While Black residents of the San Gabriel Valley faced discriminatory actions in the pre-WWII era, a variety of groups experienced racial and ethnic discrimination, segregation, and violence. Mexican residents, who made up large portions of the agricultural work force, were sequestered in barrios without infrastructure such as running water or floors. Japanese Americans, while facing anti-Asian discrimination, often found financial privilege through their status as farm owners, especially in the flower industry, and had a robust cultural network that cultivated ethnic solidarity.<sup>98</sup> Following the Attack on Pearl Harbor and on Executive Order 9066, Japanese residents of the San Gabriel Valley were relocated to Santa Anita or Pomona Assembly Centers, located at the racetrack and fairgrounds, respectively. This unprecedented Executive Order ensured that first and second-generation Japanese Americans, many of whom were legally American citizens, were detained for the duration of the war with no reason. Internees were only permitted to bring one suitcase with them, and many lost their homes, business, and property because of foreclosure during the War. After their initial relocation to the Assembly Centers, most of the WSGV Japanese internees spent the majority of WWII at Heart Mountain in Wyoming.<sup>99</sup>

During World War II, the West San Gabriel Valley retained its character as a predominately agricultural area with pockets of residential development. As more workers moved into the Los Angeles area to take jobs in the growing industries that supported the military, such as aerospace and automotive manufacturing, not to mention the massive oil fields in Los Angeles County, there was a noticeable lack of housing for families. With the exception of wealthy areas such as Altadena, Pasadena, Montrose, and Monterey Park, the West San Gabriel Valley remained a semirural farming region until after World War II.

The passage of the Servicemen's Readjustment Act in 1944, commonly known as the G.I. Bill, led to an explosion in new residential construction. Veterans, through this bill, could obtain a house with no down payment. Nationally, veterans were responsible for 20% of new home construction in the post-war era; it is likely to have been higher in



Quarters for Japanese Internees at Santa Anita Park Assembly Center, 1942 (Source: University of California Berkeley, Bancroft Library)

<sup>98</sup> "History," San Gabriel Japanese Community Center, accessed November 13, 2023, <https://sgjcc.org/history>.

<sup>99</sup> "WWII Japanese American Internment Camps in Arcadia and Pomona," *San Gabriel Valley in Time*, May 31, 2022. <https://sqvintime.com/home/f/wwii-japanese-american-internment-camps-in-arcadia-and-pomona>.

Los Angeles County, which saw massive population growth in the postwar era.<sup>100</sup> This funding, combined with postwar economic prosperity for US industry and the ability to mass-produce houses, led to a boom in construction. This “tract housing” as it would come to be known, would facilitate the transition of the San Gabriel Valley from agricultural land to predominately residential settlement throughout the 1950s. However, the Federal Housing Authority (FHA) and the VA built on the segregation started through redlining. Of the 125,000 houses constructed using FHA/VA funding in Los Angeles from 1950 through 1954, only 3,000 were for non-White families (2.4%)<sup>101</sup>

In addition to FHA and VA discrimination, large portions of “the San Gabriel Valley and Pasadena was thus closed to Negroes in 1941,” through the actions of local, “home improvement” organizations which worked to keep entire blocks of communities Whites Only.<sup>102</sup> The labor force of the citrus orchards, combined with the effects of discriminatory HOLC policies, created racially mixed neighborhoods in the “redlined” areas of the West San Gabriel Valley throughout the 1940s and 1950s, where Mexican and Asian workers lived together in neighborhoods that were deemed unfit for White residence.<sup>103</sup> “Proliferating subdivisions attracted World War II veterans looking to buy homes (facilitated by the GI Bill’s home loan guaranty program) and drew Mexican Americans from East Los Angeles, Japanese Americans from the West Side and East Side, and Chinese Americans from Chinatown.”<sup>104</sup> Restrictive housing covenants meant the first wave of newly built subdivisions in the West San Gabriel Valley were purchased by White families.<sup>105</sup> Racial discrimination in FHA and VA loans would only become federally prohibited in 1962.<sup>106</sup>

A major factor in the development of the communities of the West San Gabriel Valley in the post-war era was the unprecedented expansion of Los Angeles’ freeway system. First proposed in the 1930s, Los

<sup>100</sup> “75 Years of the GI Bill: How Transformative Its Been,” U.S. Department of Defense, January 9, 2019, <https://www.defense.gov/News/Feature-Stories/Story/Article/1727086/75-years-of-the-gi-bill-how-transformative-its-been>.

<sup>101</sup> California Department of Transportation, “Tract Housing in California, 1945–1973: A Context for National Register Evaluation,” 2011, <https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/ser/tract-housing-in-ca-1945-1973-a11y.pdf>.

<sup>102</sup> Mike Davis, *City of Quartz*, New York City: Verso Books, 1990, 162.

<sup>103</sup> Wendy Cheng, *The Changs Next Door to the Diazes: Remapping Race in Suburban California*. University of Minnesota Press, 2013, 24.

<sup>104</sup> Cheng, *The Changs Next Door to the Diazes*, 27.

<sup>105</sup> “How the San Gabriel Valley Became American’s ‘Suburban Chinatown’,” Los Angeles Almanac, accessed September 25, 2023, <http://www.laalmanac.com/history/hi711.php>.

<sup>106</sup> California Department of Transportation, “Tract Housing.”



Angeles County civic leaders and urban planners, under Los Angeles County’s Regional Planning Commission, adopted the Master Plan of Metropolitan Los Angeles Freeways in 1947. While focused towards the City of Los Angeles, the entire San Gabriel Valley was planned to be woven into the web of freeways with proposed names such as the Concord Parkway, the Eaton Canyon Parkway, the Ramona Freeway, and the San Gabriel River Parkway, which follows nearly an identical path to the modern I-605.<sup>107</sup> Many of work camps-turned-barrios, including Hicks’ Camp, were razed in the 1960s and 1970s to make room for new suburban developments or the expansion of the Los Angeles freeway system. The rise in cul-de-sac neighborhoods also coincided with the suburban boom during this time. The increasing popularity of cars made it easier for people to live in less accessible areas, and also eliminated the need for a grid pattern of urban form that facilitated the streetcar system.



Los Angeles County Freeway Plan, Adopted 1947 (Source: CA Highways.org)

## Changing Demographics (1965-Present)

White emigration to the West San Gabriel Valley largely ceased between 1960 and 1990. Instead, new residents to the area were largely Asian immigrants, helped significantly by the passage of the Immigration and Nationality Act of 1965.<sup>108</sup> The largest wave of new residents to the San Gabriel Valley at this time were immigrants from Taiwan and Hong Kong who came to America for educational and economic opportunity, especially in the face of political strife in their homeland.<sup>109</sup> The demographic shift in the West San Gabriel Valley was compounded by a second wave of White flight as the children of the initial post-war residents moved or sold their homes. Perhaps because of their struggle to own homes, multi-generational homeownership among Mexican and Asian families was much higher in the WSGV.<sup>110</sup> The West San Gabriel Valley developed as a center of Chinese settlement, with Monterey Park becoming the first majority-Asian city in the United States in the mid-1980s. Frederich Hsieh, a Chinese-born real estate developer, began to advertise the West San Gabriel Valley, and the city of Monterey Park in particular, to Chinese immigrants from Taiwan and Hong Kong.<sup>111</sup>

<sup>107</sup> I-605 is the rare freeway within Los Angeles’ freeway system that has not changed its alignment significantly since its opening in 1964.

<sup>108</sup> Cheng, *The Changs Next Door to the Diazes*, 26.

<sup>109</sup> Cheng, *The Changs Next Door to the Diazes*, 41.

<sup>110</sup> Cheng, *The Changs Next Door to the Diazes*, 46.

<sup>111</sup> Myrna Oliver, “Developer Who Saw Monterey Park as ‘Chinese Beverly Hills’ Dies,” *Los Angeles Times*, August 12, 1999, <https://www.latimes.com/archives/la-xpm-1999-aug-12-me-65010-story.html>.

Today, the West San Gabriel Valley functions as a large, ethnically diverse suburb of Los Angeles with a variety of smaller business centers in its midst.

## Community-Specific Historical Backgrounds

### ALTADENA

Altadena is an unincorporated community in Los Angeles County in the northwest part of West San Gabriel Valley (WSGV), just north of the City of Pasadena. As the largest unincorporated area in the WSGV, Altadena encompasses 8.48 square miles of land that is roughly 14 miles northeast of downtown Los Angeles. The community is bounded on three sides by various wilderness areas including the Arroyo Seco, Angeles National Forest, and Eaton Canyon. Originally inhabited by the Hahamongna-Tongva people, the 8.5 square mile community is now home to a population of 43,344 people. While the community has resisted annexation by the neighboring city of Pasadena for decades, small portions of the community have been incorporated over time.

The population by age follows a bell curve distribution with roughly 20 percent of residents under the age of 18, 20 percent over the age of 65, and the remaining 60 percent between the ages of 18 and 65. The population of Altadena is diverse, with approximately 40 percent White, 30 percent Hispanic/Latinx, 20 percent Black and the remaining 10 percent mixed or of other racial backgrounds.

The community is dominated by single-family housing, including an especially rich collection of Queen Anne homes from the early days of settlement. Other residential property types include single- and multi-family homes in a wide variety of architectural styles. There are a total of 15,334 housing units in Altadena, and 90 percent of all units were built before 1979 and are at least 44 years old, compared to 72 percent of housing in Los Angeles County.

The northern and eastern portions of the census-designated place (CDP) are characterized by access to the to the San Gabriel Mountains via a variety of trailheads and open space, while the southern portion of Altadena is characterized by man-made features, with north-west commercial corridors along Lake Avenue and Fair Oaks Drive, and an east-west commercial corridor along East Altadena Drive. Altadena also has a variety of public parks, including Loma Alta Park, Charles S. Farnsworth Park, and Charles White Park, in addition to the Altadena Town & Country Club and Altadena Golf Course and the Mountain View Mortuary & Cemetery.

Unlike many of the other unincorporated areas of the West San Gabriel Valley, Altadena has exhibited a strong civic pride and identity, in addition to creating both its own Library District and a Chamber of Commerce. Its residents have a long history of resisting incorporation as an independent town or annexation by surrounding cities, namely Pasadena.

## General History of Altadena

Portions of Altadena share a significant history with nearby Pasadena, though residents of the area have historically maintained a distinct identity. Altadena was named for its relationship to its southern neighbor Pasadena, as “alta” means “high” or “above” in Spanish. Later, the Altadena Chamber of Commerce would promote the community with the false history that the name came from “alta-eden” in the 1930s to highlight the scenery and bucolic nature of the city.<sup>112</sup>

The land that is now part of Altadena was originally part of Rancho San Pascual, given to Juan Mariné in 1835, though he and his heirs did not cultivate the land, nor did José Perez, a relative of Mariné’s widow who claimed the land after Mariné abandoned it. In 1843, a former Mexican military hero named Manuel Garfias was granted the land by his former commander.<sup>113</sup> Upon California statehood, Garfias welcomed the American officials with a grand ball and, in return received a United States patent for 13,693.33 acres of land in 1863. Ownership was transferred to former army surgeon Dr. John S. Griffin and Benjamin “Don Benito” Wilson, a wealthy landowner who would eventually become the second mayor of the City of Los Angeles and a three-term state senator, in 1873.<sup>114</sup> Wilson would plant some of the earliest orange trees in the San Gabriel Valley, in addition to developing early irrigation networks.

The modern development of Altadena begins in the mid-to-late 1800s when agricultural landowners began to sell large tracts of land to developers. Much of the early development of Altadena runs parallel to Pasadena. Benjamin S. Eaton, a developer in the area, developed water systems for vineyards and orchards near the present-day Eaton Canyon circa 1860. Once improved, 4,000 acres was sold to Daniel Berry, including the lands for Pasadena and Altadena.

<sup>112</sup> Mike Manning, “Altadena, California,” Altadena Town Council, accessed July 28, 2023, <http://altadenatowncouncil.org/history/>.

<sup>113</sup> W.W. Robinson, “The Story of Rancho San Pasqual,” *The Historical Society of Southern California Quarterly*, 37, no.4 (December 1955), 352.

<sup>114</sup> King, 22–23.

Pasadena was founded by the San Gabriel Orange Growers Association, also known as the Indiana Colony, on land that was purchased from Eaton in 1873.<sup>115</sup><sup>116</sup> Pasadena took its name from the Anglicization of an Ojibbwe (Chippewa) word for “valley” and soon developed its own identity as the first true suburb of Los Angeles.<sup>117</sup> Shortly after, Bryan O. Clark began a nursery in the foothills of the San Gabriel Mountains, which he named “Altadena” to capitalize on its proximity to Pasadena.

Early residents of the Altadena area included former Union soldiers, abolitionists, and formerly enslaved people, such as Robert Owens. Born in Texas in 1806 and enslaved until 1853, when he was able to purchase his own freedom, Owens traveled to California, which had joined the United States as a non-slavery or “free” state as a part of the Compromise of 1850.<sup>118</sup> Owens settled in a canyon above Altadena and while he faced significant discrimination, was able to work enough in the Greater Los Angeles area that he was able to purchase his wife’s freedom in 1854. Owens gained a reputation as a successful businessman and community leader, establishing a lumber road to facilitate a contract with the U.S. Military to supply wood from El Prieto Canyon. Owens and his wife, Winnie, led the first formal religious service for Black people in Los Angeles County and assisted Bidy Mason in successfully suing for her freedom. Later, Owens would purchase property in downtown Los Angeles. His business ventures, in addition to real estate and ranching operations, allowed Owens to eventually become the wealthiest Black man in Los Angeles at the time of his death in 1865.<sup>119</sup>

Another significant resident of Altadena was abolitionist Owen Brown, a participant in the 1859 raid at Harper’s Ferry Virginia. Undertaken by his father John Brown to encourage a southern rebellion of enslaved people, the elder Brown was arrested and executed, but Owen Brown

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<sup>115</sup> “History of Altadena,” Los Angeles Walking Tours,” February 5, 2021, <https://www.lawalkingtours.com/history-of-altadena>.

<sup>116</sup> “History of Altadena.”

<sup>117</sup> City of Pasadena, “About,” Accessed October 16, 2023, <https://www.cityofpasadena.net/about-pasadena/>.

<sup>118</sup> “Compromise of 1850,” History.com, <https://www.history.com/topics/slavery/compromise-of-1850>.

<sup>119</sup> Daniel Medina, “Mountain Men: Pioneers and Outlaws of the San Gabriels,” PBS SoCal, November 11, 2013, <https://www.pbssocal.org/shows/departures/mountain-men-pioneers-and-outlaws-of-the-san-gabriels>.

escaped and lived as a fugitive for over 20 years before settling in the foothills of Altadena in 1881 before dying eight years later.<sup>120</sup>



Plot map developed by John Woodbury and Pasadena Improvement Company, 1887 (Source: Altadena Town Council)

Developer John Woodbury, along with his brother Frederick, purchased 937 acres from Eaton between 1880 and 1881. Streets were developed, notably Mariposa Street, which became known as Altadena’s Millionaire’s Row, where Woodbury built his own home.<sup>121</sup> The community began to use the name of Clark’s Nursery, and Woodbury officially established the Pasadena Improvement Company in 1887, which developed a plot plan for a residential development of Altadena as a town. The original plan for the city included a train station that would house the Los Angeles Terminal Railway running between Altadena and Pasadena. In addition, an elaborate hotel was planned, the Altadena Hotel, in a similar fashion as the Raymond Hotel in South Pasadena and the Hotel Green in Pasadena.<sup>122</sup>

The Pasadena area drew a significant number of new residents, many of whom were wealthy industrialists from the large cities of the American East and Midwest. Andrew McNally, the wealthy head of a mapping company purchased fifteen acres in Altadena in 1887. His business partner, William Rand, told a reporter it was a “rather expensive folly.”<sup>123</sup> McNally loved Altadena and encouraged other wealthy Midwesterners to settle in the area north of Pasadena. McNally’s daughter, Nannie, would bring her husband, Ed, to Altadena where the air would be better for the breathing difficulties he suffered in the Chicago air. There, they would begin their family, including their second son, Wallace Neff, who would later become one of the most preeminent architects in Southern California.<sup>124</sup>

<sup>120</sup> Steve Scauzillo, “Grave of Altadena abolitionist to receive historical landmark status after 35-year effort,” *Pasadena Star-News*, March 4, 2024, <https://www.pasadenastarnews.com/2024/03/02/grave-of-altadena-abolitionist-to-receive-historical-landmark-status-after-35-year-effort/>.

In February of 2024, the Los Angeles County Board of Supervisors unanimously approved the nomination of the Owen Brown gravesite as a Los Angeles County Historic Landmark; as of April 2024, the designation is awaiting approval by the Los Angeles County Historical Landmarks and Records Commission.

<sup>121</sup> Judy Triem, Altadena Heritage, *National Register Nomination: Woodbury-Story House*, 1991.

<sup>122</sup> Both extant and on the National Register.

<sup>123</sup> Diane Kanner, “The Lemon Grove Boyhood of Wallace Neff,” *Southern California Quarterly*, Winter 1998. Vol. 80, No 4. 446–447.

<sup>124</sup> Kanner, “Lemon Grove,” 451.



## COMMUNITY-SPECIFIC HISTORICAL BACKGROUNDS

Woodbury, McNally, and other early residents imagined Altadena as an enclave for wealthy residents, but the crash of the land boom of the 1880s caused the elaborate plans to crumble. Many parcels remained unsold and grandiose development plans, including the Altadena Hotel and the Los Angeles Terminal Railway were abandoned. The result was that until the 1920s, much of Altadena was developed solely with agriculture, including oranges, olives, walnuts, dates, avocados, and ornamental plants.<sup>125</sup> The wealthier residents were largely shielded from the effects of the Panic of 1888 and the resulting wealthy residents maintained a strong identity as separate from the incorporated areas of Pasadena, South Pasadena, and Glendale.



Andrew McNally House, ca. 1900  
(Source: University of Southern California Libraries)

Residents of Altadena resisted the urge to incorporate into a city, and additionally began a long history of avoiding attempts of annexation by the City of Pasadena. Many of the small farms in Altadena, along with the wealthier residents that owned larger farms, were involved in growing grapes and directly profited from the continued expansion of Los Angeles' wine industry. Pasadena, which had early on established their civic identity as a temperance city, ran counter to those goals.<sup>126</sup>

Even though Altadena was never formally incorporated, the civic life of the early 20th century was quite lively. The Altadena Country Club, now the Altadena Town and Country Club, was founded in 1911 and featured a nearby private airport, operated by Hollywood director Cecil DeMille, from 1919 until 1921. Zane Grey, the famous novelist, relocated from Ohio to Altadena in 1926 along with his wife, who started the Altadena Library in 1926. Residents established an independent fire department in 1924; a permanent fire station was constructed in 1925. Altadena Historical Society, which remains in operation to the present day, was formed in 1935 and has since advocated for the preservation of many historic structures in the local community.



Zane Grey Residence, 1925  
(California Historical Society, University of Southern California Libraries)

Altadena, along with neighboring Pasadena, was also home to a small but notable Jewish Community. The earliest known Jewish settler to the area was Moritz Rosenbaum, of German descent, a member of the California Colony of Indiana.<sup>127</sup> By the 1920s, Jewish residents, most of whom worked in merchant professions like shoemaking, tailoring, or dry goods store ownership, had made sporadic attempts to form lasting

<sup>125</sup> Michele Zack, "A Very Short History of Altadena," Altadena Heritage, November 3, 2012, <https://altadenaheritage.org/a-short-history-of-altadena/>.

<sup>126</sup> Zack, "A Very Short History of Altadena."

<sup>127</sup> Roberta H. Martinez, "History of Jewish Community in Early Pasadena," ColoradoBoulevard.net, October 4, 2016, <https://www.coloradoboulevard.net/jewish-history-in-pasadena/>.



congregations and Jewish day schools. Construction of the first synagogue, Temple B'nai Israel, was completed in 1923, and men's and women's chapters of B'nai B'rith Lodge, an organization to “respond to the needs of Jews who had encountered discrimination” were established in 1924 and 1929, respectively.<sup>128</sup> Jewish residents of the Altadena planning area likely attended meetings at these organizations or joined aid societies such as the Jewish Consumptive Relief Association or the Hebrew Aid Society.<sup>129</sup> The synagogue would move to its present-day location in southwest Altadena in 1941, as the vast majority of Jewish residents of the WSGV had settled in Altadena and East Pasadena, however it would retain its ties to Pasadena and was renamed as the Pasadena Jewish Community in 1956.<sup>130</sup>

Altadena, because of its unincorporated status, has had a strong history as a safer community for Black residents of the West San Gabriel Valley, primarily because large portions of the community area were not covered by HOLC redlining maps which would restrict the financing of homes. Altadena Meadows, in particular, became a well-known middle class Black neighborhood. Many domestic servants and employees of wealthy families of Pasadena lived in Altadena, including the mother of science fiction writer Octavia Butler, who would use Altadena as a setting in her novel *Kindred* and would eventually purchase a home there.<sup>131</sup>

Following the 1930s, Altadena developed a reputation as a liberal area in the largely conservative San Gabriel Valley. “Artists, writers, and bohemians” flocked to Altadena in the 1940s, which saw its population boom to 46,000 in the post-World War II era.<sup>132</sup> In 1956, the largest attempted annexation of Altadena by the City of Pasadena occurred, though was ultimately unsuccessful.<sup>133</sup> Throughout the 20th century, though, Pasadena would continue to annex significant portions of Altadena.

Like the rest of the WSGV, Altadena saw changing demographics in the latter half of the 20th century. Half of Altadena's White population left throughout the 1960s and 1970s in a pattern of “white flight” seen throughout the greater Los Angeles area, largely moving to the new

<sup>128</sup> Martinez, “History of Jewish Community.”

<sup>129</sup> “About PJTC,” Pasadena Jewish Temple & Center, <https://www.pjtc.net/aboutpjtc>.

<sup>130</sup> “About PJTC.” The present name of the synagogue is the Pasadena Jewish Temple & Center.

<sup>131</sup> Carl Abbott, “Pasadena on Her Mind: Octavia E. Butler Reimagines Her Hometown,” Los Angeles Review of Books, February 2, 2019, <https://lareviewofbooks.org/article/pasadena-on-her-mind-octavia-e-butler-reimagines-her-hometown/>.

<sup>132</sup> Zack, “A Very Short History of Altadena.”

<sup>133</sup> Manning, “Altadena.”

suburbs of the San Fernando Valley. The residents that moved to Altadena in their place were much more racially and ethnically diverse. Children of these families attended Pasadena Unified, which was the first school district outside of the American South to be ordered by the Supreme Court to engage in busing to desegregate schools within the district.

## Altadena Development History

The first Sanborn Fire Insurance Company map produced for Altadena in 1908 consists of two pages and shows large tracts with elaborate, single-family residences along Mariposa Avenue, which was referred to as “Millionaire’s Row”. Dates of construction for assessor parcels show that residential development proceeded outward from Mariposa Street, along Altadena Drive. Large blocks with consistent dates of construction date from the 1920s; these feature smaller parcels and residences when compared to the estates constructed in pre-1910. The early character of Altadena was a community of small farms and large homes, giving the community a much more rural feel, even though architects from Pasadena were likely working in Altadena. Pasadena, by comparison, was a more densely constructed neighborhood with lots and residences that were closer together.

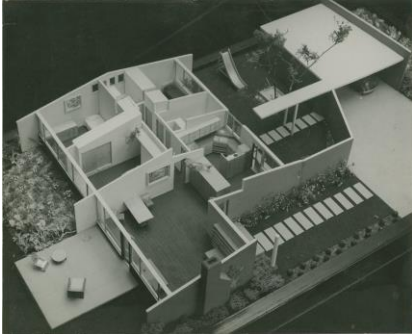
In the 18 years until a second Sanborn map of Altadena was platted in 1926, the community had significantly expanded in geographic reach and improvements. The pages needed to map the entire town expanded from two to 35 pages. Commercial corridors exist along Fair Oaks Avenue and Lincoln Avenue; however, the vast majority of the community’s improvements are single-family homes, and it is common to see many vacant lots between homes on the same block. Some remnants of Altadena’s agricultural industry remain, such as an avocado nursery and a dairy farm, and some of the larger lots feature poultry houses.<sup>134</sup> Residences, even smaller ones, constructed in the 1920s and 1930s feature larger front yards with extensive landscaping. The rural character and street landscape from this period of residential development is still extant.

Assessor dates of construction show that starting in the 1940s, entire blocks of single-family homes were built in the period of one or two years, likely builder-designed. The last Sanborn map available for Altadena dates from 1949 and shows most residential tracts improved

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<sup>134</sup> Note: These properties were shown on the 1926 Sanborn map, however none are extant in the present day.

with a single-family dwelling. Also notable at this time is the marked difference in lots sizes; the northern and eastern portions of Altadena feature larger parcels with more yard space and garages, while the lots in southern and western Altadena are considerably smaller, which results in a higher density of single-family housing. This pattern continues to exist today. Lincoln Avenue and Fair Oaks Avenue remain commercial corridors, with residential improvements mixed in. Portions of Woodbury Drive feature a commercial section as well.



Model of one of 28 Park Planned Homes, designed by Gregory Ain, ca. 1945 (Source: AD&A Museum, University of California, Santa Barbara)

Cul-de-sacs were introduced in some blocks in the 1930s and 1940s, but these features became more common in blocks where the dominant date of construction is from the 1950s, along the outer edges of Altadena. While these homes were likely constructed in anticipation of residents utilizing FHA funding, larger parcels with elaborate, potentially architect-designed homes are found in the northeast portion, with curvilinear streets. Notably, an early modernist neighborhood known as “Park Planned Homes”, designed by architect Gregory Ain and landscape architect Garrett Eckbo, is located along Highview Avenue, south of Altadena Drive, in northern Altadena.

There are limited small areas of development from the 1960s, on the northern and eastern boundaries of Altadena. The only significant areas of post-1978 development is in the La Vina Development, in the northwest portion of the boundaries on the site of the former La Vina Sanatorium.

## EAST PASADENA–EAST SAN GABRIEL

East Pasadena–East San Gabriel is made up of two bordering unincorporated areas; collectively, these CDPs are about four-square miles in size. The total population in this community is 26,807, making the population density about 6,700 people per square mile. East Pasadena–East San Gabriel is bordered by Pasadena to the north, Arcadia to the west, San Marino to the east, and Temple City, San Gabriel, and Rosemead to the south.

East Pasadena–East San Gabriel is predominantly white, yet it contains a significantly higher Asian population and a lower Latinx and Black/African American population compared to the County overall. In East Pasadena–East San Gabriel a notable 32.8 percent of the population speaks Chinese at home compared to the County average of 4 percent. Additionally, fewer people speak Spanish at home in East Pasadena–East San Gabriel (27.1 percent) when compared to the

County average (38.7 percent). This demographic data is confirmed by the average streetscape in these neighborhoods, which includes a plethora of Asian markets and other specialized services and an abundance of signage in Chinese.

The area is divided north to south by Rosemead Boulevard, which serves as the major commercial corridor of the area. Hotels, restaurants, auto repair shops, grocery stores, and other commercial uses line East Colorado Boulevard in the northern edge of the community. Another major road, Huntington Drive, runs east to west through East Pasadena–East San Gabriel and is dotted with businesses and community amenities. Both thoroughfares have a significant number of multi-family properties that were constructed in the mid-century and appear to be nearing the end of their useful life. In the southernmost island of East Pasadena–East San Gabriel, there are industrial land uses fronting Walnut Grove Avenue.

The built environment off the main roads is predominately post-WWII tract housing, comprised of single-family homes in a variety of architectural types and styles, including Spanish Colonial Revival, Craftsman, and American Colonial Revival. The dominant architectural style is Minimal Traditional, with Ranch close behind in a variety of iterations including Gingerbread, Asian-inspired, and Tiki-influenced. East Pasadena-East San Gabriel also features a significant number of thematic apartment buildings, some of which are of the “dingbat” type, that represent eclectic design styles such as Tiki, Swiss Chalet, French Eclectic, and Mid-Century Modern.

## General History of East Pasadena-East San Gabriel

### EAST PASADENA

Pasadena is widely considered the demographic and cultural center of the San Gabriel Valley. One of the first areas to be subdivided and settled by Anglos and American migrants from the east, Pasadena was the second city to incorporate in Los Angeles County, after Los Angeles itself. East Pasadena, as a community, is strongly influenced by the cultural and developmental history of the City of Pasadena, though outside the city boundaries. Generally, development surrounding the City of Pasadena progressed eastward from the original urban core, which centered around the intersection of East Colorado Boulevard and Fair Oaks Avenue.

The boundaries of East Pasadena are shown to be relatively undeveloped in 1894, according to a USGS Topographic map. The Monrovia Branch of the Pacific Railroad runs through the future community, and lands belonging to Chapman and Sunny Slope Ranches are indicated. A few farmsteads existed, but there is no record of significant residential development.

Similar to much of the San Gabriel Valley, East Pasadena was originally dominated by large farm tracts and citrus orchards. However, by the mid-1920s, East Pasadena was advertised as a growing suburb. News reports referenced the area alongside Lamanda Park, which would be annexed to Pasadena in 1920.<sup>135</sup> The 1920s saw significant residential development in the northern portion of the unincorporated community, especially between Blanch and Colorado Street. Huntington Drive, which became a significant regional thoroughfare, followed the path of the Pacific Railroad, serving as the boundary line between East Pasadena and East San Gabriel.

Most subdivisions in this building boom were filed by building companies. It is likely they constructed homes on the lots within those subdivisions. A notable subdivision within this community, Chapman Woods, dates from this the interwar period. Named after Alfred B. Chapman. Chapman, like many other owners of large land tracts, came west in 1869 and purchased 1,786 acres of the former Rancho Santa Anita. By the 1920s, two real estate agents, Jim Stewart and Ben Quigley, purchased a large portion of Chapman's estate and began subdividing the land into large lots with curving streets. By the 1930s, the area had become known for its large lot sites and expansive homes, which represent a variety of early to mid-century architectural styles. In 1938, a homeowner's association, The Chapman Woods Association, was in place to maintain the standards of quality that the residents had come to expect.<sup>136</sup>

Much of East Pasadena, while in unincorporated Los Angeles County, was covered in HOLC maps during the 1930s for the City of Pasadena. Chapman Woods, in particular, was given a "low green" grade on HOLC maps. The area was described as such:

*Deed restrictions are said to be ample and enforced.  
[...] Churches are nearby [...] Transportation is  
inadequate and largely depending upon private*

<sup>135</sup> "San Gabriel, East Pasadena, and Monterey Park Complete Busy Year of Progress," *Los Angeles Times*, July 13, 1924, 87.

<sup>136</sup> "History," Chapman Woods Association, accessed September 27, 2023. <http://chapmanwoods.net/history>.

*conveyance, which, in district of this character, is not a great handicap. This section has been largely developed within the past 5 years and while still sparsely built up in parts has made great headway as a whole. [...] Construction, maintenance, and architectural designs are of high character. Population and improvements are homogenous. East of Virginia along California St. and Lombardy Rd. to Sierra Madre and south on Sierra Madre improvements are larger and more imposing than in other parts of the area. [...] There is still considerable unsold land available for homesites and indications are that the area will be desirable for residential purposes for years to come. The area is accorded a "low green" grade.*

To the east of Chapman Woods, the Michilinder District, near Arcadia and not to be confused with Pasadena's Michelina Park, was described as such:

*Deed restrictions provide against racial hazards, and supervision of improvements, etc. [...] This district was originally developed by citizens from Michigan, Illinois, and Indiana, which accounts for its name. Earlier developments were large size dwellings surrounded by small acreage estates. Later improvements have consisted of well-maintained five and six room bungalows of standard construction and attractive architectural designs. While not a sustenance homestead area, practically all homesites are of sufficient site to permit garden tracts and small orchards. Population is homogenous and evinces a general community pride. [...] Adjacent high grade area to the west is a favorable influence. Indications are that this area will remain desirable for many years to come and it is accorded a "medial blue" grade.*

East Pasadena community members struggled with the idea of whether to allow their neighborhoods to be annexed by the City of Pasadena. Throughout the 1940s, editorials and meeting reports from both pro-annexation and anti-annexation groups were found in local papers. 1940 saw *The Greater East Pasadena Association* press for annexation by Pasadena for fire protection and for the financial savings.<sup>137</sup> Issues sprung up between the City of Arcadia and residents of Michillinda in 1947 about a new subdivision which eventually was sent to the Superior Court.<sup>138</sup> Community groups collaborated in again

<sup>137</sup> "Let's Annex," East Pasadena Citizens Urge," *Pasadena Post*, February 7, 1940, 5.

<sup>138</sup> "Backyards' Case Early Trial Asked," *Metropolitan Pasadena Star-News*, February 5, 1947, 17.



in 1949 to debate annexation; though that attempt was ultimately not successful, the City of Pasadena would continue to annex multiple small portions throughout the 1960s and 1970s.<sup>139</sup> USGS Historic Maps from 1950 show the street grid to be similar to the present orientation.

## EAST SAN GABRIEL

Development in the West San Gabriel Valley in the late 1800s largely proceeded outward from the early city centers, and East San Gabriel's development falls within the sphere of influence of the City of San Gabriel, which incorporated in 1913. An 1894 USGS topographic map indicates an undeveloped "North San Gabriel," and although East San Gabriel is also undeveloped, it shows evidence of an early grid system. The town of San Gabriel itself, developed around the site of the former Mission, had a grid system and significantly more improvements. East San Gabriel was enough of a cohesive community in 1910 that an East San Gabriel Improvement Association was formed, and the mundane debates seen at meetings were characteristic for a newly established community: the name of the Masonic Lodge or house numbering.<sup>140</sup>

By 1920, the northern portions of East San Gabriel had been improved with greater numbers of residences. The Pacific Electric Line runs through the southern portions, along Las Tunas Road.

Within the East San Gabriel area, the HOLC defined two areas, both of which were given yellow ratings. Portions of the eastern portion were described as such in the Los Angeles HOLC map produced in 1939:

*This area is some 25 to 30 years old, and its development has been graduated, and largely without direction. Numerous acreage tracts scattered throughout are devoted to citrus groves and poultry raising. FHA financing has stimulated building and the past five years have probably been the most active in the area's history. Improvements are heterogenous as to age, type, and construction. Maintenance is generally of good character and indicates pride of occupancy. Although there is a wide spread in income, population is largely homogeneous. The construction is of good quality and architectural designs are attractive. The location of the area south of Huntington Boulevard and its*

<sup>139</sup> "East Pasadena's Will Discuss City's Future Tonight at Meeting," *Pasadena Independent*, September 27, 1949, 6.; "Map of Pasadena Annexations," City of Pasadena Planning Department, accessed December 6, 2023, <https://www.cityofpasadena.net/planning/wp-content/uploads/sites/30/Map-of-Pasadena-Annexations.pdf>.

<sup>140</sup> "Demand Change to East San Gabriel," *South Pasadena Record*, June 20, 1913, 2.



*proximity to Santa Anita Park and race track is a favorable influence. [...] All things considered it is felt that the area is entitled to a "high yellow" grade.*

In the post-war era, many incorporated cities in the WSGV began to aggressively annex unincorporated areas of Los Angeles County in order to receive the tax revenue from new residences and development, in addition to providing bond debt relief. These annexations were not always successful, as evidenced by the City of San Gabriel's attempt to annex portions of East San Gabriel in in 1946.<sup>141</sup> While the area widely maintained its residential zoning, the Regional Planning Commission approved a shift to commercial zoning along Las Tunas Boulevard to facilitate the creation of a business district on "one of the widest streets in Los Angeles County."<sup>142</sup> By the 1950s, however, USGS topographic maps show the grid system largely mirrors what exists in the present day, as well as the presence of multiple schools and more development within the portion of the Planning Area southern of Las Tunas Road.

## Development Patterns

Using dates of construction on assessor parcels, a pattern of development throughout East Pasadena emerges, which proceeds outwards from areas that are closest to the boundaries of the City of Pasadena. In general, the most historic residences are easily identifiable by the large pine trees and other significant landscaping that is likely original. Many major thoroughfares feature iconic, tall palm trees that line both sides of the street. Long blocks of infill include repetitious designs of single-family homes from the 1920s that dominate the northern portion, then transitions into single family residences of construction from the 1930s and 1940s, with the lot size growing through the years. From an aerial view, Chapman Woods is clearly defined, as the lots are significantly larger with curving, rounded blocks. Dates of construction there are dominated by initial construction from the 1940s and 1950s.

Compared to its northern neighbor of East San Pasadena, East San Gabriel is dominated by long blocks of regular parcels with that were almost entirely constructed after World War II, with limited parcels from the 1930s. Records from the Los Angeles County Assessor's Office show that most of this area was developed in the 1950s and 1960s into

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<sup>141</sup> "San Gabriel Group Backs Annexation of East Territory," *Metropolitan Pasadena Star-News*, March 26, 1946, 13.

<sup>142</sup> "Changes Gets Approval of County Body," *Metropolitan Pasadena Star-News*, April 4, 1946, 19.

long blocks with small, sometimes subdivided parcels; some residences feature split level homes. Rockwell Square was advertised as giving priority for “veterans of World War II” and emphasized that “if you are being evicted” or “if your health is a factor” that priority was also given.<sup>143</sup> Many of the tracts filed with the Los Angeles County Assessor’s Office indicate that much of the land was owned by the A.B. Chapman Estate at the time of development. Other advertised builders and subdividers included the George Rockwell Company, L.J. Rose Company Limited, DNAL Developers, Linier Investment Company, Courselle and Company, Land Escrow and Safe Deposit Company, Lincoln Mortgage Company, Michillinda Improvement Company, Santa Anita Land Development Company, and the Los Angeles Trust Company.

## KINNELOA MESA

Located in the northern portion of the WSGV Plan Area, Kinneloa Mesa is an unincorporated community spanning approximately 1.6 square miles with a total population is 845. The community is located on a small mesa and the surrounding mountainous slopes above and to the east of Eaton Canyon. The community is surrounded by Altadena to the west, the City of Pasadena to the south, the City of Arcadia to the east, and the Angeles National Forest to the north. Today, the community is split predominantly between two land uses: residential neighborhoods and open space/forestry.

In terms of ethnicity, Kinneloa Mesa’s population is predominantly White, comprising 67.6 percent of the total population, which is significantly higher than the county’s average of 25.5 percent. The community also has a relatively higher proportion of Asian Americans at 19.6 percent, in contrast to the county’s 14.6 percent. Notably, Kinneloa Mesa has nearly 40 percent fewer Hispanic and Latinx residents compared to the County as a whole.

The most prevalent type of residential property in Kinneloa Mesa is single-family housing, ranging between one to three stories in height. Many of these homes are strategically positioned to take advantage of the area’s mountainous terrain and stunning views. The layout of the built environment features curving and winding streets, numerous cul-de-sacs, and a substantial number of private driveways. Various neighborhoods branch off from select roads, including Sierra Madre Villa Avenue, Kinneloa Mesa Road, and Kinneloa Mesa Canyon Road.

<sup>143</sup> “ADVERTISEMENT: Build Now,” *Metropolitan Pasadena Star-News*, April 8, 1945, 42.

Notably, the Eaton Canyon Golf Course extends across a significant portion of southeastern Kinneloa Mesa. The community includes 457 housing units, all of which are single-family homes. Compared to the County, the housing stock in Kinneloa Mesa is relatively newer, with fewer homes built before 1989 and significantly more built after 1999. Kinneloa Mesa has relatively large lot sizes and higher-end construction. Significant portions of the residential development are on private, gated streets which are not accessible to the public.

The community is entirely residential, with the exception of one private school and one church. The western portion of Kinneloa Mesa, which includes Kinneloa Canyon Road and Kinneloa Mesa Road, is all single-family homes, the vast majority of which were first constructed in the 1950s. The eastern portion, accessed via Sierra Madre Villa Road, contains single-family homes of a variety of dates of construction and architectural styles, from pre-1900s farmhouses that speak to the agricultural history of the community to recreational cabins from the 1910s and 1920s, to sprawling Ranch-style homes constructed in the 1950s. There are also subdivisions around cul-de-sacs constructed in the 1950s and 1960s that show evidence of construction by a single builder. Kinneloa Mesa is not a CDP; rather, the US Census counts this area as a part of “unincorporated Pasadena.”

## General History of Kinneloa Mesa

Originally land that was part of the 19,319-acre Rancho Santa Anita, Kinneloa Mesa’s history is intertwined with Los Angeles real estate developer Abbott Kinney. Before becoming known for his Southern California real estate holdings, Kinney had traveled around the world with his family’s tobacco company, in addition to having done work for the United States Geological Survey. On travels out west, in 1880, while stranded in San Francisco, Kinney, like other wealthy men of the era, traveled to the San Gabriel Mountains to find a cure for his insomnia and asthma.<sup>144</sup>

Legend has it that upon arriving at the Sierra Madre Villa Hotel without a reservation, Kinney slept on the billiards table. When he awoke, cured of his symptoms, he immediately purchased 537 acres of land on the foothills which had been previously owned by a beekeeper. Having just traveled to Hawai’i Kinney named his estate “Kinneloa”, thought to be a combination of his surname and the Hawai’ian word for

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<sup>144</sup> “Abbot Kinney Called Home Early This Morning,” *Evening Vanguard*, November 4, 1920, 3.

mountain.<sup>145</sup> On Kinneloa, he built a large Italianate house (demolished in the 1940s) and cultivated citrus groves and vineyards. Reportedly, Kinney had plans to donate land for a Women’s College in the area with an accompanying extension of the Red Car system to the area.<sup>146</sup>

Kinney did not live long at his ranch, however, as his wife enjoyed living in his real estate development by the beach, Venice, much more than the arid summers in the San Gabriel Mountains. In 1912, Kinney’s son Innes took over Kinneloa Ranch with his wife and two sons. Following this ownership, the property was purchased by Lloyd and Arthur Mills Lockhart, brothers who were successful in the oil business.<sup>147</sup> A 1928 USGS Map shows limited amounts of development along the eastern portion of the community, though the western portion is undeveloped.

A parcel of land to the west of Kinney’s estate was home to La Viña Sanatorium, though the residential treatment center was more commonly associated with the community of Altadena. La Viña was started by Dr. Henry Stehman of Chicago and opened in 1911 and featured bungalows and residential halls for patients. Patient housing burned in 1935 and was quickly rebuilt as a 51-bed hospital designed by Myron Hunt.<sup>148</sup> By the 1980s, the facility had transitioned to a research center operated by USC and the residential hospital wasn’t needed; the land was sold to developers.

The Lockharts became notable landowners and developers in Kinneloa Mesa and hired master architect Paul R. Williams to design their mansion. Following a disagreement between the brothers, the mansion was sold and later utilized as a residential school and home for the mentally ill. The house was destroyed in a fire in 1993.<sup>149</sup>

There was limited residential development in the pre-war era within Kinneloa Mesa, but Eaton Canyon, which was a part of the estate of Charles James Fox II, was utilized to store over half a million pounds of rocket fuel during World War II. Researchers from California Institute of Technology (Caltech) tested rockets in the canyon, eventually

<sup>145</sup> “The History of Kinneloa Ranch,” Villaloa neighborhood History Society, 1994, accessed via <https://kinneloa.rrigation.specialdistrict.org/files/177679319/History+of+Kinneloa+Ranch.pdf>.

<sup>146</sup> Lauren Beale, “A Pasadena Spanish Colonial suits the lifestyle of the rich in 1928 and today,” *Los Angeles Times*, <https://www.latimes.com/business/real-estate/story/2019-08-28/pasadena-spanish-colonial-paul-williams-home>.

<sup>147</sup> “History of Kinneloa Ranch.”

<sup>148</sup> Val Zavala, “A Short History of La Vina,” Altadena Heritage, <https://altadenaheritage.org/a-short-history-of-la-vina/>.

<sup>149</sup> “History of Kinneloa Ranch.”

assembling over one million rockets utilized by the US Army in both theaters of World War II. Bunkers from the project remained, however the overall project remained a government secret until the bunkers were revealed during the 1993 fires.<sup>150</sup>

Following World War II, the vast majority of Kinneloa Mesa was subdivided and advertised widely as a place where residents could experience a rural lifestyle close to Los Angeles. The 1953 USGS Topographic map shows initial residential development, though under the name of “Kinneloa Ranch.” The area, at that time, retained significant agricultural character, with the northern portion denoted as having a variety of orchards, presumably citrus. Equestrian facilities were common, and the area was described as such in 1964:

*[S]everal hundred of the finest homes in Pasadena have been built surrounding these choice view lots. They overlook the entire San Gabriel Valley, with a view of Catalina Island in the background. A rural atmosphere has been maintained for the entire area. The Kinneloa Mesa Association has approved all building designs and the total effort is surprisingly different. Many of the home owners have horses and riding trails wind throughout the mountainous area.<sup>151</sup>*

The most recent developments within Kinneloa Mesa were in the La Viña Subdivision, graded and built on the land of the former La Viña Sanatorium in the late 1980s and 1990s.

## LA CRESCENTA-MONTROSE

La Crescenta-Montrose is a CDP that encompasses the historically separate communities of La Crescenta and Montrose. La Crescenta, the larger of the two, is located on the north side of I-210 in the foothills of the San Gabriel Mountains. The grid of La Crescenta runs parallel to I-210, which gives the community a diagonal orientation. Montrose is a planned subdivision dating from the early 1920s which is currently bisected by I-210. La Crescenta-Montrose is located at the northwest corner of the WSGV planning area. The 3.45 square-mile area is surrounded by the city of Glendale to the south and west and the city of La Canada Flintridge to the east. The majority of the area’s northern

<sup>150</sup> Renee Tawa, “Secret of the Hills: Bunkers Hold History of WWII Caltech Rocket Fuel Project,” *Los Angeles Times*, March 2, 1995, <https://www.latimes.com/archives/la-xpm-1995-03-02-ga-37849-story.html>.

<sup>151</sup> “Kinneloa Mesa Section Lots Placed on Market,” *Independent Star-News*, November 8, 1964, 12.

boundary directly abuts the Angeles National Forest with a small portion of the northern boundary abutting Glendale parks and open space. The total population of this community is 19,893, with a population density of 5,766 people per square mile.

La Crescenta-Montrose is predominantly White, yet it exhibits a significantly higher Asian population and a lower Hispanic/Latinx and Black/African American population compared to the County. In La Crescenta-Montrose the majority of the population speak only English at home. Notably, 13 percent of the population speaks Korean at home, far greater than the County average (1.7 percent) and only 1.3 percent speak Chinese at home, less than the County average (4 percent). Additionally, fewer people speak Spanish at home in La Crescenta-Montrose (11.1 percent) when compared to the County average (38.7 percent). This demographic data shows that there is a considerable community of Korean-speaking Asian Americans living in La Crescenta-Montrose.

The majority of the parcels and connector streets that make up La Crescenta-Montrose are oriented east to west, with the exception of the parcels in the eastern portion of the area. The I-210 (Foothill Freeway) runs east to west through the southern portion of the CDP's boundary. There are two primary commercial corridors adjacent to Foothill Blvd., the only major arterial road, just north of the Foothill Freeway. The La Crescenta portion of the community features significant elevation, with many of the houses built into the hill that comprises the western portion of the community area.

La Crescenta-Montrose has 7,375 housing units, with 76.5 percent of them being single-family homes, which is much higher than the County average of 54.6 percent, and 22.2 percent multi-family, which is much lower than the County average of 43.7 percent. The majority of the housing stock was built before 1979 (83 percent), which is more than the County average of 72.7 percent.

The building stock is predominately residential, consisting mostly of single-family homes in the Spanish Colonial Revival, Craftsman, Minimal Traditional, Tudor, Ranch, and Colonial Revival Styles. There are also low-density, multi-family housing complexes dating from the 1930s and 1940s that resemble bungalow courts of Los Angeles from the 1910s and 1920s. A commercial strip runs along Foothill Boulevard that contains a number of retail and professional amenities in a mixture of mid-century modern and contemporary styles of architecture. There

is one historic motel, the La Crescenta Motel, formerly the May Lane Motel and constructed in 1949, which is used primarily as a filming location for television and movies. La Crescenta-Montrose also has a variety of public parks, including Two Strike Park, Crescenta Valley Park, and Pickens Canyon Park.

## General History of La Crescenta-Montrose

Both La Crescenta and Montrose (now known by the joint name of La Crescenta-Montrose) are both unincorporated areas of Los Angeles County that have historically exhibited a strong community identity and civic pride in the neighborhood. Before either area was named, however, they were both part of Rancho San Rafael, a land grant given to Jose Maria Verdugo, whose name lives on in a variety of landmarks in the area.<sup>152</sup> After the Treaty of Guadalupe Hidalgo, two Anglo law partners, Alfred B. Chapman and Andrew Glassel, purchased the land during foreclosure and, in 1871, settled a lawsuit that became known as “The Great Partition”. The former Rancho land was split into 31 sections and given to 28 different owners, many of whom became the so-called “founding Fathers” of much of Los Angeles County.<sup>153</sup>

### FOUNDING OF LA CRESCENTA

Benjamin Briggs, a physician from Indiana, purchased a large parcel of land in the northern part of the former Rancho La Canada in order to build a health resort. Benjamin Briggs was one of seven Briggs brothers who were some of the first White settlers in the Verdugo area, who moved to the area because of the climate’s reported health benefits.<sup>154</sup>

In addition to providing the city with its present diagonal orientation through the subdivision of lots in the shape of parallelograms, he did give the area its name, reportedly after looking out and seeing three crescents in the hills and valleys. Local legend reports that “La” was added to the beginning of the settlement’s name by the U.S. Postal Service, to distinguish it from Crescent City in the far corner of northern California.<sup>155</sup> Briggs sold 14-acre lots and early development was primarily agricultural outside of the planned city center.<sup>156</sup> One of the

<sup>152</sup> “Rancho San Rafael: A Land in Transition,” KCET, October 4, 2010,

<https://www.kcet.org/shows/departures/rancho-san-rafael-a-land-in-transition>.

<sup>153</sup> Kelly Simpson, “Legacy of Early L.A. Developers Still Remains,” KCET, March 8, 2012,

<https://www.kcet.org/history-society/legacy-of-early-la-developers-still-remains>.

<sup>154</sup> Mike Lawler and Robert Newcombe, *Images of America: La Crescenta*, Arcadia Publishing, 2005, 177.

<sup>155</sup> Lawler and Newcombe, *Images of America: La Crescenta*, 7.

<sup>156</sup> *La Crescenta*, 18.



early residents was the Sparr Fruit Company, a large citrus company based in Riverside owned by William Sparr, who would subdivide his orchard in the 1920s to create a neighborhood known as Sparr Heights.<sup>157</sup> The foothills of La Crescenta were reportedly popular with Hollywood actors such as Clark Gable in the 1930s as an escape from Los Angeles.

## FOUNDING OF MONTROSE

Montrose was one of the earliest planned communities within the WSGV Planning Area. The streets were laid out in a circular pattern instead of the traditional grid system by developers J. Frank Walters and Robert Walton. Holding a contest in 1912 to name their new community, the name “Montrose” was chosen, and original plans were for a community of 300 people. Lots were sold beginning on February 22, 1913, at a barbeque hosted by Walters and Walton. Debates rage as to the name’s origin—some reports claim that it’s named after Walton’s hometown in Pennsylvania, while others claim that it reflects the rose-like layout and the subdivision’s location (“Mountain Rose”).

Not all aspects of the original plan worked as intended. Montrose Avenue, which ran north-south and up an incline, was constructed as the main commercial strip, but customers did not want to walk up a hill for their shopping.<sup>158</sup> Instead a commercial district sprung up along Honolulu Avenue south of Montrose, beginning in the 1920s.<sup>159</sup> A limited railroad, known as the Glendale and Montrose Railway, helped serve the community from 1909 until 1931, when most of the tracks were torn up to free the roads for the rise in automobile traffic.<sup>160</sup> Reaching all the way to La Crescenta, the small train cars gave the railroad the nickname “The Dinky”.<sup>161</sup>

By the end of the 1930s, Montrose was a thriving community with a streetcar line along Montrose Avenue, which was constructed as the widest street in Los Angeles County to accommodate the tracks.<sup>162</sup>

<sup>157</sup> *La Crescenta*, 27. Note: Sparr Heights is presently within the boundaries of the City of Glendale, however it was associated with Montrose in the early days of its development.

<sup>158</sup> Katherine Yamada, “Verdugo Views: Master-planned Montrose opened nearly 100 years ago,” *Glendale News-Press*, January 22, 2013, <https://www.latimes.com/socal/glendale-news-press/opinion/tn-gnp-xpm-2013-01-22-tn-gnp-0122-verdugo-views-masterplanned-montrose-opened-nearly-100-years-ago-story.html>.

<sup>159</sup> Note: Honolulu Avenue was eventually annexed by the City of Glendale and is not included in the WSGV Planning Area.

<sup>160</sup> Montrose-Verdugo City Chamber of Commerce, *Montrose, California*, Modern Type, 1993, 37.

<sup>161</sup> *La Crescenta*, 29.

<sup>162</sup> “Montrose History,” ShopMontrose.com, accessed October 3, 2023, <https://shopmontrose.com/montrose-history/>.

Indian Springs, a public pool located at in a former oak canyon, was one of the few integrated pools within Los Angeles County when it opened in 1928. Indian Springs was a community hub, in addition to being a training home for a variety of Olympians from the West San Gabriel Valley.<sup>163</sup>

## Community History

On New Year’s Day, 1934, over 12 inches of rain fell within two hours in the foothills above La Crescenta-Montrose. Because of recent forest fires, waves of water were able to stream down into the three canyons, damaging 4,000 homes and killing over 60 residents. Total property damages totaled over \$5 million dollars at the time (roughly \$114 million in 2023), made even worse by the time period of the Great Depression.<sup>164</sup>

Like many other communities in the foothills of the San Gabriel, health resorts and sanatoriums sprung up in the early 20th century. At the time, it was fashionable and legally easy to establish a large private home as a sanatorium in what was referred to as “the French home.” Estimates for the number of sanatoriums operating in La Crescenta-Montrose range from 10 to over 20, though the true number may never be known. While medical professionals and patients were first drawn to the area because of the climate’s reported effects on lung conditions such as tuberculosis, facilities to treat mental health conditions became common in the La Crescenta area as well.<sup>165</sup> Notoriously, La Crescenta was the location of the Kimball Sanatorium (demolished), which reportedly treated Bela Lugosi and Frances Farmer for their morphine addictions and schizophrenia, the latter against her consent.<sup>166</sup>

Rockhaven, a women’s sanatorium founded in 1923 and closed in the 1960s, differed in its treatment. The campus consisted of small Spanish Colonial Revival cottages where women were treated with by other women. The sanatorium catered to those connected with Hollywood,

<sup>163</sup> “How this LA canyon filled with oak trees went from an oasis to a parking lot,” ABC7 Los Angeles, April 1, 2012, <https://abc7.com/montrose-indian-springs-pool-history/10456904/>.

<sup>164</sup> *Montrose*, 49.

<sup>165</sup> *La Crescenta*, 38.

<sup>166</sup> Mike Lawler, “A Revised View of the Kimball Sanatorium – Part 3,” *Crescenta Valley Weekly*, October 13, 2022, <https://www.crescentavalleyweekly.com/viewpoints/10/13/2022/treasures-of-the-valley-90/>; Note: Kimball Sanatorium was demolished in the 1960s and is presently the location of Ralph’s Grocery Store.

including Marilyn Monroe’s mother, Clark Gable’s wife, and actress Billie Burke, best known for her role as Glinda the Good Witch.<sup>167</sup>

Early residents of La Crescenta-Montrose included many people of German descent who retained emotional connections to their homeland. Local members of the German American League purchased a private park in La Crescenta in 1925 where a variety of German cultural celebrations, including weddings, Oktoberfest, and dances, were held.<sup>168</sup> The park was known as Hindenburg Park after Paul von Hindenburg, a WWI hero and president of Germany in the 1920s. With the rise of anti-German sentiment during the latter half of the 1930s, especially following the *Anschluss* and *Kristallnacht* in 1938, the German-American League renamed the park “La Crescenta Picnic Grounds,” though local newspapers often continued to use its previous name. Controversially, members of the German-American Bund, a group supporting the Nazis, held multiple rallies, including hosting Fritz Kuhn, the national leader of the Bund, and sessions of Camp Sutter, a youth camp that was modeled after the Hitler Youth.<sup>169</sup> The Bund’s influence both nationally and in the WSGV waned following the 1939 arrest of Kuhn for embezzlement.<sup>170</sup> Hindenburg Park was sold to Los Angeles County in 1958 and was absorbed into the neighboring Crescenta Valley Park.

As a part of the New Deal, the Home Owners’ Loan Corporation Act was established in 1933 to provide government-backed mortgages to invigorate residential communities and support first-time home buyers. La Crescenta Montrose was described as such:

*The area might be termed a health area. It has considerable elevation and is above fog district, and was first developed some 25 years ago as a resort for those suffering from pulmonary ailments. Recently, under stimulus of FHA financing, many new residences of suburban character have been constructed, but it is still viewed as a “health” section*

<sup>167</sup> Robert Garrova, “This Historic Sanatorium For Women Once Hosted Hollywood Stars. A Preservationist Group Fears Its Decay.,” April 27, 2023, <https://laist.com/news/la-history/this-historic-sanatorium-building-once-hosted-hollywood-stars-a-preservationist-group-fears-its-decay>; as of 2023, Rockhaven is owned by The City of Glendale and was placed on both the California and National Register of Historic Places; plans are in place to convert the campus to a museum on mental health.

<sup>168</sup> “Hindenburg Park: Home of the American German Bund,” ReflectSpace Gallery, Glendale Library Arts & Culture, <https://www.reflectspace.org/hindenburgpark>.

<sup>169</sup> Alan Taylor, “American Nazis in the 1930s – The German American Bund,” *The Atlantic*, June 5, 2017, <https://www.theatlantic.com/photo/2017/06/american-nazis-in-the-1930s-the-german-american-bund/529185/>; “In Our Own Backyard: Resisting Nazi Propaganda in Southern California 1933–1945,” CSU Northridge University Library, <https://digital-library.csun.edu/in-our-own-backyard/german-american-bund>.

<sup>170</sup> Taylor, “American Nazis.”

*and a number of sanatoriums and small cottages for the treatment of tubercular disease are found in the “hatched” portion. Construction ranges from standard to substandard quality and maintenance averages only “fair”. Population and improvements are extremely heterogenous. This characteristic is even more apparent in the hatched portion of the area where land development averages less than 10% and improvements range from shacks to mansion and estate type structures in the foothills. It is difficult to predict the future desirability of an area of this character; it will probably remain as it is now, a “low yellow” grade.*

Residential growth slowed during the Great Depression and continued throughout World War II, however the overall residential growth of the West San Gabriel Valley in the post-war years meant an increasing population in La Crescenta-Montrose. The two communities had formerly utilized a shared water district, obtaining water from the nearby mountains, however that was strained under the new population. Glendale, the neighboring town which obtained water from the Colorado River Aqueduct, offered their share of the Aqueduct water to La Crescenta-Montrose if they would agree to annexation by Glendale.<sup>171</sup> Voters in these areas voted strongly against annexation and was able to obtain water through the Metropolitan Water District when the governing board allowed unincorporated areas to access water. Glendale would continue its annexation attempts throughout the 1950s, working on a neighborhood-by-neighborhood basis, including annexing the commercial strip along Honolulu Avenue in 1951, only a week before Montrose had access to its own water.<sup>172</sup> 1951 also saw residents of portions of Montrose and Verdugo City vote to join Glendale. Later, La Canada-Flintridge would incorporate as its own city in 1976 to resist a plan to split the area between Glendale and Pasadena.<sup>173</sup>

Like many of the communities of the West San Gabriel Valley, La Crescenta-Montrose’s connection to Los Angeles was further facilitated by the construction of the 210 Freeway, also known as the Foothill Freeway.<sup>174</sup> Homes within the path of the planned freeway were either

<sup>171</sup> “History of Montrose,” Verdugo City Chamber of Commerce, accessed October 3, 2023, <https://www.montrosechamber.org/history-of-montrose/>.

<sup>172</sup> “History of the Crescenta Valley,” Historical Society of the Crescenta Valley, accessed September 21, 2023, <https://www.cvhistory.org/histsites/histsites.htm>.

<sup>173</sup> Don Mazen, “Story of LCF Cityhood,” December 6, 2001, accessed via <https://cityoflcf.org/city-history/>.

<sup>174</sup> “History of the Crescenta Valley,” Historical Society of the Crescenta Valley.

purchased by the State of California or, eventually, repossessed by eminent domain to make way for the freeway.<sup>175</sup>

Architecturally, Montrose exhibits an above average number of stone houses (also known as rock or boulder houses). Early settlers included notable stone masons who set up local building practices, including George Harris. In addition, during the 1930s gathering local stones from the Big Tujunga Wash and the canyons of the Verdugo Hills was more affordable than purchasing lumber. Many of these homes were creative interpretations of the Craftsman style. The former fire station along Foothill Boulevard was built in the stone style, as was St. Luke's of the Mountains Church.<sup>176</sup>

## Development Patterns

Largely, La Crescenta's pattern of development proceeds west to east and south to north. The oldest parcels are along Foothill Boulevard and mirror Briggs' original plan for the location of the city center. Blocks are long and remaining parcels from the 1920s and 1930s exist to the west of Rosemead Avenue. Small, low density multi-family housing developments that are similar to bungalow courts were constructed in the post-War War II era are seen in La Crescenta, which is nearly two decades after bungalow courts saw their heyday in the City of Los Angeles. Later residential development from the 1950s and 1960s, were constructed at higher elevation, where streets are curvilinear and parcels are larger. No Sanborn maps were produced for the community of La Crescenta, however the major commercial corridor for this community exists along Foothill Boulevard and is characterized by limited commercial improvements from the 1920s with significant amounts of post-1970 commercial improvements.

Montrose, however, shows a development pattern that mirrors its original plat plan, with the exception of I-210 crossing the northern portion. Dates of construction are primarily from 1920 through the 1930s, with significant amount of infill from post-1978. A Sanborn map from 1929 shows scattered residential development, dominated by single-family residences.

Ocean View Boulevard bisects Montrose from north to south and serves as a commercial center; as stated earlier, Honolulu Avenue served as the early commercial corridor of Montrose but has been

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<sup>175</sup> *La Crescenta*, 11.

<sup>176</sup> *Montrose*, 52–53.

annexed by the City of Glendale. Montrose Avenue runs diagonally through the original “rose” roughly on a northwest-southeast axis and also features limited commercial properties.

Developers and landowners associated with La Crescenta include the Webster Wiley Company, the Bear Family, Joseph Boisclair, the Bank of Italy, and LJ Rose Company/Sunny Slope. For Montrose, the original owners of the tract include Francis E. Bacon, Alma Wallace, Emma Krug, A.J. Eachus, Robert A. Walton, J. Frank Walters, Mary E. Cole, and Sophia C. Ristini.

## SAN PASQUAL

The unincorporated community of San Pasqual is centrally located in the planning area and is in close proximity to East Pasadena-East San Gabriel. Spanning just 0.26 square miles, it is home to a population of 1,919 people. Bordering cities include Pasadena to the north and San Marino to the south. Land uses in San Pasqual are dedicated almost exclusively to housing.

The central thoroughfare, Sierra Madre Boulevard, runs through the community from north to south. Other than a handful of commercial uses including a drug store and a retail food establishment at the south end, the Boulevard is lined with one to three-story apartment buildings and other multi-family housing. San Pasqual Street, the main east/west thoroughfare, is characterized by older, large, and elaborate houses that front on either side, with more modest single-family residences along the side streets in long, consistent blocks. Styles of houses include Spanish Colonial Revival, Monterey Revival, Tudor Revival, Minimal Traditional, Adobe Revival, and French Eclectic Revival. The vast majority of the residential improvements date from the 1920s and 1930s with infill from the 1950s to the present. Near the eastern boundaries of San Pasqual are three subdivisions, one dating from 1941–1942 and the others from the mid-1950s, which represent the only group of uniformly designed houses within the community boundaries. There are no parks, schools, or churches within the community boundaries.

## General History of San Pasqual

Originally part of the Ranch San Pasqual, which gives the community area its name, San Pasqual’s proximity to Pasadena resulted in the earlier development of infrastructure relative to other communities in

the Planning Area. Historically, San Pasqual largely mirrors the development patterns of southern portions of Pasadena and City of South Pasadena.

As a part of the New Deal, the HOLC was established in 1933 in order to provide government-backed mortgages to invigorate residential communities and support first-time home buyers. San Pasqual was graded yellow (third grade) in the north, blue (second grade) in the center, and green (first grade) in the south. Descriptions applicable to the Planning Area are as such:

Northern portion: “Population and improvements are heterogenous. There is little harmony in architectural designs [...] This is a highly spotted area and a block-by-block grading on bases of present desirability would have a wide range. From the standpoint of future desirability, however, it could not be accorded higher than a “low yellow” grade.

Central portion: “Deed restrictions are still in force in eastern part of area [...] Construction is of standard or better quality, maintenance is of good character, population is homogenous and architectural designs are harmonious. There are many student boarding houses and multi-family dwellings which are detrimental influences. [...] This is somewhat difficult area of judge by after taking all factors into consideration it is assigned a “medial blue” grade.

Southern portion: “Deed restrictions are said to be ample and encore. [...] Churches are nearby [...] Transportation is inadequate and largely depending upon private conveyance, which, in district of this character, is not a great handicap. This section has been largely developed within the past 5 years and while still sparsely built up in parts has made great headway as a whole. Both Huntington Dr. and Mission Blvd. are arteries to Los Angeles, where many residents are in business. Construction, maintenance, and architectural designs are of high character. Population and improvements are homogenous. [...] The area is accorded a “low green” grade.

The area was originally zoned for only single-family housing, though small debates around pockets of neighborhood business arose in the 1940s.<sup>177</sup> Dates of construction indicate that many of these large houses were constructed in the period from 1910 until 1920. Smaller parcels of likely builder-designed homes date from the late 1910s and

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<sup>177</sup> “Favors Zone Change to Business,” *Metropolitan Pasadena Star-News*, January 27, 1945, 9.



1920s west of Sierra Madre Boulevard; these smaller homes mimic the style and design of the larger estates along San Pasqual Street.

The commercial strip of Sierra Madre Boulevard dates from mid-century. The area east of Sierra Madre Boulevard shows some evidence of similar 1920s-era improvements, in addition to early subdivisions and cul-de-sacs representing 1940s and 1950s development patterns. Builders and developers associated with San Pasqual include Oscar Lee, Clarence P. Day, Frederick Edward Chapman, and Martin P. Zielinsky.

## SOUTH MONROVIA ISLANDS

The boundaries of South Monrovia Islands include the CDPs of North El Monte, Mayflower Village, and South Monrovia Island. All are located in the northeast portion of the West San Gabriel Valley.

The South Monrovia Islands have an area of around 1.3 square miles or approximately 826.8 acres. The total population in this community is 12,385, making the population density about 9,528 people per square mile.

The age distribution in the South Monrovia Islands showcases a balanced demographic, closely reflecting that of Los Angeles County. The community is made up of mostly Hispanic/Latinx individuals, at 53.2 percent, followed by Asian residents at 24.4 percent. The community speaks a diversity of languages, including Spanish at 39.2 percent, Chinese at 14.8 percent, and a small community of Korean speakers. Only 37.1 percent of the population speaks English only.

Originally agricultural in nature, South Monrovia Islands was subdivided for residential development in the post-World War II period. Most of the land use in the South Monrovia Islands is dedicated to single-family detached homes, making it mainly a residential area. North El Monte is the southeasternmost CDP within the South Monrovia Islands community and is roughly bordered by East Live Oak Avenue to the North, an easement for Los Angeles County flood control to the east, Peck Road Water Conservation Park to the southeast, West Hondo Parkway to the southwest and the commercial thoroughfare of Santa Anita Avenue to the west. The community is almost entirely residential, though two schools fall within its boundaries: the Rio Hondo School (built in 1952 and a part of the El Monte City School District) and the private, religious Rio Hondo

Preparatory School. North El Monte is characterized by uniform residential development of long blocks with identical tract sizes, nearly all single-family homes from 1949 and 1950. The dominant architectural style is Minimal Traditional.

Mayflower Village, the central CDP within the South Monrovia Islands, is an irregular shaped community that is characterized by a similar uniform residential development pattern of long blocks of single-family residences that were constructed between 1946 and 1951. There are a handful of small cul-de-sacs with residences that date to the late 1960s. The single-family homes located in Mayflower Village are primarily Minimal Traditional in style, although many have been altered and no longer retain their original appearance.

South Monrovia Island, the northernmost CDP, is also a residential community that is characterized by uniform development on long blocks that date from the late 1940s and early 1950s. Similar to Mayflower Village, most of the single-family homes were designed in a Minimal Traditional style but have been altered since their original construction. The notable exception is a large, two-acre tract on South California Avenue that is home to a large French Normandy Revival mansion that is now operated as the Hon Los Temple.

## General History of South Monrovia Islands

### NORTH EL MONTE

The southernmost portion of the South Monrovia Islands, North El Monte, shares a significant amount of development history with the City of El Monte. However, an 1894 USGS Map shows it as being a part of the Rancho San Francisquito, with limited development in the area, mostly farmsteads.

El Monte was one of the earliest cities to incorporate in the San Gabriel Valley in late 1912. El Monte is seen in a 1928 USGS Map, with both the Southern Pacific and the Pacific Electric Railways passing through the town, although there is very limited street development.

North El Monte contained enough of an identity in the interwar period that the local newspaper, the Monrovia News-Post, published a regular column titled “North El Monte News: Items of interest from the rapidly growing section that lies between El Monte and Monrovia.”

In the post-World War II era, North El Monte was referred to as a satellite community of Monrovia, with the Post Office and shopping center in Monrovia forming the commercial hub of other nearby communities including Arcadia, Azusa, and Sierra Madre.<sup>178</sup>

As development progressed from a west to east pattern, Los Angeles County ensured that an undeveloped portion of North El Monte would be residential only, though it was initially zoned for manufacturing.<sup>179</sup> North El Monte rapidly grew in the late 1940s, so much that local business leaders and residents began a campaign to choose a new name to give the community a separate identity, in the hope of establishing a post office. 4,000 ballots were cast in 1949 and the name “Norwood Village” was chosen over North El Monte and Rose Glen.<sup>180</sup> However, this name was opposed by the Postmaster and North El Monte was retained.<sup>181</sup> New residents of this area emphasized the suburban and residential aesthetic that was planned, though legacies of agriculture remained, including hog farms in the area.<sup>182</sup> By 1951, the area had grown so well populated that an application was submitted to construct a 75-bed hospital, though this never came to fruition.<sup>183</sup>

Records from the Los Angeles Assessor’s Office show that the vast majority of this area was developed in the 1940s long curving blocks with standard sized lots and likely builder-designed homes, though there are some improvements from the late 1930s on the western portion of this area. Uniform cul-de-sac developments exist along Rockfield Drive.

*El Monte Airport (San Gabriel Valley Airport)*

1936 saw the construction of the El Monte Airport, though reportedly the area had been utilized as an early landing area prior to that.<sup>184</sup> The airport was closed throughout World War II and reopened post war, though local residents argued that the amount of student flights was a



El Monte Airport, 1971  
(Source: Los Angeles Public Library)

<sup>178</sup> “Hub of Rapidly Growing Area,” *Monrovia News-Post*, February 9, 1948, 9.  
<sup>179</sup> “County Bans Industry East of City,” *Metropolitan Pasadena Star-News*, April 13, 1946, 7.  
<sup>180</sup> “Norwood Village Name Chosen,” *Monrovia News-Post*, January 11, 1949, 2.  
<sup>181</sup> “‘Norwood Village’ Name Opposed,” *Monrovia News-Post*, February 16, 1949, 2.  
<sup>182</sup> “North El Monte Residents Busy Changing Names,” *Metropolitan Pasadena Star-News*, April 20, 1949, 24.  
<sup>183</sup> “Hospital Proposed for North El Monte,” *Los Angeles Times*, January 7, 1951, 39.  
<sup>184</sup> “Airport History, San Gabriel Valley Airport,” Los Angeles County Public Works, accessed September 20, 2023, <https://dpw.lacounty.gov/avi/airports/SGVHistory.aspx>.

disruption to the neighborhood.<sup>185</sup> Privately owned through its first three decades, the airport's ownership was purchased by Los Angeles County in 1969 and renamed San Gabriel Airport in 2014.<sup>186</sup>

## MAYFLOWER VILLAGE

A planned development on the site of what was formerly known as Meadows Ranch, Mayflower Village comprises the central portion of the South Monrovia Islands Planning Area. A 1894 USGS Map shows no development on the area, and it is indicated as being a part of the Rancho San Francisquito. By 1928, USGS maps show that there were large blocks and some development in the southern portion. The future community of Mayflower Village was not subdivided or constructed during the period where the HOLC was producing maps of the WSGV, therefore, there were no “redlined” maps produced for the area.

Opening in 1945, Mayflower Village represents one of the earliest post-war housing developments in the WSGV Planning Area. Previously owned by Development Engineers & Construction Engineers of Los Angeles, the 150-acre tract was sold to Harold R. Wilson and Associates with immediate plans to subdivide into 340 lots.<sup>187</sup> The sites for the constructions were advertised as “restricted lots”, meaning that restrictive covenants were included in all deeds, likely to restrict residents to those of the Caucasian race.<sup>188</sup> “No assessments, race restrictions, architectural supervision [...] Selling only to those who want permanent, well planned, beautiful homes at reasonable cost.”<sup>189</sup>

However, as cities began to incorporate and annex portions of the San Gabriel Valley throughout the 1950s and 1960s, attempts were made to annex Mayflower Village. This included an attempt by both Monrovia and Arcadia in 1956.<sup>190</sup>

The pattern of development in this area primarily progresses from south to north, with the neighborhoods around Live Oak Avenue primarily dating from the late 1930s with some blocks dating from the early 1940s. Aerial photographs indicate that Live Oak Avenue, which



Advertisement for Mayflower Village, 1945 (Source: Pasadena Independent)

<sup>185</sup> “North El Monte Group Opposes Airport,” *Pasadena Star News*, May 4, 1946, 6.

<sup>186</sup> Apolonio Morales, “When They First Took to the Sky: Learning to Fly at the El Monte Airport,” KCET, December 10, 2014, <https://www.kcet.org/shows/departures/when-they-first-took-to-the-sky-learning-to-fly-at-the-el-monte-airport>.

<sup>187</sup> “S. Mayflower Tract Sold,” *Monrovia News-Post*, October 31, 1945, 1.

<sup>188</sup> “ADVERTISEMENT: Mayflower Village,” *Pasadena Independent*, August 24, 1945, 45.

<sup>189</sup> “ADVERTISEMENT: For Happy Living,” *Pasadena Independent*, September 30, 1945, 63.

<sup>190</sup> “County Upholds Annexation,” *Daily News-Post and Monrovia News-Post*, October 17, 1956, 3.

runs east-west through the southern portion of this area, began to serve as a commercial corridor in the mid-1960s.

## SOUTH MONROVIA ISLAND

South Monrovia Island, sometimes referred to as unincorporated Duarte, is in the northeast corner of this planning area. A 1894 USGS Historic Topographic Map, there are some trees and improvements, though the larger, more significant development is to the north in Monrovia proper. The Atchison, Topeka, and Santa Fe Railway ran just north of this area. Early reports of improvements of South Monrovia circulated around W.P. Davis' thirty-acre tract in 1906.<sup>191</sup> However, the area was still widely populated with orange groves by the 1910s. By 1928, a diagonal street grid has been laid out, though only two major roads are constructed with limited improvement. As is suggested by the name, much of the development history of this area is shared with the City of Monrovia, which was one of the first cities to incorporate in the WSGV in 1887. The area was dominated by agriculture, primarily citrus orchards, until the rise of post-World War II suburbanization. Nearly all of the improvement of South Monrovia Island dates from the post-War World II era and represents the explosion of tract housing and suburbanization in the 1940s and 1950s. Pamela Park, located within the community, was added to the community in the early 1970s, developed with Housing and Urban Development money as a part of its Model Cities Program.<sup>192</sup>

Leo Meeker and the Meeker Land Company were active developers in the region. Meeker became a significant developer after a successful career as the Vice President of the Bank of America. In 1919, Meeker purchased a large ranch in the larger El Monte area which eventually became multiple successful subdivisions.<sup>193</sup>

### *Royal Oaks*

The property located at 1763 Royal Oaks Drive in Duarte is also part of the South Monrovia Island, even though it is surrounded by the City of Bradbury. "Royal Oaks," as it is known, is a senior living community with a variety of cottages and multi-family homes as well as associated amenities including complimentary transportation, common areas, pools and hot tubs, a cafeteria and food delivery, and personal

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<sup>191</sup> "New townsite prospect," *Los Angeles Times*, December 17, 1906, 20.

<sup>192</sup> "Half- million in federal grants to be sought for two valley parks," *Los Angeles Times*, August 24, 1972, 197.

<sup>193</sup> "Leo Meeker Services Friday," *Arcadia Tribune*, January 31, 1974, 1.

services such a beauty salon. Its construction dates to the 21st century.

### *Chateau Bradbury*

A notable exception to the dominance of post-War War II tract housing is the Chateau Bradbury, a two-acre estate located at 2232 California Avenue which features a dramatic French Normandy Revival residence. Colonel Lewis Leonard Bradbury purchased 2,750 acres of the former Rancho Azuza de Duarte. There, a small city named after him was founded, and when his daughter married in 1912, the Chateau Bradbury was built for her. It now houses a religious organization known as the Hon Los Temple.

## SOUTH SAN GABRIEL

South San Gabriel is an unincorporated community located in the San Gabriel Valley region of Los Angeles County. South San Gabriel is bordered by Rosemead to the north, Monterey Park to the east, Montebello to south, and Whittier Narrows the west. This CDP is close to one square mile in size.

South San Gabriel has a population of around 7,615 residents, displaying distinct age and demographic trends compared to Los Angeles County. For example, 18.5 percent of the population in South San Gabriel is under 18 years old, slightly lower than LA County's 21.7 percent. However, the senior population aged 65 and older is higher in South San Gabriel, accounting for 23.6 percent, compared to LA County's 13.7 percent.

Regarding racial and ethnic composition, Asian residents constitute 63.1 percent in South San Gabriel, considerably higher than LA County's average of 14.6 percent. Conversely, Hispanic/Latinx individuals represent 30 percent in South San Gabriel, compared to 48.7 percent in LA County. Languages spoken at home in South San Gabriel include Chinese (Mandarin and Cantonese) at 33.6 percent, in contrast to 4.0 percent in LA County. Korean is spoken by 2.3 percent in South San Gabriel and 1.7 percent in LA County. Only English is spoken by 28.9 percent in South San Gabriel and 44.2 percent in LA County. Spanish is spoken by 20.1 percent in South San Gabriel and 38.7 percent in LA County. Tagalog, including Filipino, represents 1.2 percent of South San Gabriel and 2.4 percent of LA County.



The majority of land use in South San Gabriel is dedicated to housing, though there are a few churches and limited commercial development along Hill Drive. The housing is primarily post-war single-family tract housing with contemporary infill, with the vast majority of homes constructed in versions of the Ranch style, including International, Mid-Century Modern, Storybook, and a large number of Asian-inspired Ranch homes. The community is bisected on a diagonal by nurseries and orchards that run underneath LADPW power line easements; these orchards are not within the planning area.

## General History of South San Gabriel

Previous to the American Period, South San Gabriel was a part of Rancho Portero, and a 1894 USGS Map shows the presence of only one major road in the area and sparse development. South San Gabriel, as the name suggests, is directly south of the City of San Gabriel, which incorporated in 1913, and shares many similar development patterns. The area was primarily agricultural at first, and early advertisements in the 1900s for properties in South San Gabriel were for larger agricultural parcels, specifically strawberries, or for large tracts with the intention of subsequent subdivision. By the latter part of the first decade of the 20th century, enough residential development existed to support a local Masonic Lodge in South San Gabriel.<sup>194</sup> News reports throughout the 1910s and 1920s mentioning South San Gabriel are primarily quaint domestic reports of marriages and weekend society parties. By 1926, maps show major streets running north/south and diagonal grid orientated to Hill Drive is established.

Following World W II, residential development in the area increased, as did the advocacy of the residents who called South San Gabriel home. The South San Gabriel Property Owners' Association was formed in 1948 with the intent of supporting the "improvement of individual property through the medium of general civic improvement;" the organization, ironically, met in the City of Alhambra.<sup>195</sup>

Part of the area was formerly known as Garvey, which obtained its name from Richard Garvey Sr., who fell in love with the land, purchased it in 1879, and began to aggressively subdivide his ranch in 1892.<sup>196</sup> His son, who continued his real estate speculation, was unexpectedly killed in 1948 in an automobile accident, leading his

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<sup>194</sup> "Daughters of Isis Seek Recognition," *Los Angeles Times*, May 10, 1807, 22.

<sup>195</sup> "South San Gabriel Home Owners Form Association," *Pasadena Independent*, October 17, 1948, 25.

<sup>196</sup> "First Birthday Marked by South San Gabriel," *Los Angeles Times*, February 1, 1953, 47.



estate and a remaining 154 acres to be liquidated by Los Angeles County.<sup>197</sup> Garvey, Wilmar, and Potrero Springs, all small communities within the planning area, “voted to combine communities under the name of South San Gabriel” in January of 1952.<sup>198</sup> Throughout the 1950s, the South San Gabriel Chamber of Commerce was active in civic development, including the recruitment of the National Guard to construct an armory within South San Gabriel.<sup>199</sup>

Another group, the South San Gabriel Improvement Association, formed in the early 1960s and began to strongly advocate for annexation of the area by Rosemead, mostly for the benefit that Rosemead had no property tax. The City of Rosemead would have gained about 10,000 residents, but after three attempts in front of the Rosemead City Council, the attempt was aborted.<sup>200</sup> The City of Rosemead advocated for a piecemeal annexation, rather than taking the entire area at one time.<sup>201</sup> Other portions of South San Gabriel were reportedly eyed by the Cities of Montebello and Monterey Park; however, much as in the case of the failed Rosemead annexation, neither city ended up annexing the land.<sup>202</sup>

## South San Gabriel Development History

South San Gabriel’s residential development mirrors the larger patterns of wealth in the Western San Gabriel Valley, with the northern areas being home to middle- and upper-class White residents and the southern areas housing working-class Asian and Mexican Americans.<sup>203</sup> Residential improvements progressed outwards from the areas in the northwest of the community, closest to the City of San Gabriel, and were primarily constructed in the 1930s and 1940s, though some parcels contain improvements from the late 1920s. HOLC maps were not produced for this community. Southwest of the orchards and power line easement, the construction is almost entirely from the post-World War II era, with multiple cul-de-sac developments constructed in the 1960s along the northeastern and southwestern boundaries, in addition to large amounts of contemporary construction. Developers associated with this area include Sewanee Builders Incorporated, Larkwood Construction Corporation, Harry C Robinson,

<sup>197</sup> “Garvey Ranch Saga Reaches Tragic End,” *Los Angeles Times*, October 18, 1949, 28.

<sup>198</sup> “First Birthday.”

<sup>199</sup> “\$40,000 Site Selected for New Armory,” *Los Angeles Times*, May 31, 1953, 117.

<sup>200</sup> “Annexation Pots Bubbling Around South San Gabriel,” *Los Angeles Times*, June 29, 1964, 9.

<sup>201</sup> Lee Austin, “South San Gabriel Leaders Ask Merger With Rosemead,” *Los Angeles Times*, May 14, 1964, 13.

<sup>202</sup> “Annexation Pots.”

<sup>203</sup> Cheng, 150.

Neptune Development Corporation, and Fairhaven Development Corporation.

## WHITTIER NARROWS AND SOUTH EL MONTE ISLAND

Whittier Narrows is an unincorporated area south of the City of El Monte. The majority of the community is comprised of the Whittier Narrows Recreation and Natural Areas located along both sides of the Pomona Freeway (Route 60) at Rosemead Boulevard and Santa Anita Avenue. At 1,492 acres, the park is one of the County's largest. Being entirely a park and recreation area with no residential development, there are no demographic statistics.

Whittier Narrows Recreation Area, Whittier Narrows Nature Center, and Whittier Narrows Golf Course are bisected along a north-south axis by the Pomona Freeway (CA State Route 60). It is bordered to the south by the City of Pico Rivera, to the east by the San Gabriel Freeway (I-605), to the north by the City of South El Monte, to the northeast by the City of Rosemead, and to the southwest by the City of Montebello.

Within the park is Legg Lake, a series of three lakes that encompass 28 acres of the park, which are used for fishing and boating. The park also features a variety of recreation activities for residents, including multiple playgrounds, baseball and soccer fields, a BMX track, equestrian trails, tennis and volleyball courts, a disc golf course, the American Military Museum, and multiple community centers and picnic shelters. Also within the Recreation Area is the Whittier Narrows Nature Center which is also owned by the County of Los Angeles.

### General History of Whittier Narrows

Now the site of one of the largest park properties in Los Angeles County, Whittier Narrows has been a location valued by inhabitants of the area before the written record. The San Gabriel River narrows in this planning area, with the Puente and Montebello Hills on each side, creating the entrance to the Los Angeles Basin, where the San Gabriel River and the Rio Hondo meet.

Previous to European contact, the site was home to the Indigenous village of Shevaanga. Because of the confluence of the two rivers there, key plants such as blue elderberry, various sages, chaparral prickly pear, coastal live oak, and California black walnut trees

flourished. When Spanish *padres* entered the area, they constructed the *Mission Vieja* (Old Mission) at the Narrows. However, the Mission San Gabriel would be moved to its present location in 1776. As the missions secularized and control turned from the Spanish to Mexican to American, the area was divided into land grants and was a part of a variety of different ranchos, including Rancho La Merced. In the 1840s, Rancho La Merced was controlled by the rare female rancho owner, however she eventually lost the land to William Workman who was one of the largest landowners in the area.

Workman joined forces with the Temple family via his daughter's marriage, the first marriage in Los Angeles County with two Anglo surnames. He then opened "The Temple Workman Bank" with his son in Los Angeles; the bank's liberal lending policy led to its failure in 1875.<sup>204</sup> The lands, however, retained the names of their Anglo owners, largely because of the success of the agricultural production. The water which flowed through Whittier Narrows supported a robust agricultural community in the surrounding area, notably in the nearby city of El Monte.<sup>205</sup>

The growing film industry looked to Whittier Narrows as a filming spot that was close to the film studios of Hollywood but could substitute for exotic locales. Many of the non-native species found in Whittier Narrows were introduced by filmmakers, most notably D.W. Griffiths, who filmed much of the 1914 film *Birth of a Nation* in Whittier Narrows.<sup>206</sup> Multiple Tarzan movies were filmed there, as well.



Flooding in Whittier Narrows Area, ca. 1931 (Source: California State Library, USC Library)

Oil was discovered in 1917 by Standard Oil on the Temple Workman land and other oil companies rapidly began to populate the area. Wells sprung up on the former Rancho La Merced, especially in the Montebello Hills to the southwest which, by 1920, were producing one-eighth of all oil in California.<sup>207</sup> By the time a USGS topographical map was produced for the area in 1926, there is evidence of limited residential development in the planning area compared to the developing towns of El Monte (incorporated in 1912) and San Gabriel (incorporated in 1913).

<sup>204</sup> Hadley Meares, "Family Plots: El Campo Santo Cemetery at the Workman-Temple Homestead," KCET, September 27, 2013, <https://www.kcet.org/history-society/whittier-narrows-parks-a-story-of-water-power-and-displacement>.

<sup>205</sup> Meares, "Family Plots."

<sup>206</sup> Daniel Medina, "Tarzan on the Rio Hondo! When Hollywood Invaded the Whittier Narrows," KCET, May 1, 2014. <https://www.kcet.org/shows/departures/tarzan-on-the-rio-hondo-when-hollywood-invaded-the-whittier-narrows>.

<sup>207</sup> "About The City of Montebello," Senate District 30, accessed October 10, 2023, <https://sd30.senate.ca.gov/district/montebello>.

## COMMUNITY-SPECIFIC HISTORICAL BACKGROUNDS

These communities were threatened by increasingly common floods that resulted from the expansion of agricultural land in the SGV and above average amounts of rain fall throughout the 1920s and 1930s. Damming the Whittier Narrows was first proposed by the City of Long Beach in the 1920s, in an attempt to avoid reliance on water provided by the City of Los Angeles. While that dam was never built, the passage of the Flood Control Act as a part of FDR's New Deal by the 1930s freed federal funding which would revive the plan for a dam at the Whittier Narrows. In 1936, the Army Corps of Engineers was given oversight of flood control for *all* waterways in the United States.<sup>208</sup>

The Army Corps released a plan for a dam at the Whittier Narrows in 1938 that included spreading grounds above the dam, which would soak up rainfall and any extra water. While city governments, water companies, and local chambers of commerce celebrated the plan, there was almost immediate outcry from local residents and school districts.<sup>209</sup> As was common with large, federally funded civic projects of this era, the Army Corps plan called for the destruction of homes, gardens, and thousands of acres of productive agricultural land. A nature center had been opened by the National Audubon Society in 1939; volunteers with the Audubon Society objected to the Army Corps plan as well.<sup>210</sup>

Local opposition combined underneath the banner of El Monte Citizens Flood Control Committee. Plans for the dam continued to be stalled revised into the 1940s. The Army Corps incorporated changes requested by oil companies, railroads, and other corporate interests, with limited input from the local citizens.

Local Congressional representative Jerry Voorhis was successful in stalling the release of federal funding.<sup>211</sup> Congress then required the Army Corps to provide alternative solutions, one of which was Voorhis' so-called "Plan B", which was eventually accepted in 1948 after support from Voorhis' replacement, Richard Nixon.<sup>212</sup> The dam was completed in 1957 and resulted in the relocation of 2,000 residents in



Whittier Narrows Dam under Construction, 1950 (Source: Los Angeles Public Library)

<sup>208</sup> Sarah Elkind, "Flood Control and Political Exclusion at Whittier Narrows, 1938–1948," In *How Local Political Shape Federal Policy: Business, Power, and the Environment in Twentieth-Century Los Angeles*, University of North Carolina Press, 2001, 86.

<sup>209</sup> Elkind, "Flood Control," 94.

<sup>210</sup> "History," Whittier Narrows Nature Center, accessed October 10, 2023, <https://wnnca.org/history/>.

<sup>211</sup> David Reid, "Whittier Narrows Parks: A Story of Water, Power and Displacement," KCET, July 1, 2015, <https://www.kcet.org/history-society/whittier-narrows-parks-a-story-of-water-power-and-displacement>.

<sup>212</sup> Elkind, 106–110.

560 homes without compensation.<sup>213</sup> However, this was still less disruptive and 400 acres of public land was preserved, which was transferred, along with the Audubon’s Nature Center, now known as the Whittier Narrows Nature Center, to Los Angeles County Department of Parks and Recreation in 1970.

From 1956 to 1959, Whittier Narrows was home to one of 16 Los Angeles-area launch sites for Nike anti-aircraft missiles. The site was decommissioned as Army strategic priorities shifted and is presently used as a storage facility by Parks and Recreation staff.<sup>214</sup>

The first recreation plan for the Whittier Narrows Recreation Area was developed in 1974 with the park opening in 1952. The area has continued to be a recreational center for residents of the West San Gabriel Valley and the Greater Los Angeles Area since comprising one of the largest areas of open land in Los Angeles County. The park also lent its name to the 1987 Whittier Narrows Earthquake, which had an epicenter located roughly two miles north of the park itself.

### SOUTH EL MONTE ISLAND

The community referred to within this document as “South El Monte Island” consists of three properties: 9567–9575 Garvey Avenue (AIN 8581037011–8581037013) which is a Crowne Plaza hotel, 9585 Garvey Avenue (AIN 8581038016), and 9551 Garvey Avenue (AIN 8581037023). The latter two constitute a mobile home park that fronts both Garvey Avenue and Cortada Street.

<sup>213</sup> Joe Matthews, “A Park for Everyone Offers a ‘Vision of What California Might Be’”, Zocalo, February 2, 2021, <https://www.zocalopublicsquare.org/2021/02/02/whittier-narrows-recreation-area/ideas/connecting-california/>.

<sup>214</sup> “Nike Sites of the Los Angeles Defense Area,” Fort MacArthur Museum, 2013, <http://www.ftmac.org/lanike3.htm>.

## Significant Themes

Twelve significant themes were identified by the County of Los Angeles for evaluation of historical resources in the eight unincorporated communities. These themes capture major patterns and trends in the development history of the West San Gabriel Valley. However, because of the unique history of the WSGV and the limited geography of many of the Planning Areas, not all of the below themes have extant built-environment resources associated with them. In some of these cases, only abbreviated contexts are included and registration requirements have not been developed.

### AGRICULTURAL DEVELOPMENT

Situated south of the towering San Gabriel Mountains that provide a consistent water supply, the San Gabriel Valley has utilized by a variety of different groups throughout history as fertile agricultural land.

#### THE MISSION PERIOD (1771-1833)

In 1771, Franciscan priests Josef Angel Fernández de la Somera and Pedro Benito Cambón founded the Mission San Gabriel Arcángel, the fourth in the chain of California's 21 missions.<sup>215</sup> Two years earlier, the area had been identified as an ideal site for a mission by the Portolá Expedition, based on its fertile soil and the water supply of the San Gabriel River. It was the first settlement in what would become the Los Angeles metropolitan area, and it quickly became a center of agriculture and the richest of all the missions.<sup>216</sup> A visiting priest declared in 1775, "This mission has such fine advantages for crops and such good pastures for cattle and horses that nothing better could be desired."<sup>217</sup> The priests at San Gabriel sent messengers to Mexico to collect seeds and cuttings, and they returned with oranges, lemons, figs, olives, pecans, grapes, pears, and more.<sup>218</sup> At its height, there were over 2,300 fruit trees and 160,000 grape vines at the Mission, with plants that likely included lilies, roses of Castile, lavender, lemon

<sup>215</sup> Architectural Resources Group, "City of San Gabriel Citywide Historic Context Statement" Prepared for City of San Gabriel Community Development Division, August 11, 2021, <https://www.sangabrielcity.com/DocumentCenter/View/15211/Revised-Draft-Historic-Context-Statement>.

<sup>216</sup> Elizabeth Pomeroy, *Lost and Found: Historic and Natural Landmarks of the San Gabriel Valley*, (Pasadena, CA: Many Moons Press, 2000), 124–125.

<sup>217</sup> "Pedro Font at San Gabriel (1776)," excerpt from the diary of Pedro Font, translated by Herbert Eugene Bolton, in Francis J. Weber, ed., *The Pride of the Missions: A Documentary History of San Gabriel Mission* (Hong Kong: Libra Press Limited, 1978), 24.

<sup>218</sup> Pomeroy, *Los and Found*, 124–125.



verbena, carnations, delphiniums, poppies, marigolds, oleander, and pepper trees.<sup>219</sup> Mission lands extended 35 miles south to San Pedro and 62 miles inland to the to the Muscupaibe Range, for a staggering total of approximately 1.5 million acres.<sup>220</sup> The first farm animals arrived in 1776, and the early irrigation system consisted of zanjias and clay tile pipes to carry water from the San Gabriel River to the fields.<sup>221</sup>

Like elsewhere in the California mission system, the land was mostly cultivated by local indigenous tribes who were enslaved by the Mission priests. The Tongva/Gabrieleno/Kizh people had numbered approximately 5,000 when the Spanish arrived, and the majority of those that survived the diseases brought by the colonists were forced to relocate to the Mission for survival.<sup>222</sup> In addition to their forced conversion to Catholicism, they were taught farming and animal husbandry to ensure the success of the Mission's agricultural endeavors. After the Mexican Secularization Act of 1833 was passed, the San Gabriel Mission was sold to settlers, although it was returned to the Franciscans in 1843 and became a parish church. The expansive horticultural and agricultural enterprises at San Gabriel were largely left to decay, although they remain the earliest formal garden work done in the San Gabriel Valley.<sup>223</sup>

### SPANISH RANCHOS (1834-1849)

During the period of Mexican rule (1821–1848), the former mission lands were secularized and divided, and large tracts of land were granted to individuals to encourage settlement in Alta California. Unique for the time, the vast majority of the *ranchos* in the West San Gabriel Valley were given to men who were friends of the San Gabriel Mission, rather than wealthy men or those who were politically close to the grantor.<sup>224</sup>

Rancho San Pascual, also known as Rancho el Rincón, was a 14,403-acre land grant first given to Don Juan Marine by the Mexican Governor in 1834.<sup>225</sup> Marine had arrived in California in 1795, lived at

<sup>219</sup> Paul R. Spitzzeri, "La La Landscapes: Rancho Santa Anita, late 1870s," The Homestead Museum Blog, February 21, 2017, <https://homesteadmuseum.blog/2017/02/21/la-la-landscapes-rancho-santa-anita-1870s>.

<sup>220</sup> King, *San Gabriel Valley*, 9.

<sup>221</sup> King, *San Gabriel Valley*, 9.

<sup>222</sup> King, *San Gabriel Valley*, 8.

<sup>223</sup> Paul R. Spitzzeri, "La La Landscapes: Rancho Santa Anita, late 1870s," The Homestead Museum Blog, February 21, 2017, <https://homesteadmuseum.blog/2017/02/21/la-la-landscapes-rancho-santa-anita-1870s>.

<sup>224</sup> W.W. Robinson, "The Story of Rancho San Pasqual," *The Historical Society of Southern California Quarterly*, Vol. 37, No. 4, December 1955, 349.

<sup>225</sup> Robert G. Cowan, "Ranchos of California; a list of Spanish concessions, 1775–1822 and Mexican grants, 1822–1846," Fresno, California: Academy Library Guild, 82.



the San Gabriel Mission and become close friends with Father Sanchez, and served as a lieutenant in the Army until 1821. Marine passed away in 1838 and since both he and his heirs had failed to cultivate the rancho, it was turned over to a cousin of Marine's widow Jose Perez in 1840.<sup>226</sup> Cattleman Manuel Garfias took possession of the rancho with a formal grant in 1843 after the passing of Perez, and the United States land commissioners officially added the rancho to the official survey maps with Garfias as the legal claimant in 1852.<sup>227</sup> After selling off portions of the land to finance the construction of a stately manor, Garfias was forced to sell the land shortly afterward to pay his taxes.<sup>228</sup> The purchaser was Dr. John S. Griffin who soon afterward turned over part of his new property to his business associate, American Benjamin "Don Benito" Wilson, in exchange for money owed.

Rancho El Susa (later known as Rancho Azusa de Dalton) was a 4,431-acre land grant given to Luis Arenas in 1841. Arenas built an adobe house on a hill, farmed and raised stock for three years, but sold the land to Los Angeles merchant Henry Dalton in 1844.<sup>229</sup> Using an irrigation system constructed by Arenas, Los Angeles Dalton planted a vineyard and built a winery, a distillery, a meat smokehouse and a flour mill.<sup>230</sup>

La Cañada Atras de Rancho Los Verdugos was a 5,832-acre land grant given to a schoolteacher from Los Angeles, Ignacio Coronel, in 1843.<sup>231</sup> Coronel built a small house and farmed the land until 1847, when he abandoned the land during the Mexican-American War. He eventually sold the land to two American lawyers in 1853, who later traded it for part of Ranch San Rafael, owned at the time by Julio and Catalina Verdugo, the son and daughter of Jose Maria Verdugo.<sup>232</sup> This area is now Burbank. The land was later purchased by two Americans from Michigan, Dr. Jacob L. Lanterman, a dentist, and Civil War veteran Colonel Adolphus W. Williams, who subdivided it into 46 plats in 1880.

<sup>226</sup> Cowan, "Ranchos," 83.

<sup>227</sup> W.W. Robinson, "The Story of Rancho San Pasqual," *The Historical Society of Southern California Quarterly*, Vol. 37, No. 4, December 1955, 349.

<sup>228</sup> Dumke, *Boom of the Eighties*, 215.

<sup>229</sup> "Azusa History," City of Azusa, accessed November 13, 2023,

<https://www.azusaca.gov/569/Azusa-History>.

<sup>230</sup> Yosuke Kitazawa, "The Rise and Fall of Henry 'Don Enrique' Dalton, the British Ranchero of the San Gabriel Valley," KCET, November 25, 2013,

<https://www.pbssocal.org/shows/departures/the-rise-and-fall-of-henry-don-enrique-dalton-the-british-ranchero-of-the-san-gabriel-valley>.

<sup>231</sup> Mazen, "Story of LCF Cityhood."

<sup>232</sup> Mazen, "Story of LCF Cityhood."

Rancho Santa Anita was a 13,319-acre grant given to Scottish Immigrant Hugo Perfecto Reid in 1845. Reid had settled on the Santa Anita rancho with a Tongva Native American woman, Victoria Bartolomea, but he quickly tired of life as a rancho and sold the land two years later to Henry Dalton.<sup>233</sup> Dalton had previously purchased Rancho El Susa (Azusa) in 1844 and had been granted Rancho San Francisquito in 1845 by Governor Pio Pico, and within three years of his arrival in Los Angeles, Dalton became one of the biggest landowners in the city.<sup>234</sup> Unfortunately, Dalton lost most of his fortune after supporting the losing side in the Mexican-American War and eventually was forced to sell his land in 1854.<sup>235</sup>

Rancho Potrero de Felipe Lugo was granted to Jorge Morillo and Teodoro Romero in 1845.<sup>236</sup> The rancho was named after Felipe Lugo of the nearby rancho San Antonio, whose cattle grazed on what became Rancho Potrero de Felipe Lugo.<sup>237</sup> It was located on the western bank of the San Gabriel River, and to the southwest lay Rancho La Merced, granted by Governor Manuel Micheltorena in 1844 to Casilda Soto de Lobo, who lost it to foreclosure several years later. Both Ranchos eventually ended up in the hands of Francisco P.F. Temple.

A list of the unincorporated communities and the former Ranchos included within their boundaries is shown below.

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<sup>233</sup> Paul R. Spitzzeri, "La La Landscapes: Rancho Santa Anita, late 1870s," The Homestead Museum Blog, February 21, 2017, <https://homesteadmuseum.blog/2017/02/21/la-la-landscapes-rancho-santa-anita-1870s>.

<sup>234</sup> Paul R. Spitzzeri, "Sharing Some History About Henry Dalton of Rancho Azusa, 1804–1884," The Homestead Museum Blog, January 23, 2023, <https://homesteadmuseum.blog/2023/01/24/sharing-some-history-about-henry-dalton-of-rancho-azusa-1804-1884/>.

<sup>235</sup> Paul R. Spitzzeri, "The Early History of Temple City Preview: Rancho San Francisquito and Elias J. 'Lucky' Baldwin, 1875–1909," The Homestead Museum Blog, February 17, 2023, <https://homesteadmuseum.blog/2023/02/17/the-early-history-of-temple-city-preview-rancho-san-francisquito-and-elias-j-lucky-baldwin-1875-1909/>.

<sup>236</sup> Cowan, "Ranchos," 63.

<sup>237</sup> Paul R. Spitzzeri, "Sharing History with the Whittier Narrows Nature Center," October 19, 2019, <https://homesteadmuseum.blog/2019/10/19/sharing-history-with-the-whittier-narrows-nature-center/>.

## SIGNIFICANT THEMES

Community	Ranchos
Altadena	San Pascual (1834)
East Pasadena-East San Gabriel	Santa Anita (1845)
Kinneloa Mesa	Santa Anita (1845)
La Crescenta-Montrose	La Cañada (1843)
San Pasqual	San Pascual (1834)
South Monrovia Islands	El Susa (1841) San Francisquito (1845)
South San Gabriel	Santa Anita (1845)
Whittier Narrows	Paso de Bartolo (1835) La Merced (1844) La Puente (1845) Potrero de Felipe Lugo (1845) Portero Grande (1845)

### EARLY AGRICULTURE (1850-1879)

Following California admission to the Union, Los Angeles County was the agricultural center of the new state, producing the majority of the state’s crops. Blessed with abundant land and fertile alluvial soil, and benefitting from the irrigation infrastructure that was originally developed by the Mission San Gabriel and improved upon by the ranchos and early landowners, the San Gabriel Valley was primed to become an agricultural powerhouse. In the early decades of statehood, the San Gabriel Valley was “characterized by massive landholdings, an agricultural economy, and the development of large-scale infrastructure such as railroads.”<sup>238</sup> This era marked the transition from large cattle ranches to more traditional and market-based agricultural products, with citrus, grapes and walnuts being the most significant products in the SGV during this time.

One of the earliest farming communities was a small settlement near the San Gabriel River now known as El Monte. Located at the junction of several ranchos and thousands of acres of public land, in 1856 the area supplied “45 percent of the wheat, 40 percent of the corn, and 99 percent of the oats in Los Angeles County,” as well as almost all of the county’s dairy cattle and 20 percent of the county’s hogs.<sup>239</sup> Even the floods of 1861 and the two years of drought that followed were not enough to spoil the possibility of agriculture. Bankrupt rancheros

<sup>238</sup> Cheng, “A Brief History (and Geography) of the San Gabriel Valley.”

<sup>239</sup> King, *San Gabriel Valley*, 17.

replaced cattle with crops, and after the drought, sheep replaced cattle as the dominant livestock. For a decade or so, “raising sheep for wool production was an important industry in the valley.”

Mirroring a pattern that was seen throughout Los Angeles and Orange Counties in the late 19th century, rising prices, inconsistent weather, and a wave of interest investors from Eastern cities caused the former ranchos to be split and sold. Henry Dalton divided Rancho Santa Anita, which was purchased by former fur trapper William Wolfskill and J. Leonard Rose circa 1865.<sup>240</sup> Wolfskill had already successfully cultivated a large vineyard in what is now downtown Los Angeles, and shortly afterward “devoted a few acres to cultivating oranges, which made Wolfskill the first commercial grower of citrus in California.”<sup>241</sup> After purchasing the eastern half of Rancho Santa Anita (now the location of Arcadia) Wolfskill expanded his citrus operations to the San Gabriel Valley, becoming one of the first commercial growers to demonstrate the suitability of citrus products to the valley’s climate and soil.<sup>242</sup> “Wolfskill worked diligently to improve the quality and yield of his citrus and to combat insect and disease problems,” and is well-regarded as the father of the California citrus industry.<sup>243</sup>

On a western portion of the former Rancho Santa Anita, Leonard Rose founded Sunny Slope Ranch and Vineyard, where he bred horses, cultivated citrus, walnuts and olives, although he became most well-known for his success in viniculture.<sup>244</sup> With the establishment of the L.J. Rose Wine Company, Sunny Slope eventually expanded to become one of the largest ranches and vineyards in the San Gabriel Valley, described as:

*... the finest place in the region ... with six and seven thousand orange trees ... one hundred and fifty acres in vineyards, wherein grow one hundred and thirty-five thousand vines, from which he made last year one hundred thousand gallons of white wine and three thousand gallons of brandy. A part of the crop that he sent to market last year consisted of two hundred and fifty thousand oranges, fifty thousand lemons, and twenty-five thousand pounds*

<sup>240</sup> King, *San Gabriel Valley*, 20.

<sup>241</sup> Paul R. Spitzer, “Through the Viewfinder: The Wolfskill Adobe and Orchard, Los Angeles, 1880s,” The Homestead Museum Blog, March 14, 2022, <https://homesteadmuseum.blog/2022/03/14/through-the-viewfinder-the-wolfskill-adobe-and-orchard-los-angeles-1880s/>.

<sup>242</sup> King, *San Gabriel Valley*, 21.

<sup>243</sup> Tom Spellman, “California’s Second Great Gold Rush: Our Citrus Heritage,” A Garden Compass Re-Publication by Dave Wilson Nursey, November/December 2002, [https://www.davewilson.com/img/content/GardenCompass-citrus\\_heritage.pdf](https://www.davewilson.com/img/content/GardenCompass-citrus_heritage.pdf).

<sup>244</sup> King, *San Gabriel Valley*, 21.

*of English walnuts. Besides these tropical fruits, he raises apples, pears, and peaches in considerable quantities, and in addition to all of these, pomegranates, figs, nectarines, apricots, and olives.<sup>245</sup>*

Rose also sold a substantial number of cuttings from his vines to other growers, supposedly including what is now known as the “The Mother Vine” at the Mission San Gabriel.<sup>246</sup> Rose eventually sold his vineyard for “\$1 million clear” to concentrate on horse breeding, before dying by suicide at his home in Los Angeles in 1899 after losing significant amounts of money on a mining investment in Arizona.<sup>247</sup> Water rights from the land were sold in 1895, resulting in the creation of the Sunny Slope Water Company, which exists to the present day. Their headquarters are located at 1040 El Campo Drive in Pasadena, near the Sunny Slope Farmhouse, which is still extant at 7023 La Presa Avenue.<sup>248</sup> Both are located in the East Pasadena-East San Gabriel Planning Area.

Benjamin Wilson was already the proprietor of “Lake Vineyard” on his homestead in the San Gabriel Valley when he became part owner of the former Rancho San Pascual with Dr. John Griffin. Following the example of his neighbor William Wolfskill, Wilson planted oranges, eventually becoming the largest citrus exporter in the San Gabriel Valley.<sup>249</sup> They would keep most of these holdings until 1873, when they were sold to the first settlers of Pasadena, who had organized under the name “The San Gabriel Orange Grove Association.”<sup>250</sup>

### THE GOLDEN AGE OF AGRICULTURE (1880-1940)

In the thirty years after statehood, agriculture in California transitioned from a necessity of frontier life to a celebrated industry that largely dominated the development patterns throughout the state.<sup>251</sup> By 1879, agriculture had surpassed mining as the dominant sector of the California economy and would remain so well into the 20th century.<sup>252</sup> Nowhere was that more evident than in the San Gabriel Valley, where agriculture became the economic base for the region. In addition to the

<sup>245</sup> Mary Cone, *Two Years in California*, (Chicago, IL: S.C. Griggs and Company), 1876, 76.

<sup>246</sup> Elizabeth Pomeroy, *Lost and Found II: More Historic and Natural Landmarks Under Southern California Skies*, (Pasadena, CA: Many Moons Press, 2002), 48–49.

<sup>247</sup> “Leonard J. Rose, Sr.,” Harness Racing Museum & Hall of Fame, accessed January 7, 2024, <https://harnessmuseum.com/content/leonard-j-rose-sr>.

<sup>248</sup> “About Us,” Sunny Slope Water Company, accessed January 7, 2024, <https://www.sunnyslopedwatercompany.com/about-us>.

<sup>249</sup> J.T. Bueche, “Lifetime of Achievement – Benjamin Davis Wilson,” BenjaminDavisWilson.com, 2020, <https://benjamindaviswilson.com/>.

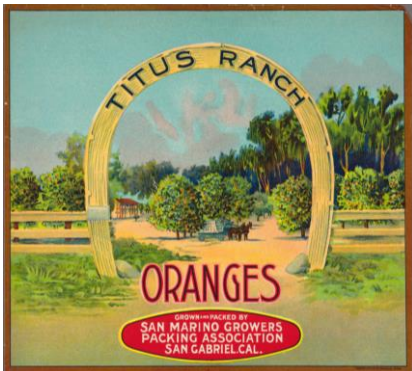
<sup>250</sup> King, *San Gabriel Valley*, 23.

<sup>251</sup> Starr, *California*, 110.

<sup>252</sup> Starr, *California*, 110.

vineyards and citrus for which it became known, an early promotional writer boasted that fruits and vegetables in the San Gabriel Valley matured “every month of the year, a claim itemized with 22 different species, including figs, apples, stone fruit, berries, and pomegranates”.<sup>253</sup> But it was the “orange empire” that would become the dominant commercial and cultural force, and a symbol of California prosperity sold worldwide.

In 1873, two experimental citrus trees were sent to the Tibbets family in Riverside, California from the National Arboretum in Washington, D.C. Sweet, seedless, and easy to peel, the “Washington navel orange” was winning awards at agricultural fairs as early as 1879, eventually becoming the foundation of the California citrus industry.<sup>254</sup> With the arrival of the Southern Pacific Railroad in Southern California in 1876, the large-scale shipment of citrus and other produce became a viable commercial venture. Joseph Wolfskill, William Wolfskill’s son, arranged for the first carload of California oranges to be shipped to St. Louis. Each fruit had been individually wrapped in paper and packed into wooden boxes, and even though the trip took a month, the fruit arrived in remarkably good shape.<sup>255</sup>



Orange Label from San Marino Growers Packing Association (Source: The Huntington Library)

With the introduction of the Valencia orange, citrus cultivation seemingly became a year-round enterprise, resulting in an increasing number of commercial growers.<sup>256</sup> Although oranges flourished throughout California, “the ribbon of foothills along the base of the San Gabriel and San Bernardino Mountains would become the famed “Orange Belt.”<sup>257</sup> Lemons also became a popular product, and the demand for quality citrus products led to better fruit and more efficient methods of cultivation.<sup>258</sup> By 1880, there were more than 750,000 trees of different varieties of citrus growing throughout Southern California and a quarter of that number were located in the San Gabriel Valley<sup>259</sup>. The first growers’ co-op, the Southern California Fruit Exchange, was founded in nearby Claremont in 1893, eventually changing its name and becoming known around the world as “Sunkist.”

<sup>253</sup> Elizabeth Pomeroy, *Pasadena: A Natural History*, (Charleston, South Carolina: Arcadia Publishing, 2007), 15.

<sup>254</sup> Benjamin T Jenkins, *California’s Citrus Heritage*, (Charleston, South Carolina: Arcadia Publishing, 2021), 23.

<sup>255</sup> David Boulé, *The Orange and the Dream of California*, (Santa Monica, CA: Angel City Press, 2013), 33.

<sup>256</sup> Jenkins, *California’s Citrus Heritage*, 23.

<sup>257</sup> Boulé, *The Orange and the Dream*, 35.

<sup>258</sup> King, 29.

<sup>259</sup> King, 29.



## SIGNIFICANT THEMES

Prior to 1900, most citrus processing was done entirely by hand, and early packing houses were little more than sheds.<sup>260</sup> Most packing houses were located adjacent to the railroad, including multiple significant operations near the Planning Areas of the West San Gabriel Valley, although none within. The Duarte-Monrovia Fruit Exchange owned one packinghouse along the Atchison, Topeka and Santa Fe Railway in West Duarte (now Monrovia), while a second was constructed along the Southern Pacific line in Duarte.<sup>261</sup> The fruits were washed, dried, and packed in wooden crates, decorated on the exterior with colorful labels depicting bucolic scenes of California. Local brands included “Native Love” (Monrovia), Foothill Oranges (San Marino), and San Gabriel Mission Bells.

In addition to citrus, vineyards were essential to the commercial agricultural economy of the San Gabriel Valley in the early years. Far before Napa County took the title, Los Angeles County was the largest wine-producing county in the United States. Benjamin Wilson sold wine and brandies from his Lake Vineyard under the B.D. Wilson Co. label; the property supposedly had heritage grapevines before he moved in permanently in 1856.<sup>262</sup> Eventually, Lake Vineyards produced a large variety of grapes, including Zinfandel, Grenache, Mataro, Trousseau, Burger, Carignane and Folle Blanche, and at one time it consisted of approximately 1800 acres of land with over 230,000 grapevines.<sup>263</sup> Wilson enjoyed experimenting with new and unusual varieties, including the first sparkling wine in California, although it was a “severely limited success.”<sup>264</sup> Following Wilson’s death in 1878, vineyard operations were taken over by his son-in-law, James Shorb, who withdrew the wine company from the public marketplace.<sup>265</sup> Soon afterward though, in 1882, Shorb launched the San Gabriel Wine Company, capitalized at \$500,000, and financed, in large part, by English investors.<sup>266</sup> “The winery was designed for a capacity of over a million gallons and was intended to put California wines into the world market as European production collapsed through the ravages of the



San Gabriel Wine Company Letterhead. (Source: The Huntington Library)

<sup>260</sup> Jenkins, 54.

<sup>261</sup> “Photo Record: Interior of Duarte-Monrovia Packing House,” Monrovia Historical Society, accessed January 7, 2024, <https://cityofmonrovia.pastperfectonline.com/photo/7892D587-0989-4A3B-B773-265992478692>.

<sup>262</sup> Thomas Pinney, *A History of Wine in America, Volume 1: From the Beginnings to Prohibition*, (Berkeley, University of California Press, 2007), 295–310.

<sup>263</sup> “The Story of the Southern California grape – in a glass, that is!” Breathe Lighter, February 18, 2013, <https://breathelighter.wordpress.com/tag/san-gabriel-old-grapevine/>.

<sup>264</sup> Pinney, *A History of Wine*, 295–310.

<sup>265</sup> “Shorb Cal. & The San Garbriel [sic] Wine Co. 1882–1899,” *Western Whiskey Gazette*, April 7, 2013, <http://www.westernwhiskeytooltopgazette.com/2013/04/shorb-cal-san-garbriel-wine-co-1882-1899.html>.

<sup>266</sup> Pinney, *A History of Wine*, 295–310.



phylloxera.”<sup>267</sup> Following Shorb’s death in 1896, the company continued to grow, often advertising itself as the “largest wine company in the world.”<sup>268</sup> However, the San Gabriel Wine Company, and the larger Los Angeles wine industry, suffered from a variety of factors that caused its decline in the early 20th century, including outbreaks of Pierce’s disease which affected grapevines, the rise of citrus as the dominant crop in the West San Gabriel Valley and increasing pressure from temperance advocates.<sup>269</sup> Henry Huntington bought the Lake Vineyard in 1903, and the property became what is now Lacy Park and the Huntington Library Art Museum and Botanical Gardens. Although the San Gabriel Wine Company was headquartered in Alhambra, and the Lake Vineyard was located in what is now San Marino, it appears likely based on research that both properties extended into multiple Planning Areas of the West San Gabriel Valley.

### END OF AN EMPIRE (1940 TO TODAY)

Even as industrialization and increasing residential development drastically changed the built environment of Los Angeles County in the first half of the 20th century, the county retained an agricultural character. From 1900 until 1950, Los Angeles County was still one of the top producing agricultural centers in the United States, primarily on the basis of citrus crop and the opening of the California aqueduct in 1913.<sup>270</sup> The citrus industry performed unexpectedly well during the Great Depression, but the explosive growth of post-war residential development, combined with the comprehensive network of newly constructed highways ended its reign in the San Gabriel Valley. Citrus groves and packing operations moved east to the Inland Empire and north to the Central Valley, where land was more plentiful and less valuable. Although nurseries and other small agricultural endeavors remained, hundreds of acres in the West San Gabriel Valley that once had been dotted with rows of trees, was now covered in tract housing, although nearly all of the houses had a lemon or orange tree in their backyard.

<sup>267</sup> Norman Griswold, *Beauties of California*, (H.S. Crocker & Company), 1883.

<sup>268</sup> Paul R. Spitzer, “The Glory of the California Soil and the Climate is Concentrated in the Grape,” The Homestead Museum Blog, November 4, 2021, <https://homesteadmuseum.blog/2021/11/04/the-glory-of-the-california-soil-and-climate-is-concentrated-in-the-grape-the-san-gabriel-wine-company-winery-in-harpers-weekly-4-november-1899/>.

<sup>269</sup> Patriceia Escarcega, “Wine Was a Tool of Conquest’: California’s Hidden Multiethnic History of Wine Making,” KCET, March 23, 2022, <https://www.pbsocal.org/shows/lost-la/wine-was-a-tool-of-conquest-californias-hidden-multi-ethnic-history-of-winemaking>.

<sup>270</sup> “Once America’s Most Productive Agricultural County,” Los Angeles Almanac, accessed November 13, 2023, <https://www.laalmanac.com/agriculture/ag721.php>.

## SIGNIFICANT THEMES

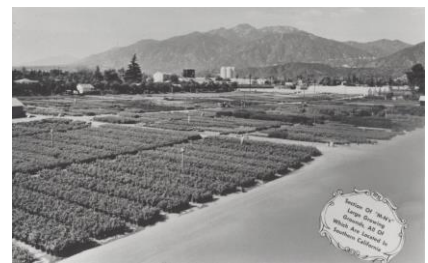
Research and survey revealed only one extant, previously undesignated property with the potential associated significance to represent agriculture in the WSGV Planning Area, the original farmhouse from Leonard Rose’s Sunny Slope Farm. No associated agricultural resources remain however, so the Farmhouse should be evaluated under registration requirements in the residential section. While property types, including outbuildings for citrus crops, orchards and groves, farmhouses, barns, stables, dairies, wine-making facilities, and other food processing plants likely existed within the boundaries of the planning area at one point in time, no properties remain extant and, therefore, registration requirements were not developed for this theme.

### *Sub-Type: Nurseries*

One notable exception to the lack of agricultural resources in the WSGV is the continued presence of small, family-owned nurseries throughout the Planning Area. Historically, in the WSGV and Los Angeles County, and more generally, nurseries are agricultural-type properties associated with the growing of decorative trees, plants, and especially flowers. Within the WSGV and the Los Angeles metropolitan area, nurseries were historically associated with the presence of Japanese immigrants and Japanese Americans in the area.

Because of the forced relocation of Japanese Americans to Internment camps during World War II, many of these families lost the ownership of their land and the business. Rare examples exist where internees were able to work in concert with neighbors and allies to maintain their ownership and were able to reclaim their land when they returned to the WSGV.

The Monrovia Nursery was the largest nursery in Los Angeles County for much of the 20th century and likely employed many residents of the WSGV Planning Areas. However, after an initial relocation to Azusa, the nursery relocated all facilities, including growing fields, outside of Los Angeles County. Likewise, the San Gabriel Nursery & Florist was one of the largest Japanese-owned nurseries in the WSGV for many years. However, the only location remaining is located outside of the WSGV Planning Area. As the Los Angeles metropolitan area expanded throughout the 20th century, and land values rose in the demand for more residential development, most nurseries were pushed further outward from the WSGV towards the “inland empire” and north to Ventura County. Most of the nurseries that remain in the urban and suburban areas of Los Angeles County are located on land owned by power companies or on land with easements for electrical



Postcard for Monrovia Nursery  
(Source: Monrovia Historical Society)

infrastructure. The only remaining historic nursery in the Planning Area is Norman’s Nursery, founded in 1946, which falls within Altadena community boundaries. As this is one of the only examples of this sub-type, eligibility standards and character-defining features were not developed.

## INDUSTRIAL DEVELOPMENT

### Overview

As previously described, the general pattern of development in the WSGV Planning Area is a transition from largely agricultural land use to residential development in the early 20th century which rapidly accelerated with post-WWII suburbanization. Many new residents of the WSGV and the Greater Los Angeles Area settled in Los Angeles because of the widespread availability of jobs in the booming industries of aerospace, oil, automotive, aviation, and other types of manufacturing.<sup>271</sup>

It is estimated that Los Angeles County produced over 300,000 airplanes during WWII alone, and the military-industrial complex continued to grow during the Cold War; nearly one-third of all aerospace engineers lived in Southern California by the 1980s.<sup>272</sup> Entire cities were changed with the arrival of manufacturing plants and corporate headquarters: Burbank and Lockheed, Santa Monica and Long Beach and Douglas Aircraft, Inglewood and Northrop.<sup>273</sup> Until WWII, only Detroit manufactured more cars than the Los Angeles region. The Ford Motor Company operated plants in Long Beach, Pico Rivera, and Long Beach, while General Motors operated a plant in Van Nuys.<sup>274</sup>

In the San Gabriel Valley, industrial development was largely relegated to two incorporated areas outside the Planning Areas of the WSGV: the aptly named City of Industry and Baldwin Park. Before its incorporation in 1957, the City of Industry was largely occupied by sand and gravel businesses. A 1964 publication entitled “Grow, Grow,

<sup>271</sup> City of Los Angeles Department of City Planning, “Los Angeles Citywide Historic Context Statement: Industrial Development, 1850–1980,” February 2018, 4–5.

<sup>272</sup> Ashleen Knutsen, “The History and Revival of Southern California’s Aerospace Industry,” KCET, July 9, 2019, <https://www.pbsocal.org/shows/blue-sky-metropolis/the-history-and-revival-of-southern-californias-aerospace-industry>.

<sup>273</sup> Hadley Meares, “How the aviation industry shaped Los Angeles,” Curbed Los Angeles, July 8, 2019, <https://la.curbed.com/2019/7/8/20684245/aerospace-southern-california-history-documentary-blue-sky>.

<sup>274</sup> “Los Angeles’ Auto Manufacturing Past,” Los Angeles Almanac, accessed November 13, 2023, <https://www.laalmanac.com/transport/tr04.php>.

Grow with the City of Industry’ published by a group calling itself the City of Industry League, states that the City was designed to function as an “industrial entity within a rapidly growing residential area,” the City has dedicated its “civic services and community planning entirely to industrial development.”<sup>275</sup> A 1971 General Plan stated that the “City of Industry government and civil leadership is dedicated to a primary goal of creating and maintaining an ideal setting for manufacturing, distribution and industrial facilities”.<sup>276</sup>

Although Baldwin Park contains a variety of land uses, including residential, commercial, public facilities and parks, many “soft” industries are located within its boundaries. Incorporated in 1956, it was originally known as the home of In-N-Out Burgers, the McMullan Dairy, and the Vias Turkey Ranch. Today, a number of companies in a variety of industries are headquartered in Baldwin Park or maintain factories there including housing products (Select Fence Company, Highland Roofing), food production (Miyako Oriental Foods, Inc., Mamma Bella Foods, California Custom Fruits and Flavors) fashion and clothing (Columbia Sportswear, Amazon Style, Jax and Bone), and beauty (Le Mieux, Bielle, Physicians Formula).

It is likely that many of the residents of the WSGV participated in the industrial economy of the Greater Los Angeles Area and continue to do so today. However, the industrial properties themselves are not located within the WSGV Planning Area. As stated in the 1967 WSGVAP Background Planning Document, “for many years, a common objective of many communities in the area was to create a predominately residential environment” which resulted in the WSGV having, in 1967, the highest proportion of residential usage of land of all the areas Los Angeles County Department of Regional Planning studied in the 1960s.<sup>277</sup>

Research and survey revealed no extant, previously undesignated properties with the potential associated significance to represent industrial development in the WSGV Planning Area. While property types, such as various types of factories and mass-produced housing for workers, may have existed within the boundaries of the planning

<sup>275</sup> Paul R. Spitzzeri, “Time Capsule Tuesday: ‘Grow, Grow, Grow With and In the City of Industry,” ca. 1964, Part 1,” The Homestead Museum Blog, August 22, 2017, <https://homesteadmuseum.blog/2017/08/22/time-capsule-tuesday-grow-grow-grow-with-and-in-the-city-of-industry-ca-1964-part-1/>.

<sup>276</sup> Paul R. Spitzzeri, “The City of Industry General Plan, 1971,” The Homestead Blog, October 24, 2017, <https://homesteadmuseum.blog/2017/10/03/time-capsule-tuesday-the-city-of-industry-general-plan-1971-part-one/>.

<sup>277</sup> Los Angeles County Department of Planning, “West San Gabriel Valley Area Plan,” 1967, 31–32.

area at one point in time, no properties remain extant, and therefore, registration requirements were not developed for this theme.

## INFRASTRUCTURE AND PUBLIC TRANSIT

### Overview



Pasadena Line of the Pacific Electric Railway (Source: Los Angeles Public Library)

In 1895, the Pasadena & Los Angeles Railway and the Los Angeles Pacific Railway merged to create the Pasadena & Pacific Railway. This was the first electric interurban line, connecting Los Angeles with Pasadena<sup>278</sup>. Utility and real estate mogul Henry Huntington expanded on this by forming the Pacific Electric Railway Company with support from banker Isaias W. Hellman in 1901. They purchased rights-of-way and began constructing lines to surrounding areas, with the first being service to Long Beach in 1902.<sup>279</sup> In 1911, a series of mergers allowed PE to control virtually all electric rail passenger service in the Los Angeles area, with the notable exception being the smaller Los Angeles Railway operating mainly in downtown Los Angeles. Following the merger, PE was the largest operator of interurban railway passenger surface in the world.<sup>280</sup>

However, the Red Cars, as they were known, after their iconic colored trains, were not to last. As post-war suburbanization took hold across Los Angeles County, the sprawling freeways that would come to characterize Los Angeles replaced new Red Car lines. Many of the lines that had previously been serviced by Red Cars were replaced with bus lines. The final Red Car line shut down in 1961.<sup>281</sup>

The replacement of the Red Car system with the increasingly complex network of freeways was not accepted by all residents, especially those in the San Gabriel Valley who took public transportation, which had dwindled to an increasingly crowded bus service. While Los Angeles County Supervisor Kenneth Hahn's original 1980 plan called for rapid transit to the West San Gabriel Valley in the form of lines to Glendale, Pasadena, and El Monte, the planned lines were never built.<sup>282</sup> It would not be until 2003 when the Gold Line (now known as

<sup>278</sup> Southern California Railway Museum, accessed October 18, 2017, <http://www.oerm.org/red-cars-pacific-electric/>.

<sup>279</sup> Southern California Railway Museum.

<sup>280</sup> Southern California Railway Museum.

<sup>281</sup> Scott Harrison, "Tracking the slow decline of the Pacific Electric Railway Red Cars," *Los Angeles Times*, January 2, 2016, <https://www.latimes.com/local/california/la-me-california-retrospective-red-car-20160103-story.html>.

<sup>282</sup> Ethan Elkin, "From Rail to Roads and Back Again: The Rebirth of L.A.'s Public Transit," *KCET*, March 16, 2022, <https://www.kcet.org/shows/lost-la/from-rail-to-roads-and-back-again-the-rebirth-of-l-a-s-public-transit>.

the A Line) opened to Pasadena and the West San Gabriel Valley had access to a regional network of rapid public transit.

### LOS ANGELES FREEWAY SYSTEM

The legal framework for the infamous Los Angeles freeway system was laid in 1938, when California law was changed to authorize non-stop roadways.<sup>283</sup> This is followed by the 1940 opening of six miles of what would be known as the Arroyo Seco Parkway, the first freeway west of the Mississippi. Post-war government funding, including a statewide fuel tax to support highway construction and Eisenhower's Federal Aid Highway Act, greatly expanded the Los Angeles Freeway System.<sup>284</sup> Major access to the WSGV is via I-210, originally known as The Foothills Freeway, and I-605, known as the San Gabriel Freeway. I-210 was largely constructed between 1958 and 1971 and the I-605 was constructed between 1963 and 1971.



Construction of Pasadena Freeway, 1962 (Source: UCLA Libraries)

The only significant extant property in the WSGV Planning Area associated with infrastructure and public transit is the Pacific Electric Substation No. 8, constructed in 1905 and located at 2245 North Lake Avenue in Altadena. It was listed on the National Register of Historic Places in 1977 (NR# 77000295).

Research and survey revealed no extant, previously undesignated properties with the potential associated significance to represent infrastructure and public transit in the WSGV Planning Area. While property types, such as remaining public transit stops, significant highway bridges, or train stations, may have existed within the boundaries of the planning area at one point in time, no properties remain extant and, therefore, registration requirements were not developed for this theme.

## PARKS AND RECREATION

### Overview

West San Gabriel Valley's proximity to the San Gabriel Mountains allowed for early residents to enjoy local recreation in the adjacent Angeles National Forest, however many of the recreation opportunities owned by private developers, such as the Mount Lowe Railway and

<sup>283</sup> "Los Angeles County, 1930 to 1945," Los Angeles Almanac, accessed November 13, 2023., <http://www.laalmanac.com/history/hi01g.php>.

<sup>284</sup> Loren Kantor, "Los Angeles Freeway," InTrans, Institute for Transportation, March 4, 2016, <https://intrans.iastate.edu/news/los-angeles-freeway/>.



Switzer Camp, which catered towards wealthy tourists.<sup>285</sup> Other significant mountain recreation sites associated with the Planning Areas but located outside their boundaries include Deukmajian Wilderness Park located in Glendale,

Significant historic recreation sites no longer extant include Crystal Springs Retreat and the “Alpine Division” of the Mount Lowe Railway in Altadena, and Indian Springs Resort and Recreation Center and “Tuna Camp”, both in La Crescenta, Tuna Camp is now the site of Verdugo Hills Golf Course.

Urban public parks were popularized in Eastern American cities in the mid-1800s and seen as a way to counteract the crowding and grittiness of the industrial city with open space. Notably, New York City’s Central Park, established in 1857 and designed by landscape architect Frederick Law Olmstead, pioneered a new model of what city parks would look like in America. The City of Los Angeles began to dedicate parks in the late 1800s, often on areas of land that were considered worthless for residential or commercial development.<sup>286</sup> In the West San Gabriel Valley, the earliest parks date to the turn of the century, when the City of Pasadena created two parks in 1902: Central Park and Library Park (later renamed Memorial Park).<sup>287</sup>

Los Angeles County established the Board of Forestry in 1911, which was primarily concerned with planting shade trees for roadways and ensuring the highways in the county were landscaped in an attractive fashion. In 1917, the responsibility for “the improvement and maintenance of County parks” was assigned to the Board of Forestry, which later became the Office of the County Forester.

Management of County Parks was complicated throughout the 1920s, 1930s, and the first half of the 1940s, with the Department of Forestry, the Fire Warden, and the Department of Recreation, Camps, and Playgrounds all managing different recreation spaces within Los Angeles County.<sup>288</sup> County Recreation and Playground Superintendent James K. Reid and County Forester Spence D. Turner engaged in a

<sup>285</sup> Nathan Masters, “Summer Skiing and Southern California’s Switzerland,” KCET, May 5, 2011, <https://pbsocal.org/shows/lost-la/summer-skiing-and-southern-californias-switzer-land>.

<sup>286</sup> Nathan Masters, “When L.A.’s Oldest Parks Were Young,” KCET, May 9, 2013, <https://www.pbsocal.org/shows/lost-la/when-l-a-s-oldest-parks-were-young>.

<sup>287</sup> “Central Park – Pasadena,” The Cultural Landscapes Foundation, accessed January 9, 2023, <https://www.tclf.org/landscapes/central-park-pasadena>.

<sup>288</sup> Klaus Radtke, “Wildland Plantings & Urban Forestry,” County of Los Angeles Department of Forester and Fire Warden, 1977, <https://firesafetyus.com/wp-content/uploads/2019/09/Wildland-Plantings-Urban-Forestry.pdf>.



public battle over interpretation of the County Charter in 1937, with a ruling by County Counsel falling in favor of Reid.<sup>289</sup>

Finally, in 1944, the Los Angeles County Department of Parks and Recreation was created, merging the previously separate Parks Division, which fell under the Office of the Forester and Fire Warden, and the Department of Recreation, Camps, and Playgrounds, which had been created in 1929.<sup>290</sup> This merger put the physical and programmatic aspects of the parks under one unified organization.<sup>291</sup> At the time of the merger, the new department oversaw 45 parks and recreation areas and nine beaches. Presently, the Los Angeles County Department of Parks and Recreation operates 182 parks, 20 golf courses, trails, and botanic gardens, in addition to performance venues such as the Hollywood Bowl.

For the first half of the 20th century, the development and planning of parks and recreation facilities throughout Los Angeles County was performed at the neighborhood level. For example, Charles S. Farnsworth Park in Altadena was developed on land that was purchased by the County of Los Angeles for nurseries. Retired army general and Altadena resident Charles S. Farnsworth advocated for the land to be used for a new Altadena Park, which was renamed for him in 1939.<sup>292</sup> Planned subdivisions, such as Michilinda Subdivision, incorporated small park spaces into their original design. Community advocacy continued into the 1950s, with the creation of Two Strike Park in La Crescenta-Montrose, however, in 1959, the Los Angeles Board of Supervisors developed the first Regional Recreation Area Plan, alongside a master plan for parks and recreation facilities.

There are many parks near the WSGV Planning Area, however most fall under the jurisdiction of various incorporated cities throughout the WSGV, i.e., Pasadena City Parks, etc. In general, the WSGV and the Planning area feature neighborhood parks in a variety of sizes, which often feature a small number of services, such as basketball courts, baseball courts, picnic areas and small playgrounds. These neighborhood parks are representative of typical post-World War II suburban development and were often designed to be easily accessible by foot for residents. Pamela Park, in South Monrovia Islands, was added to the community in the early 1970s, developed

<sup>289</sup> "Clarify Authority for Santa Anita Park," *Monrovia News-Post*, March 11, 1937, 9.

<sup>290</sup> "Consolidate Two County Offices," *North Hollywood Valley Times*, May 22, 1944, 3.

<sup>291</sup> "History," Los Angeles County of Parks and Recreation, accessed January 9, 2023, <https://parks.lacounty.gov/history/>.

<sup>292</sup> "Charles S. Farnsworth Park," Los Angeles County of Parks and Recreation, accessed January 9, 2023, <https://parks.lacounty.gov/charles-s-farnsworth-park>.

with Housing and Urban Development money as a part of its Model Cities Program, although significant additions and alterations since likely render it ineligible for the National Register.<sup>293</sup>

There are no parks within Kinneloa Mesa, San Pasqual, South Monrovia Islands or South San Gabriel. However, within the Whittier Narrows Planning Area there are two recreation areas, described below, with unique features and histories described below.

There is one National Register-listed Park within the WSGV Planning Area, Charles S. Farnsworth Park (NR # 97000027). It is located in the Altadena Planning Area and was constructed in 1921.

## POTENTIALLY ELIGIBLE PROPERTIES

### MOUNTAIN VIEW CEMETERY, ALTADENA (1882)

Discussed under the Religious Theme.

### MICHILLINDA PARK, EAST PASADENA (1910)

Michillinda Park was developed as a part of the creation of the Michillinda Subdivision in 1910, which featured 167 rectangular-shaped residential lots. The subdivision was created in 1912 on land donated by the heirs of Catherine L. Chapman, as well as additional land from the A.B. Chapman tract. The name Michillinda originated as a combination of Michigan/Illinois/Indiana, and in addition to the Park, the subdivision included a system of privately-owned roads & alleyways. While Michillinda Park was found ineligible for individual listing due to its lack of sufficient integrity to convey an association with the City Beautiful Movement, it may be eligible as a contributing resource in an associated residential district.<sup>294</sup>

<sup>293</sup> "Half a million in federal grants to be sought for two valley parks," *Los Angeles Times*, August 24, 1972

<sup>294</sup> Applied EarthWorks, Inc., "Final Historic Resource Inventory and Evaluation for the Michillinda Park Restroom Building and General Improvements Project, East Pasadena, Los Angeles County, California" Prepared for Los Angeles County Department of Public Works, December 2015.

## ALTADENA GOLF COURSE, ALTADENA (1911)

Originally associated with the Altadena Town & Country Club (California Point of Historical Interest #750), which was established in 1910, the course was sold to Los Angeles County in 1946. Its association with the Country Club mostly ends at that point, making a district nomination unlikely. The golf course has been subdivided and relandscaped multiple times, putting its integrity in question.

## MIRA VISTA PARK, LA CRESCENTA-MONTROSE (1928)

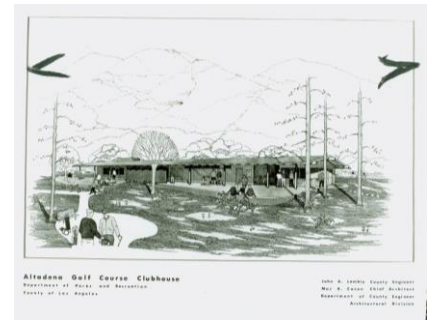
Mira Vista Park is a small pocket park that features a plaque commemorating a boy scout who passed away in 1928 at the age of 16. Research did not uncover any additional information on its founding or evolution.

## TWO STRIKE PARK, LA CRESCENTA-MONTROSE (1949)

The creation of this park was spearheaded by Dennis Morgan, a popular film star of the 1940s and 1950s who was considered the “honorary mayor” of La Crescenta. The name comes from his belief that “any child who had to play in the street had two strikes against him and the third strike could be getting hit by a car.”<sup>295</sup> The park was dedicated in July of 1949 and originally consisted of five square acres donated by Wilson, before three and half acres were added by Los Angeles County. The park has historically been a popular sledding site for local children. A veteran’s memorial was added in 1959. In 2019, the park’s landscape design and features were found eligible as a landscape district. They represent rare surviving Mid-Century Modern landscaping within the Los Angeles County Department of Parks and Recreation system.<sup>296</sup>

## RIO HONDO AND MARRANO BEACH, WHITTIER NARROWS

Technically a tributary of the Los Angeles River, the Rio Hondo (Spanish for “deep river”) runs parallel to the San Gabriel River just north of the Whittier Narrows. The original San Gabriel Mission is believed to have been located along the Rio Hondo in 1771, however it moved to its present location after flooding and fires in 1775.<sup>297</sup>



Architectural Drawing of Altadena Golf Course, 1963 (Source: LA County Library)

<sup>295</sup> “Two Strike County Park,” Los Angeles County Parks & Recreation, <https://parks.lacounty.gov/two-strike-county-park>.

<sup>296</sup> Sapphos Environmental, Inc., “Historical Resource Evaluation for Two Strike Park” Prepared for Los Angeles County Department of Parks and Recreation, August 2019.

<sup>297</sup> “Bosque del Rio Hondo,” Los Angeles County Parks and Recreation, accessed July 26, 2023, <https://parks.lacounty.gov/bosque-del-rio-hondo/>.

In the 1920s and 1930s, Mexican residents from the San Gabriel Valley used this as a recreation area, primarily geared towards families and children. The beaches and public pools of both the City and County of Los Angeles were “Whites Only” by the 1920s and families searched for relief during summer days. A stretch of riverfront beach that was formally known as *El Rancho de Don Daniel* served as the public recreation space for many Mexican families of the San Gabriel Valley.<sup>298</sup> Commonly known as “Marrano Beach” (*Marrano* is Spanish for “pig” or “hog”), the origins of the common name are unknown. By the 1960s, the increased industry and pollution from the newly built freeways caused the usage of the beach by the local community to decline.<sup>299</sup> The area surrounding Marrano Beach was purchased by Los Angeles County Parks and Recreation in 1994 and opened in 1997 as Bosque del Rio Hondo Natural Area.<sup>300</sup>

### LEGG LAKE PLAYGROUND

When the Whittier Narrows Park began to be constructed, Los Angeles County Supervisor Frank G. Bonelli wanted to create a play area to bring children and families to the new park, in addition to bringing together the diverse communities that often argued against the proposed park.<sup>301</sup> After having heard of a sculptural playground in Las Vegas, Bonelli commissioned Mexican-born sculptor Benjamin Dominguez to create a playground in his distinctive concrete sculptural style. His play structures were in the shape of monsters and sea creatures and encouraged children to play on the structures while utilizing their imaginations.

Dominguez would complete three playgrounds in Southern California—at Legg Lake and in San Gabriel and Garden Grove. The structures at Whittier Narrows/Legg Lake “are the only remaining examples of Dominguez’s earlier, more geometric design work” and were added to the California Register of Historic Places in 2009.<sup>302</sup>

<sup>298</sup> Matea Gold, “Riverbank’s Transformation Into Park Triggers Flood of Memories,” *Los Angeles Times*, August 29, 1997. <https://www.latimes.com/archives/la-xpm-1997-aug-29-me-26978-story.html>.

<sup>299</sup> Daniel Medina, “Life at Marrano Beach, the Lost Barrio Beach of the San Gabriel Valley,” KCET, April 17, 2014, <https://www.kcet.org/shows/departures/life-at-marrano-beach-the-lost-barrio-beach-of-the-san-gabriel-valley>.

<sup>300</sup> Gold, “Riverbank’s Transformation.”

<sup>301</sup> Eloy Zarate, “The Creatures of Legg Lake: Concrete Structures of Benjamin Dominguez,” KCET, June 4, 2015, <https://www.kcet.org/shows/departures/the-creatures-of-legg-lake-concrete-sculptures-of-benjamin-dominguez>.

<sup>302</sup> Zarate, “The Creatures of Legg Lake.”

## Registration Requirements

### *Theme*

- Parks and Recreation.

### *Period of Significance*

- 1902–1950.

### *Associated Property Types*

- Parks, playgrounds, recreation centers, sports fields, golf courses.

### *Eligibility Standards*

- Originally constructed in conjunction with early development of a neighborhood or community or adjacent residential development.
- Must be constructed within the period of significance.
- Must retain the essential aspects of integrity.
- Must retain enough of its essential physical features to sufficiently convey its association with the historic context.

### *Character-Defining Features*

- Contains greenspace or landscaping of some sort.
- Historically and currently accessible to the public.
- Can contain playgrounds, sports fields, and other amenities.
- Located immediately adjacent to residential development and was originally intended for local, rather than regional use.
- Can contain memorials for local residents.

### *Considerations*

Most of the parks listed above are likely eligible for their association with the local community or an adjacent residential development. However, they are County-owned parks, and it is impossible to assess their broader significance without a context on the history and development of the Los Angeles County Parks and Recreation Department. The registration requirements above are for their association with their immediate neighborhood or community only, not for their association with the County of Los Angeles. If and when a county-wide context is written, they should additionally be evaluated for their significance within the broader Los Angeles County parks system in its entirety.

## EDUCATION

### Overview

The initial founding of schools and school districts in the WSGV dates to “land boom” of the late 1800s, which saw large waves of immigration to Southern California and the original subdivision of many towns. The two earliest districts that exist within the Planning area are El Monte and Pasadena, although neither has extant structures from this time period. The earliest extant schools within the Planning Areas date to the 1920s, when California experienced its second large wave of immigration. Los Angeles County experienced a 133.2% population increase in comparison to the previous decade, and grammar schools, in particular, had become overly crowded.<sup>303</sup> Despite the “frontier” nature of many settlements in California at this time, the style, size and massing of these early schools is impressive. Most are large two-story structures, constructed of brick or concrete with an institutional appearance, in Period Revival styles of the time, especially Spanish Colonial Revival. For many residents, the construction of these schools was equally important as a symbol of civic pride and an expression of economic success and stature of their community as it was about educating their students. Especially in communities like Altadena, where many of the residents moved between East Coast society and California, it was important that schools be equally grand in their new community as they had previously been exposed to on the East Coast. Additionally, many of these schools were designed to serve a wide radius of students from a geographical perspective; newer or smaller settlements would send their students to a neighboring community until they were established enough to build their own.

One issue that early schools in the WSGV faced was the fallout from the Long Beach earthquake of March 1933. Hundreds of school buildings in the Los Angeles metropolitan area were destroyed or suffered significant damage, as most were constructed of unreinforced masonry. Few students were killed, owing to the late hour of the earthquake (5:55 PM), but had it occurred hours earlier, the number of schoolchildren killed would have been devastating. School districts throughout Southern California reevaluated the safety of their buildings, and most were found lacking. With the passing of the Field Act by the California Legislature 30 days after the earthquake, many

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<sup>303</sup> Sapphos Environmental, Inc., Los Angeles Unified School District: Historic Context Statement, 1870 to 1969, March 2014, 29–35.

new schools were built or renovated to new standards after this, including the Jackson School, the Webster School, and the (now named) Odyssey Charter School, all located in Pasadena. The Great Depression also spurred the construction or renovation of many schools in the United States, as some of Roosevelt's New Deal programs were tasked with constructing or updating many schools in their scope of work.

The second wave of school district creation and school construction dates to the 1950s, where the increasing residential suburbanization brought many families with young children to the WSGV. The explosive population growth of this era brought overcrowding and strained budgets. For example, although Monrovia-Arcadia-Duarte School District existed as one system from the early 20th century, they divided into three separate districts at this time to meet the needs of the growing suburban area.<sup>304</sup> The individual, architect-designed schools of the pre-war gave way to a period of school design that reflected school district-level planning control and a nationwide trend toward standardization.<sup>305</sup> Many schools from this time period were designed in the International Style, which dispensed with the traditional two-story model and instead featured a more sprawling and informal layout that emphasized light and circulation and embraced the balmy weather of Southern California for open hallways and exterior courtyards.

The 1950s also brought racial tensions to the SGV, especially in the school system. Many schools in the WSGV were segregated, with separate schools for White students, Mexican students, and Japanese students.<sup>306</sup> In 1970, US district court judge Manuel Real found that the Pasadena Board of Education had "knowingly assigned" blacks and whites to separate high schools, and it became the first non-southern city ordered by the Supreme Court to enact mandated busing to support racial integration.<sup>307</sup>

Fallout from the 1970s desegregation scandal remains evident today. The "white flight" of the post-segregation era remains glaringly evident in the PUSD. A high disparity in quality and performance still exists between the school districts, and educational opportunities throughout

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<sup>304</sup> "History," Duarte Unified School District, accessed September 25, 2023, [https://www.duarteusd.org/apps/pages/index.jsp?uREC\\_ID=3818536&type=d&pREC\\_ID=2470119](https://www.duarteusd.org/apps/pages/index.jsp?uREC_ID=3818536&type=d&pREC_ID=2470119).

<sup>305</sup> Sapphos Environmental, Inc., Los Angeles Unified School District: Historic Context Statement, 1870 to 1969, March 2014, 29–35.

<sup>306</sup> Medina, "El Monte's Hicks Camp."

<sup>307</sup> Laura Verlaque, "The Founding of Pasadena's Schools," Pasadena Museum of History, August 9, 2017, <https://pasadenahistory.org/collections/school/>.



the WSGV are not necessarily equal. Despite Pasadena’s diverse population from a racial and socio-economic perspective, 83% of students who attend the PUSD are nonwhite, with 63% eligible for free or reduced lunches, as many families in higher socio-economic categories choose to send their children to private schools.<sup>308</sup>

The Planning Areas of the WSGV include schools associated with ten different school districts, all based in nearby incorporated cities.

### PRIVATE SCHOOLS

The WSGV Planning Area features a handful private schools, the vast majority of which are associated with churches in the area or operate independent from the State-funded public school system. Parochial schools are addressed under religion; while private schools exist within the planning area, none appear to be significant for architecture or any associated history. The Pasadena Waldorf School is located in Altadena, in a National Register-listed residence (NR# 9900893).

### EL MONTE CITY ELEMENTARY (1852)

El Monte City School District’s history begins with the oldest recorded school in Southern California, an elementary school that was opened in 1852.<sup>309</sup> El Monte also had one of the earliest high schools, and often hosted students from other districts that didn’t have a high school of their own.<sup>310</sup> Portions of the South Monrovia Islands Planning Area fall under the jurisdiction of the El Monte City School District, although there are no potential resources located within the planning areas.

### PASADENA UNIFIED SCHOOL DISTRICT (1874)<sup>311</sup>

Pasadena Unified School District (PUSD), which is one of the oldest in the WSGV, began in 1874 with a group of students meeting in a private home. By 1890, it had one of the few accredited high schools in the state, as well as six elementary schools. PUSD was so well-respected that graduates could attend Stanford University or the University of California without taking entrance examinations.<sup>312</sup> Pasadena’s

<sup>308</sup> Liz Jackman, “Education in San Gabriel Valley Schools,” ColoradoBoulevard.net, February 28, 2019, <https://www.coloradoboulevard.net/education-in-san-gabriel-valley-schools/>.

<sup>309</sup> “About EMCS D,” El Monte City School District, accessed November 13, 2023, [https://www.emcsd.org/apps/pages/index.jsp?uREC\\_ID=1557647&type=d&pREC\\_ID=1683233](https://www.emcsd.org/apps/pages/index.jsp?uREC_ID=1557647&type=d&pREC_ID=1683233).

<sup>310</sup> King, *San Gabriel Valley*, 47.

<sup>311</sup> In California, the title “unified” school district means that the school district encompasses both elementary and high schools (K–12).

<sup>312</sup> King, *San Gabriel Valley*, 39.

## SIGNIFICANT THEMES

enrollment increased from 4,000 to 10,000 in the first two decades of the 20th century, and by the 1920s, a “6-4-4” plan was adopted to develop schools into elementary, middle, and high schools.<sup>313</sup> That plan was phased out as new schools and portions of the surrounding area were annexed by the City of Pasadena.

Resources that have previously been surveyed and recommended eligible for the National Register or California Register or listed in the National Register or California Register include Andrew Jackson Elementary School, located at 593 W. Woodbury Road in Altadena (Status Code 2S2).

Kinneloa Mesa, San Pasqual and East Pasadena/East San Gabriel all fall within the Pasadena Unified School District, although there are no potentially eligible resources associated with PUSD within these planning areas. All of the potentially eligible public schools associated with the Pasadena Unified School District discussed below are located within the Altadena planning area.

### SAN GABRIEL UNIFIED (1868)

Though a small district, the San Gabriel Unified School District is one of the oldest in the WSGV, having been founded in 1868.<sup>314</sup> Alhambra Schools were originally part of the San Gabriel system but broke before 1900 to start their own district. Portions of the district fall within the East Pasadena/East San Gabriel Planning Area.

### GLENDALE UNIFIED (1901)

The district was created in 1901 as the Glendale Union High School District with the first students occupying a purpose-built high school in 1902. It was reorganized as Glendale Unified School District in 1936. Following the growth of the Armenian community in Glendale, the district became the first in the United States to have a day off in memory of the Armenian Genocide.

### MONTEBELLO UNIFIED (1909)

The Montebello Unified School District was created with the opening of a high school in 1909. Portions of the South San Gabriel Planning Area

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<sup>313</sup> King *San Gabriel Valley*, 57.

<sup>314</sup> “San Gabriel Unified School District History,” San Gabriel Unified School District, accessed November 13, 2023, [https://www.sgusd.k12.ca.us/apps/pages/index.jsp?uREC\\_ID=412541&type=d&pREC\\_ID=903356](https://www.sgusd.k12.ca.us/apps/pages/index.jsp?uREC_ID=412541&type=d&pREC_ID=903356).

fall under the jurisdiction of the Montebello Unified School District, although there are no schools located therein.

### SAN MARINO UNIFIED (1951)

There are records of schools within the City of San Marino dating from 1917 and students originally attended South Pasadena High School. However, tensions over construction bonds caused the City of San Marino to withdraw from the South Pasadena School District and form their own, graduating their first class from San Marino High School in 1956.<sup>315</sup> Portions of the East Pasadena/East San Gabriel Planning Area fall under the jurisdiction of San Marino Unified, although there are no associated schools.

### DUARTE UNIFIED (1954)

This district was created in 1954, after the Monrovia-Arcadia-Duarte School District (formed in 1906) split to accommodate the increase in residents caused by post-WWII suburbanization.<sup>316</sup> Portions of the South Monrovia Islands Planning Area fall under the jurisdiction of the Duarte Unified School District, and although the one school located within the planning area, Maxwell Academy at 733 Euclid Avenue in Duarte was constructed in 1952, the school underwent a major renovation in 2018 and has recently added six classrooms and four restrooms.<sup>317</sup> These alterations make the school ineligible for lack of integrity.

### MONROVIA UNIFIED (1954)

The founder of Monrovia, William Monroe, funded the creation of the first public schools from 1887 to 1888, when the elementary school was established. A High School followed in 1893, and a school district was founded the same year. Neighboring towns Arcadia and Duarte joined the district in 1920 and it was renamed the Monrovia-Arcadia-Duarte District. However, following widespread post-WWII suburbanization, those two communities created their own independent school districts in 1954.<sup>318</sup>

<sup>315</sup> "History of San Marino," City of San Marino, California, accessed November 13, 2023, [https://www.cityofsanmarino.org/government/history\\_of\\_san\\_marino/index.php](https://www.cityofsanmarino.org/government/history_of_san_marino/index.php).

<sup>316</sup> "History," Duarte Unified School District, accessed November 13, 2023, [https://www.duarteusd.org/apps/pages/index.jsp?uREC\\_ID=3818536&type=d&pREC\\_ID=2470119](https://www.duarteusd.org/apps/pages/index.jsp?uREC_ID=3818536&type=d&pREC_ID=2470119).

<sup>317</sup> "School Accountability Report Card: Maxwell Academy (PK-8)," California Department of Education, 2022, <https://sarconline.org/public/print/19644696012934/2021-2022>.

<sup>318</sup> Steve Baker, "A History of Monrovia High School from 1893 to 2021," January 21, 2021, <https://www.monrovia-now.com/2021/01/a-history-of-monrovia-high-school-from.html>.

### TEMPLE CITY UNIFIED (1954)

Created in 1954, the Temple City Unified School District encompasses a small area of only four-square miles, including portions of the East Pasadena/East San Gabriel planning area.<sup>319</sup> There is one resource within the planning area, Emperor Elementary School, located at 6415 Muscatel Avenue in San Gabriel, and it is less than 45 years old.

### ALHAMBRA UNIFIED (2004)

This school district was created in 2004 via the combination of the Alhambra School District (K-8) and the Alhambra Union High School District (9-12). The elementary district was formed in 1886 after residents of Alhambra formed their own elementary school, separate from San Gabriel. In 1898, the first Alhambra High School opened, starting the High School District, which would eventually encompass three schools.<sup>320</sup> Portions of the South San Gabriel Planning Area fall under the jurisdiction of the Alhambra Unified School District, although there are no schools located therein.

### *Temple School, Whittier Narrows (c. 1850, updated in 1921)*

Though not located within the boundaries of the Whittier Narrows Planning Area as defined by the County of Los Angeles, in the southwestern quadrant of the planning area, is the former Temple School Campus, which has been occupied by the Army Corps of Engineers since 1949. Known as the “Baseyard” by the ACOE, it was the Temple K-8 School, which was a portion of the El Monte Union High School District. Originally known as the Temple Grammar School, it was founded in the early 1850s, making it one of the oldest elementary schools in Southern California. The building was enlarged in 1921 following the influx of tax revenue after the discovery of oil in the nearby Montebello Hills. At the time, it was considered one of the most cutting-edge school campuses in the country.<sup>321</sup>

Following World War II, the Army Corps of Engineers claimed the land the school was on via eminent domain and began to use the former school buildings as its headquarters for the ambitious flood control plan centered on Whittier Narrows. In 2020, the campus at 645 Durfee

<sup>319</sup> “About Us,” Temple City Unified School District, accessed November 13, 2023.

<sup>320</sup> “School History,” Alhambra High School, accessed November 13, 2023, [https://www.ahsmoors.org/apps/pages/index.jsp?uREC\\_ID=292165&type=d&pREC\\_ID=714254](https://www.ahsmoors.org/apps/pages/index.jsp?uREC_ID=292165&type=d&pREC_ID=714254).

<sup>321</sup> Mike Tharp, “Corps History 101: District stays after school for controversial dam project,” *The Newscastle*, U.S. Army Corps of Engineers Los Angeles District, February/March 2004, 5–8, [https://media-cdn.dvidshub.net/pubs/pdf\\_6149.pdf](https://media-cdn.dvidshub.net/pubs/pdf_6149.pdf).

Street was given the California Historic Status code of 2D2, which indicates the district has been determined eligible for the National Register by consensus through the Section 106 process; it is currently listed on the California Register.

### POTENTIALLY ELIGIBLE PROPERTIES

#### *Altadena Arts Magnet, 743 East Calaveras Street, Altadena (1915)*



Altadena Arts Magnet School, located at 743 East Calaveras Street is a visual and performing arts elementary school, located in the top 3% in the nation of elementary schools at which students receive instruction in all four art forms: Dance, Music, Theatre and Visual/Graphic. It is located on the site of the original Altadena Elementary, which was founded in 1903. The original building was constructed in the northwest corner of East Calaveras Street and El Molino Avenue. The Mount Lowe tram reportedly ran past the front door of the school. A 1908 Sanborn shows a single building labeled “Public School” with “no lights, heat from the stove” added. The first building was constructed in 1915 with a second added in 1935. However, it has been completely renovated and modernized with a new entry building added. The historic library, administration, and classroom buildings remain but have been renovated with structural upgrades and necessary utility improvements.



*Mary W. Jackson STEAM Multilingual Magnet Academy - 593 West Woodbury Road, Pasadena (1922)*



The school was originally opened in 1909 as the Andrew Jackson Elementary School and consisted of a small one-story Craftsman-style structure. The first teacher, Elston Glenn, had a class of about 25 students, although the school was renovated shortly after opening to add additional classrooms when enrollment increased.<sup>322</sup> Two adjoining lots were acquired for a playground in 1911, and by 1915, the school had four teachers.<sup>323</sup> The current building was constructed in 1922 and suffered major damage in the 1933 Long Beach Earthquake. Like 26 other schools in the Pasadena Unified School District, it was rebuilt in 1935 by the Works Progress Administration.<sup>324</sup> A caretaker's cottage and the old cafeteria were remodeled after World War II to accommodate the population boom in the SGV. The school was significantly expanded in in the 2000s with the addition of 8,800 square feet of classrooms, in addition to the modernization of 40,323 square feet of the historical building.<sup>325</sup> In 2023, the school was renamed after Mary W. Jackson, the first Black woman to work for NASA, after members of the community expressed their discomfort with a school

<sup>322</sup> King, *San Gabriel Valley* 81.

<sup>323</sup> King, *San Gabriel Valley*, 81.

<sup>324</sup> "Andrew Jackson Elementary School," Living New Deal, accessed December 29, 2023, <https://livingnewdeal.org/sites/andrew-jackson-elementary-school-altadena-c>.

<sup>325</sup> "Andrew Jackson Elementary School," Morillo Construction Company, 2020, <https://morilloconstruction.com/jackson-elementary-school/>.

named after Jackson, who was a known slave owner and who enacted genocidal policies against Native Americans.<sup>326</sup>

*Odyssey Charter South - 119 West Palm Street, Pasadena (1926)*



Constructed in 1926 as Edison Elementary, the school was damaged during the 1933 Long Beach Earthquake and rebuilt by the Works Progress Administration.<sup>327</sup> Edison and three other schools were closed by Pasadena Unified School District in 2006, which triggered a passionate but ultimately unsuccessful movement for Altadena Schools to secede from Pasadena Unified and form their own school district. However, this was denied by the Los Angeles County Office of Education in 2011.<sup>328</sup> Since its closure by PUSD, the building has been occupied by a variety of charter schools.

<sup>326</sup> “Supporters of Jackson Elementary in Altadena Proposes Name Change To Honor First Black Woman to Work for NASA,” *Pasadena Now*, January 5, 2023, <https://www.pasadenanow.com/main/supporters-of-jackson-elementary-in-altadena-proposes-name-change-to-honor-first-black-woman-to-work-for-nasa>.

<sup>327</sup> “Odyssey South Charter School – Altadena, CA,” *Living New Deal*, accessed December 29, 2023, <https://livingnewdeal.org/sites/odyssey-south-charter-school-altadena-ca/>.

<sup>328</sup> Brian Chales, “Altadena secession effort reaches PUSD school board,” *Daily Bulletin*, October 12, 2010, <https://www.dailybulletin.com/2010/10/12/altadena-secession-effort-reaches-pUSD-school-board/>.

Brian Charles, “Altadena school secession movement gathers steam,” *Los Angeles Daily News*, June 8, 2011, <https://www.dailynews.com/2011/06/08/altadena-school-secession-movement-gathers-steam/>.



*Daniel Webster Elementary School - 2101 East Washington Boulevard, Pasadena (1927)*



Founded as Marshall Elementary School in 1926, which met in two bungalows on the campus of Marshall Junior High School, the student body moved into the new building at the present location in 1927 with an enrollment of 475 students. Unlike many schools, Webster received minor damage from the 1933 Long Beach Earthquake, and reinforcement work was completed in 1935. The campus underwent significant changes, as four classrooms were added in 1948–49 and more land was added on the northern side in 1950–1951. Later, in 2001, funding from Measure Y allowed the demolition of several bungalows and the construction of a new building housing the library and classrooms.<sup>329</sup>

*Wilson Elementary School - 8317 Sheffield Road, San Gabriel (1929)*

Wilson Elementary School was originally constructed in 1929, and the San Gabriel City Schools obtained state funds to expand the number of classrooms in 1949, likely for new families settling in the WSGV.<sup>330</sup> In the 1950s, the school was home to a unique classroom for “grade school children from San Gabriel, Arcadia, and San Marino, or who mentally retarded, emotionally disturbed or physically handicapped”.<sup>331</sup> A large fire affected one wing of the school in 1988 and the San Gabriel Unified School District indicates that Wilson Elementary is

<sup>329</sup> “History of Daniel Webster,” Daniel Webster Elementary School, accessed December 29, 2023, <https://www.pusd.us/Page/3716>.

<sup>330</sup> “S.G. Will Get School Funds,” *Pasadena Independent*, January 6, 1949, 2.

<sup>331</sup> Bob Graf, “Exceptional Children Like School,” *Pasadena Independent*, May 12, 1955, 43.

“scheduled for modernization in Fall of 2024.”<sup>332</sup> News reports over the previous century indicate a strong history of an active Parent-Teacher Association.

*Eliot Arts Magnet, 2184 North Lake Avenue, Altadena (1931)*



Originally opened in 1931 as Charles W. Eliot Middle School, it was planned to function as both a junior high school and a community center with the ability to host over 600 students. The building was designed by the firm of Marston and Maybury, of Pasadena, in a “streamline moderne architectural style, blended with Spanish elements” and received an Honor Award from the American Institute of Architects two years after its opening.<sup>333</sup> A notable design feature is the tower for the school which, according to oral histories, was voted on by the student body over a swimming pool.

As the needs of the school community expanded, so did the school campus. Additional classrooms were added in 1949, followed by a gymnasium in 1950 and a band room in 1953. The entire campus was retrofitted in 1953. Presently, it is known as Eliot Arts Magnet, a public magnet school for students in grades 6–8 in the Pasadena Unified School System.

<sup>332</sup> “School History,” Wilson Elementary School, accessed December 27, 2023, [https://wilson.squsd.k12.ca.us/apps/pages/index.jsp?uREC\\_ID=413150&type=d&pREC\\_ID=905562](https://wilson.squsd.k12.ca.us/apps/pages/index.jsp?uREC_ID=413150&type=d&pREC_ID=905562).

<sup>333</sup> “Architecture in Altadena: Charles W. Eliot Middle School,” *The Echo*, Altadena Historical Society, Fall/Winter 2014, 9–12.

*Crescenta Valley High School - 2900 Community Avenue, La Crescenta-Montrose (1933/1961)*



The first school on this site was the La Crescenta Junior High School, constructed in 1933 following the Long Beach Earthquake.<sup>334</sup> That school was renamed Reverend Andrew W. Clark Junior High School in 1938 but was renamed Crescenta Valley High School in 1961 after a renovation and expansion that was begun in 1955.<sup>335</sup> The school underwent a large remodeling project in 2002 which attempted to restore the look of the 1933 construction.

*La Crescenta Elementary School - 4343 La Crescenta Avenue, La Crescenta-Montrose (1947)*

While the original La Crescenta Elementary School was constructed in 1886, the school moved to its present location in 1890. That original structure was rebuilt in 1915 and received significant damage in the 1933 Long Beach Earthquake. However, a new building was not constructed until 1947.<sup>336</sup> Aerial photographs indicate the 1947 building was augmented by “portables” in the 1950s, along with additions in the 1970s and 1980s. A new building was constructed in 2018 to replace the portable classrooms.<sup>337</sup>

<sup>334</sup> “History of the Crescenta Valley,” Historical Society of the Crescenta Valley, accessed December 27, 2023, <https://www.cvhistorical.org/histsites/histsites.htm>.

<sup>335</sup> Lawler, “A Brief History of CV’s Schools.”

<sup>336</sup> Mike Lawler, “A Brief History of CV’s Schools,” *Crescenta Valley Weekly*, February 11, 2021, <https://www.crescentavalleweekly.com/viewpoints/02/11/2021/brief-history-cvs-schools/>.

<sup>337</sup> Mary O’Keefe, “La Crescenta Elementary Celebrates End of Construction,” *Crescenta Valley Weekly*, November 22, 2018, <https://www.crescentavalleweekly.com/local-youth/11/22/2018/la-crescenta-elementary-celebrates-end-construction/>.



Notably, this campus does contain “The Old School Bell,” which was originally a part of the original elementary school built in 1890. Reportedly in storage from 1948 until 1976, the bell is now located outside of La Crescenta Elementary.<sup>338</sup>

*Monte Vista Elementary School - 2620 Orange Avenue, La Crescenta-Montrose (1948)*



One of the earliest schools built in response to the influx of new families to the West San Gabriel Valley following World War II, Monte Vista Elementary School opened in 1948.<sup>339</sup> Aerial photographs show a large addition constructed circa 1964 with the addition of “portables” throughout the 2000s.

*Emperor Elementary School - 6415 Muscatel Avenue, San Gabriel (1950)*

Emperor Elementary School was constructed in 1950.<sup>340</sup> A large addition, costing \$200,000, was added in 1967, this was followed by a library in 1968.<sup>341</sup> Also in 1968, the school received a large federal grant to pilot an experimental model of teacher staffing, known as “differentiated staffing.”<sup>342</sup>

<sup>338</sup> “History of the Crescenta Valley,” Historical Society of the Crescenta Valley, accessed December 27, 2023, <https://www.cvhistorical.org/histsites/histsites.htm>.

<sup>339</sup> Lawler, “A Brief History of CV’s Schools.”

<sup>340</sup> “School Accountability Report Card: Emperor Elementary,” California Department of Education, 2022, <https://resources.finalsite.net/images/v1675289024/tcusdnet/hhjcazyp8qvycoq5wg/2022SARCEmperor.pdf>.

<sup>341</sup> “School Planning”, *Los Angeles Times*, December 13, 1967, 143.

<sup>342</sup> “Pact Awarded for Pilot School Project,” *Los Angeles Times*, July 15, 1968, 24.

*Rosemont Middle School - 4725 Rosemont Avenue, La Crescenta-Montrose (1961)*



Built as Rosemont Junior High School in 1961, the building was nearly identical to Clark Junior High School, constructed the same year, just two miles away.<sup>343</sup> A sprawling building with blocky massing constructed of brick, the design is typical of mid-century school campuses. Aerial photographs indicate that the footprint of the building is relatively unchanged since its initial construction.

*Cloud Preschool - 4444 Cloud Avenue, La Crescenta-Montrose (ca. 1964-1972)*

A publicly funded preschool operated by Glendale School District, aerial photographs indicate that Cloud Preschool was constructed between 1964 and 1972 and has maintained the same footprint since 1972.

<sup>343</sup> "Then & Now: Rosemont Middle School," *Crescenta Valley Weekly*, November 19, 2009, <https://www.crescentavalleyweekly.com/leisure/11/19/2009/then-now-rosemont-middle-school/>.

Note: Clark Junior High School was closed in the 1980s and used for film and television shoots before being reopened as a magnet school. It is not within the WSGV Planning Area.

*Mountain Avenue Elementary - 2307 Mountain Avenue, La Crescenta-Montrose (1967)*



Constructed on the former site of the 12-acre Bishop Estate, the land for Mountain Avenue Elementary was purchased with money from a Glendale Unified School District bond passed in 1964. This bond was passed in response to overcrowding of the existing school and the influx of new families to La Crescenta and the surrounding area.<sup>344</sup> The Bishop family, who had owned the property, refused the initial offers and GUSD eventually turned to the County Commission on Regional Planning in order to take the property via eminent domain. Over the course of a year and a half, the Bishop family fought bitterly, but the resulting jury trial awarded the land to the school district for a total of \$184,500 to the Bishop family.<sup>345</sup> Mountain Avenue Elementary opened in 1967 with 606 students and presently serves around 550 students; aerial photographs indicate the footprint of the building has remained unchanged since its construction in 1967.<sup>346</sup>

<sup>344</sup> Mary O'Keefe, "Mountain Avenue Elementary Celebrates 40 Years," *Glendale News-Press*, April 13, 2007, [https://www.latimes.com/socal/glendale-news-press/news/tn-gnp-xpm-2007-04-13-lacressentaonline\\_cnws-mtave40years0413-story.html](https://www.latimes.com/socal/glendale-news-press/news/tn-gnp-xpm-2007-04-13-lacressentaonline_cnws-mtave40years0413-story.html).

<sup>345</sup> Mike Lawler, "Mountain Avenue Elementary Had Controversial Beginnings," *Crescenta Valley Weekly*, December 24, 2020, <https://www.crescentvalleyweekly.com/viewpoints/12/24/2020/treasures-valley-%E2%89%A4%E2%89%A4-mike-lawler/>.

<sup>346</sup> "History and Traditions", Mountain Avenue Elementary School, accessed December 27, 2023, [https://mountainavenue.gusd.net/26726\\_2](https://mountainavenue.gusd.net/26726_2).

## Registration Requirements

### *Theme*

- Education.

### *Period of Significance*

- 1874–1961.

### *Associated Property Types*

- School building/campus.

### *Eligibility Standards*

- Originally constructed as a school by a public school district, although the school may have changed districts or district may have reorganized and as such, resources could potentially be eligible for its association with more than one district.
- Must be constructed within the period of significance.
- Must retain the essential aspects of integrity.
- Must retain enough of its essential physical features to sufficiently convey its association with the historic context.

### *Character-Defining Features*

- Contains greenspace or landscaping of some sort.
- Historically and currently accessible to the public.
- Can contain playgrounds, sports fields, and other amenities.
- Located immediately adjacent to residential development and was originally intended for local, rather than regional use.
- Can contain memorials for local residents.

### *Considerations*

Most of the parks listed above are likely eligible for their association with the local community or an adjacent residential development. However, they are County-owned parks, and it is impossible to assess their broader significance without a context on the history and development of the Los Angeles County Parks and Recreation Department. The registration requirements above are for their association with their immediate neighborhood or community only, not for their association with the County of Los Angeles. If and when a county-wide context is written, they should additionally be evaluated for their significance within the broader Los Angeles County parks system in its entirety.



## CIVIL RIGHTS AND SOCIAL JUSTICE

### Overview

As the WSGV Planning area is majority residential with few civic or public resources, there are no strongly evident resources under the theme of Civil Rights and Social Justice. Nevertheless, it has been the site of community organizing efforts and/or the home of individuals involved in the fights for civil rights and social justice.

The earliest known fight for social justice within the WSGV Planning Area is the work of Toyapurina, a Kizh medicine woman who led a revolt against the Spanish Missionaries at the San Gabriel Mission in 1785. She was responsible for recruiting six of the eight villages that participated in the attack, and she was convicted by Spanish officials for her role in organizing the attack and sentenced to six years of hard labor.

The earliest post-contact civic efforts within the WSGV centered around issues of temperance. The Southern California chapter of the Women’s Christian Temperance Union (WCTU) was established as a separate unit from a statewide chapter in 1883.<sup>347</sup> Many women who joined the WCTU were early feminists and active in the fight for women’s suffrage, though their tolerance often did not extend to racial justice. A large retirement home for elderly WCTU members was constructed in 1927 in Eagle Rock, a neighborhood in northeast Los Angeles.<sup>348</sup> Considering its proximity to the Altadena, La Crescenta-Montrose, and East Pasadena-East San Gabriel planning areas, it is likely that residents from these areas may have attended meetings at this location.

As referenced in the agricultural theme, the dominant agricultural crop in the WSGV was citrus and by the 1920s, the labor force of this industry was comprised mostly of Mexicans and Mexican Americans, however “Native Americans, Chinese, Sikhs, Japanese, and whites” were all part of this labor force<sup>349</sup>. Often, these workers lived in substandard, grower-provided housing, often segregated by race and ethnicity, and were subject to patronizing “Americanization” lessons

<sup>347</sup> “Making History in Southern California: The Women of the WCTU,” Frances Williard House Museum and Archives, October 21, 2021, <https://franceswilliardhouse.org/making-history-in-southern-california-the-women-of-the-wctu/>.

<sup>348</sup> Hadley Meares, “A Haven for Early Feminists: Eagle Rock’s Home of Woman’s Christian Temperance Union,” KCET, March 31, 2023.

<sup>349</sup> Matt Garcia, *A World of Its Own: Race, Labor, and Citrus in the Making of Greater Los Angeles, 1900–1970*, (University of North Carolina Press, 2001), 48.

from charity groups and government representatives.<sup>350</sup> According to historian Matt Garcia, “Mexican residents [...] resisted growers’ attempts to control their social and physical space by establishing independent citrus but *colonias* (communities) on their own terms where Mexican cultural practices flourished.”<sup>351</sup> Some *colonias* featured churches, mutual aid organizations, and stores owned by community members. However, because of the ephemeral nature of these settlements, no physical trace remains of them remains.

El Monte, with its strong agricultural history, was the site of a variety of labor organizing and demonstrations, including one of the largest collective actions by farmworkers, the 1933 El Monte Berry Strike. The strike notably included a variety of racial and ethnic groups that often were placed at odds by their employers such as Mexican, Filipino, Japanese, and White farmworkers.<sup>352</sup> Though the strike would be eclipsed by others, such as the 1933 San Joaquin Strike and the Delano Grape Strike of the 1960s, the El Monte farmworkers set a strong precedence for California labor activism. While there are no resources within the Planning Area that represent actions such as this, it is likely that residents of the WSGV Planning Area participated in the El Monte Berry Strike and later civil rights and social justice fights. Following World War II, labor unions were able to help workers in other agricultural hubs in California, such as the Imperial Valley and the Central Valley, however the grower organizations in the San Gabriel Valley were able to stymie significant labor movements amongst the workers in the WSGV.

Many of the residents of the WSGV Planning Areas were of Japanese descent in the pre-World War II era, and owned or were involved in a variety of agricultural endeavors. After Executive Order 9066, Japanese and Japanese American residents of the WSGV were initially detained at a Temporary Assembly Center located at the Santa Anita Racetrack before being transferred to long-term War Relocation Camps throughout the American West. Many residences previously occupied by Japanese residents were then occupied by White residents; some Japanese residents of the WSGV Planning area returned to their homes or businesses, although the numbers were

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<sup>350</sup> Garcia, *A World of Its Own*, 52.

<sup>351</sup> Garcia, *A World of Its Own*, 69.

<sup>352</sup> Charles Wollenberg, “Race and Class in Rural California: The El Monte Berry Strike of 1933,” *California Historical Quarterly*, Vol 51:2, 1972, 155–164.

limited and the early cultural history of Japanese Americans in the SGV has largely been diminished.<sup>353</sup>

Up until the mid-to-late 20th-century, the racial demographic of the WSGV was largely White, the result of discriminatory lending practices encouraged by the FHA and likely through the actions of local residents. The Altadena African American Historic Context provides an excellent summary of the actions of the Black community in Altadena and their involvement in local businesses and civil rights actions. The passage of two federal policies—the Immigration and Nationality Act of 1965, also known as the Hart-Celler Act, and the Fair Housing Act of 1968—facilitated increasing racial and ethnic diversity within the WSGV as immigrants from Latin America and Asia were able to purchase homes within the area.<sup>354</sup>

The only extant, previously undesignated property that is older than 45 years and has the potential associated significance to represent this theme within the planning area of the West San Gabriel Valley is the Owen Brown Gravesite in Altadena. It is likely that there are resources that represent the more recent history of Civil Rights and Social Justice, circa 1980 or later, which could potentially rise to the level of historically significant in the future.

### OWEN BROWN GRAVESITE

Owen Brown was the third son of famed abolitionist John Brown and a member of the small band of men who famously raided the federal arsenal at Harpers Ferry, Virginia, in 1859 in a failed attempt to launch a slave revolt in the South. He was among seven individuals captured and tried for conspiring with slaves to create an insurrection, and sentenced to death by hanging for treason. Brown escaped from captivity and was on the run for over two decades before settling in Pasadena where his brother Jason and sister Ruth resided. A temperance advocate, he was attracted by the anti-saloon movement in Pasadena. When he died of pneumonia in January 1889, more than 2,000 people attended his funeral. He is buried in the foothills of the San Gabriel Mountains, near “Brown Mountain,” which was named after him.

<sup>353</sup> Garcia, *A World of Its Own*, 122.

<sup>354</sup> Becky M. Nicolaidis, “Introduction: Asian American Suburban History,” *Journal of American Ethnic History*, Vol 34 (2), Winter 2015, 5-17.

## PUBLIC ARTS, MUSIC, AND CULTURAL CELEBRATIONS

### Overview

One of the earliest public art event that would have included residents from the Planning Areas was the 1912 performance of John Steven McGroaty’s Mission Play, which presented a dramatic and romanticized history of the California Missions that ignored the enslavement of Native Americans and painted the *padres* as heroic figures.<sup>355</sup> This play continued to be performed from 1912 until 1932, with a playhouse in the City of San Gabriel constructed especially for the production. It is estimated that over 2.5 million people saw a performance of McGroaty’s play, which likely included residents of the planning areas.<sup>356</sup>

In Altadena, 0.7 miles of Santa Rosa Avenue has been listed on the U.S. National Register of Historic Places (NR# 90001444) since 1990 as “Christmas Tree Lane”, significant for “the oldest large-scale outdoor Christmas display in the world.” The trees were originally planted in 1885 by early developers Frederick J. and John P. Woodbury, though the Kiwanis Club first lit the trees as Christmas trees in 1920.<sup>357</sup>

It is probable that residents of the WSGV, especially the communities of La Crescenta-Montrose and Altadena, participated in the Tournament of Roses Parade or attended the annual Rose Bowl Football game held in nearby Pasadena. Originally developed as a parade in 1890 to promote tourism around the New Year, an annual football game was added in 1902, and the Rose Bowl Stadium was constructed in 1922.<sup>358</sup> However, all built environment resources associated with the Rose Bowl and Tournament of Roses are located within the City of Pasadena, including a “Rose Bowl Hotel” that once existed in Altadena.

The communities of La Crescenta-Montrose hosted a rodeo that was a strong community celebration at Onodarka Ranch. Catering to the



Christmas Tree Lane, 1928 (Los Angeles Public Library)

<sup>355</sup> Architectural Resources Group, “City of San Gabriel Citywide Historic Context Statement,” 75–76.

<sup>356</sup> “San Gabriel Mission Playhouse,” California State University, Northridge Digital Libraries, accessed January 8, 2024, <https://digital-library.csun.edu/san-gabriel-mission-playhouse>. Note: The San Gabriel Mission Playhouse is listed on the National Register of Historic Places but is not located within the WSGV Planning Area.

<sup>357</sup> Judy Triem, Altadena Heritage, “National Register Nomination Form: Christmas Tree Lane,” 1990.

<sup>358</sup> City of Pasadena, “Architectural/Historical Development of the City of Pasadena,” January 1993, 19–20.

equestrian community of the Verdugo Mountains, Onodarka Ranch was a community stable that hosted the Montrose Rode from 1945 until 1950, when the ranch was sold to developer Hyman Minkoff, who constructed the Oakmont Woods development.<sup>359</sup> This area was annexed by Glendale in 1950 and is not located within the La Crescenta-Montrose Planning Area.<sup>360</sup> Dennis Morgan, star of MGM musicals, began a Christmas parade down Honolulu Avenue in the 1950s which was revived in 1976 by Frank Roberts, a local store owner and continues to the present day.<sup>361</sup> However, as the parade runs along Honolulu Avenue, the parade route is located within the boundaries of the City of Glendale and is not within the La Crescenta-Montrose Planning Area.

Detailed investigations of these histories are beyond the scope of this context and should be pursued in the future. As the demographics of the WSGV shifted throughout the 1970s and 1980s, many new ethnic groups brought cultural traditional and formed groups to celebrate ethnic and cultural traditions with the larger community. Again, this is an area of more recent history which would benefit from further research and investigation in a future, more focused context. Events such as the Lunar New Year and Mid-Autum Festival are important to a variety of Asian ethnic groups and community with a strong presence in the WSGV Planning Area.

Resources representing public arts, music, and cultural celebrations, such as gallery spaces, clubs which supported artistic and cultural celebrations, parade routes, and festival locations. Because the WSGV Planning Area is predominately residential, it appears there are no extant resources associated with this theme within the planning area.

## PUBLIC AND PRIVATE HEALTH AND MEDICINE

### Overview

The Los Angeles County hospital system was built under changing and often conflicting social policies governing both public health and welfare of the poor. The county's health care system began in 1856,

<sup>359</sup> Mike Lawler, "Onodarka's Golden Years – Horses and Rodeos," *Crescental Valley Weekly*, June 9, 2016, <https://www.crescentvalleyweekly.com/viewpoints/06/09/2016/treasures-valley-mike-lawler-130/>.

<sup>360</sup> "Specialty Maps: Annexations," City of Glendale, California, accessed January 8, 2024, <https://www.glendaleca.gov/home/showpublisheddocument/18126/635464860811970000>.

<sup>361</sup> "History," Montrose Christmas Parade, accessed January 8, 2024, <https://montrosecristmasparade.com/history/>.

when six members of Daughters of Charity of St. Vincent DePaul traveled to Los Angeles from Emmitsburg, Maryland, to open an eight-bed hospital.<sup>362</sup> The first hospital in the WSGV opened in Pasadena in January of 1895 and was privately owned by Dr. Jacob Hodge. It was common practice at this time for doctors to receive patients at their homes, so it was noteworthy for Hodge to lease five rooms in the Masonic Temple on the corner of Raymond Avenue and Colorado Street. and open what he called a “Receiving Hospital and Surgical Institute.”<sup>363</sup> Later that same year, he moved into a new building that had been expressly designed for his purposes, although he sold it a few years later and the facility was out of business by 1899. The “Pasadena Hospital Association” opened a facility in November of the same year, with a total of 17 affiliated physicians, and moved into the space that Hodge has previously used. Although there are multiple versions of the associated history of this institution, many claim it eventually evolved into the Huntington Hospital still open in Pasadena today.<sup>364</sup>

The County of Los Angeles began to take an active role as a national leader in providing medical care through dispersed facilities for its citizens, under the direction of J.L. Pomeroy, M.D. In 1929, in an article published in the Journal, Pomeroy, a County Health Officer, advocated for the need to create a dispersed network of county-run clinics that would be able to meet the needs of the growing population of Los Angeles County. A facility similar to what he described opened in nearby Alhambra in 1930 at 612 West Shorb Street, and included various clinics, laboratories, an emergency hospital, and a women’s ward on the first floor, administrative offices, a nursing section and district sanitation offices on the second floor. It was constructed by the Alhambra District of the Los Angeles County Health Department to serve the ever-increasing population of the San Gabriel Valley, including communities such as Alhambra, San Gabriel, Wilmar, El Monte, Monterey Park, Baldwin Park, Puente, Lamanda Park, Altadena, and West Azusa. At the time, it was deemed to be “one of the most modern and best equipped health establishments in Southern California with an emergency hospital, a dental laboratory, X-ray laboratory and clinics”.<sup>365</sup>

<sup>362</sup> Cecilia Rasmussen, “A Hospital that made History and Preserved It,” *Los Angeles Times*, October 1, 2000, B3.

<sup>363</sup> Henry Markham Page, *Pasadena: Its Early Years*, (Los Angeles, CA: Lorrin L. Morrison, Printing and Publishing, 1964), 209.

<sup>364</sup> Page, *Pasadena: Its Early Years*, 210.

<sup>365</sup> “Alhambra Gets New Health Center Plan”, *Los Angeles Times*, January 17, 1929



Later, in 1935, Pomeroy spoke of the local health center as a key component of successful health stories throughout Los Angeles County. Los Angeles County also opened and operated separate clinics for White and Mexican and Filipino residents. The County health department, at this time, was concerned with the spread of communicable diseases, such as syphilis and tuberculosis, and often tied the spread of these diseases to general sanitation and hygiene concerns.<sup>366</sup>

Other medical facilities constructed during this period in the WSGV Planning Area include a maternity hospital at 203 Mission Rd in the City of San Gabriel in 1929. It was founded by the San Gabriel Welfare Association “for the welfare of babies” and its construction was financed by private donations.<sup>367</sup> The “Altadena Hospital,” a ten-bed unit, was built by Dr. John Brereton in 1927, and located at 2052 North Lake Avenue. Constructed with \$32,000 of his own funds, patients were admitted for “the treatment of disease, organic malfunctions, surgery and obstetric care.”<sup>368</sup> The largest and most significant medical facility from this period is St. Luke’s Hospital, founded in 1933 as a non-profit, Catholic hospital by the Sisters of St. Joseph of Orange, a congregation of nuns whose mission of helping the poor and sick dates back to the 17th century in France.<sup>369</sup> Originally constructed in the Moderne style by Canadian-born architect Gener Verge, Sr. the facility was intended to serve the communities of Pasadena, Altadena, and Sierra Madre, St. Luke evolved into a campus of buildings with multiple wings, totaling 74,000 square feet.<sup>370</sup> Sadly, the seven-story facility closed in 2002 and remains empty to this day. It is located at 2632 East Washington Boulevard in Pasadena, on the edge of the Altadena Planning Area.

## SANITARIUMS

In the 1880s, Dr. Benjamin Briggs established the first known sanitarium in the Crescenta Valley to treat tuberculosis. In the subsequent decades, the area’s clean air and high elevation brought other sanitariums, mostly for lung diseases including asthma, emphysema, tuberculosis, bronchitis, but several for mental disorders

<sup>366</sup> Emily K. Abel, “‘Only the Best Class of Immigration’ Public Health Policy Toward Mexicans and Filipinos in Los Angeles, 1910–1940,” *American Journal of Public Health*, October 10, 2011, <https://ajph.aphapublications.org/doi/full/10.2105/AJPH.94.6.932>.

<sup>367</sup> Richard A. Santillán, et al., *Mexican American Baseball in the San Gabriel Valley* (Arcadia Publishing, 2018), 17.

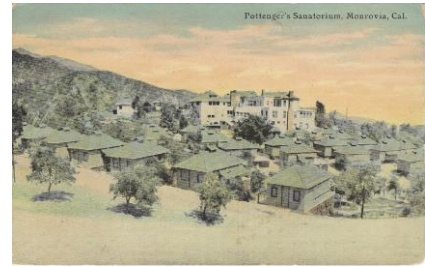
<sup>368</sup> Robert H. Peterson *Altadena’s Golden Years*. (Alhambra, CA: Sinclair Printing & Litho, Inc., 1976). 85.

<sup>369</sup> “Photo Essay: Pasadena’s Vacant Hospital of St. Luke, Patron Saint of Physicians, Doctors, and Butchers,” *AvoidingRegret.com*, September 26, 2020, <https://www.avoidingregret.com/2020/09/photo-essay-pasadenas-vacant-hospital.html>.

<sup>370</sup> “Pasadena’s Vacant Hospital.”

## SIGNIFICANT THEMES

as well. By the early 20th century, the WSGV Valley was a regional center for “health care tourism,” and notable sanatoriums could be found in Monrovia (Pottenger Sanatorium), Glendale (Rockhaven), and Pasadena (La Viña). Pottenger, which opened in 1903, was composed of a complex of three-story buildings, tents, and hipped-roof bungalows in the hills above Monrovia. The facility closed in 1955 and was leased to the Carmelite Order as a convent. Also in Monrovia was the Canyon Tuberculosis Preventorium, a facility for sickly children who were not yet infected but needed to adjust their diet and limit their exposure to ill relatives. Pasadena also housed a preventorium, though the most well-known location in the San Gabriel Valley was in Whittier and managed by the Los Angeles Tuberculosis Association.<sup>371</sup>



Postcard of Pottenger's Sanatorium  
(Source: Monrovia Historical Society)

In Duarte, northeast of the South Monrovia Islands Planning Area, the Los Angeles Sanatorium was established in 1913 by the Jewish Consumptive Relief Association. Originally comprised of two tents on ten acres, the structure grew and expanded throughout the early 20th century.<sup>372</sup> As a result of the adoption of penicillin and other antibiotics for tuberculosis following World War II, in 1946, the Los Angeles Sanatorium began its transformation to a full, comprehensive medical center. Adopting its longtime nickname, the new hospital partnered with UCLA Medical School to open the City of Hope National Medical Center in 1949.<sup>373</sup>

The vast majority of these sanatoriums, whether they were housed in single-family residences or in larger campuses, are no longer extant. The Pottenger Sanatorium closed when its namesake and founding physician retired in 1955. It became a convent and retreat center until the 1970s, when it was demolished for the Canyon Crest housing development.<sup>374</sup> The La Viña Sanatorium was absorbed into USC and Pasadena's Huntington Hospital; the land was sold to a developer to create a gated home community in the 1990s.<sup>375</sup> Rockhaven, while still extant, was purchased by the City of Glendale in 2008 and added to



La Viña Sanatorium, ca. 1911–1935  
(Source: UCLA Libraries)

<sup>371</sup> Harold A. Parker, photographer. “[Pasadena Preventorium activities, 794 West Mariposa, Pasadena. 1936.]” Photograph. Pasadena, 1936. From Calisphere, *Huntington Library Photographs*, accessed July 31, 2023, <https://calisphere.org/item/a9d258d1eae58cad9777c5eb6f1ab1c4/>.

<sup>372</sup> “The City of Hope Story,” City of Hope, <https://www.cityofhope.org/about-city-of-hope/who-we-are/our-history>.

<sup>373</sup> Caroline Luce, “The City of Hope – A Jewish National Medical Center, 1949,” from *The White Plaque in the City of Angels* (online exhibit), March 14, 2014, <https://scalar.usc.edu/hc/tuberculosis-exhibit/the-city-of-hope-a-jewish-national-medical-center-1949>.

<sup>374</sup> The Monrovia Historic Preservation Group, “Pottenger’s Sanatorium,” *The Preservation Conversation*, July 2020, [https://www.mohpg.org/uploads/3/0/4/2/30423062/july\\_2020.pdf](https://www.mohpg.org/uploads/3/0/4/2/30423062/july_2020.pdf).

<sup>375</sup> Val Zavala, “A Short History of La Viña,” *Altadena Heritage*, accessed July 31, 2023, <https://altadenaheritage.org/a-short-history-of-la-vina/>.

the National Register of Historic Places in 2016. It is currently being renovated as a museum space.<sup>376</sup>

The only extant and potentially eligible medical facility in the WSGV Planning Area is the Green Acres Lodge, located at 8101 Hill Drive in Rosemead. It is currently in use as a residential healthcare center, although a 1965 newspaper article refers to it as a “sanatorium” that has specific programs for Catholic residents.<sup>377</sup> Although other medical and health facilities existed within the boundaries of the planning area at one point in time, no other properties remain extant.

## Registration Requirements

### *Theme*

- Public and Private Health and Medicine.

### *Period of Significance*

- 1880–1965.

### *Associated Property Types*

- Hospitals, sanitariums, nursing homes, doctor’s offices and other locations where healthcare and medical services were provided to the residents of the WSGV.

### *Eligibility Standards*

- Originally constructed in conjunction with the early development of a neighborhood or community or adjacent residential development.
- Must be constructed within the period of significance.
- Must retain the essential aspects of integrity.
- Must be the original location or the long-term location of a health or medical facility or organization.
- Must retain enough of its essential physical features to sufficiently convey its association with its use as a health or medical facility.

### *Considerations*

- Could also potentially include aid and other non-profit organizations with specific and concrete ties to development of healthcare and medical services and facilities within the WSGV.
- Does not necessarily need to be accessible to the public historically or currently; private or church-associated facilities may be eligible.

<sup>376</sup> “Senator Anthony Portantino Secures \$8 Million for Rockhaven Sanatorium,” June 29, 2021, <https://sd25.senate.ca.gov/news/2021-06-29/senator-anthony-portantino-secures-8-million-rockhaven-sanatorium>.

<sup>377</sup> “90 Oldsters Tour San Gabriel Mission,” *The Tidings*, May 7, 1965, 22.

- Located adjacent to residential development in the WSGV and was originally intended for local, rather than regional use. Does not need to be exclusively used by a Planning Area of the WSGV, historically or currently.

## CIVIC DEVELOPMENT

### Overview

There is a limited historical record of civic development and the respective institutions within the WSGV planning areas as they are unincorporated areas and have functioned as fringe portions of incorporated cities, therefore there are no improvements of the traditional civic sense, such as a town hall or courthouse. The notable exception to this are Altadena and La Crescenta-Montrose which, although never incorporated, functioned as small towns for most of its history. The Altadena Library was founded by notable resident Lina Elise Roth, the wife of novelist Zane Grey.

Montrose Chamber of Commerce was incorporated on November 10, 1922, and was very active in promoting settlement of the area in the early years. La Crescenta-Montrose historically has a very active Kiwanis club that was responsible for erecting a building for Boy Scouts, which later became the property of the Glendale Unified School District. An early group named the Crescenta Club was incorporated as the Crescenta Women's Club in 1924 and has been responsible for a long line of philanthropic projects, including aid during the Great Flood of 1934. Although their original clubhouse, constructed in 1925, burnt down in a 1966 fire, it was rebuilt almost immediately and has been renovated since. It lies outside of the La Crescenta-Montrose Planning Area. It is likely, with the high number of veterans who settled in the WSGV following World War II, that American Legions held a key place in the community.

Both Kinneloa Mesa and East Pasadena are largely associated with the civic activities of Pasadena and East San Gabriel and South San Gabriel are similar attached to the civic activities of the City of San Gabriel.

The only extant, previously undesignated property that is older than 45 years and has the potential associated significance to represent Civic Development within the planning area of the West San Gabriel Valley is the Fraternal Order of Eagles Building, located at 455 East Woodbury Road in Altadena. As discussed above, other property types

existed within the boundaries of the planning area at one point in time, but no other properties remain extant and therefore, registration requirements were not developed for this theme. It is also possible that structures that currently exist (libraries, for example) may acquire significance at some point in the future.



455 East Woodbury Road, Altadena  
Date of Construction 1940

## COMMERCIAL DEVELOPMENT

### Overview

Historically, the West San Gabriel Valley represents a unique pattern of annexation which results in a limited number of extant commercial properties within the WSGV Planning Area. Throughout the 20th century, incorporated cities targeted areas with higher tax revenue for incorporation, i.e., commercial rather than residential areas. Therefore, there are limited remaining examples of historic commercial development in most of the WSGV Planning Areas, and even fewer that retain integrity or the cohesiveness required for a historic district. In general, Altadena is the exception to this pattern with additional scattered resources in East Pasadena-East San Gabriel and La Crescenta-Montrose. Some older portions of South Monrovia Islands and South San Gabriel, in addition to East Pasadena-East San Gabriel, show remnants of what were likely neighborhood markets that were integrated into residential neighborhoods. However, the vast majority of these resources no longer retain integrity or have been demolished. Within the present boundaries of Kinneloa Mesa and San Pasqual, the built environment is purely residential and there are no

commercial resources. Whittier Narrows has a handful of structures, none of which are presently or historically in nature.

Additionally, some of the areas have development periods that date to the post-World War II era, when automobiles were generally in use and there was less of a need for a neighborhood market, with South San Gabriel being the best example of this pattern. Commercial resources from this period are usually grouped together in strips along major thoroughfares or at major intersections, usually built with cheaper construction methods than earlier commercial development. While many of these drive-in shopping centers remain extant, nearly all have been expanded or altered in some manner to better serve tenants and customers, and very few retain original configurations or materials. Additionally, the cheaper construction methods utilized in post-WW II America shortened the productive life of a building, and infill and new development is endemic in many of these areas.

### Sub-Theme: Commercial Core of Altadena (1880-1955)

The earliest and most cohesive commercial development within the WSGV planning area is located in Altadena, and portions of it remain extant to the present day. Nearly all the commercial development from this early period can be considered “neighborhood” development, where commercial resources were located near residential neighborhoods and/or railway/streetcar lines for ease of access. Walking and public transportation were the main methods of travel during this period and residents were unlikely to travel outside their immediate neighborhood for shopping. All of the resources that remain extant today from this period are located in Altadena, most along what were the original three railway lines. One followed what is now Lincoln Avenue and a second railway ran along Fair Oaks/Raymond Avenue up to Mountain View Cemetery. Significant portions of the southern and central areas of these two strips have been annexed into Pasadena, and the northern end that remains in Altadena has largely been redeveloped into residential properties and/or later commercial buildings. While commercial strips still exist along North Fair Oaks Avenue and North Lincoln Avenue, they contain significant infill and altered historic buildings, and only one early commercial property in these areas, 2591 North Fair Oaks, retains the required integrity. However, Lake Avenue, the route of the Highland Railroad, retains a significant and extent commercial core. The area around Lake Avenue and Mariposa was called “the heart of Altadena’s business district,” and it is the only critical mass of buildings that could form a commercial



district or even be evaluated under Criterion A/1 with an associated theme of Neighborhood Commercial Development.<sup>378</sup> 835 and 865 East Mariposa form a commercial strip that runs the length of one block, with an alleyway dividing the two buildings. They both appear on a 1926 Sanborn map, with a variety of retail and commercial businesses listed. A second commercial strip is located less than two blocks away, on the southeast corner of East Altadena Drive and North Lake Avenue, although it retains a lower level of integrity. Nearly all of the potentially significant commercial resources from this early time period are immediately adjacent to Mariposa along Lake Avenue or north two blocks along East Altadena Drive, located within a quarter of a mile of each other, in an area that is historically and currently surrounded by a variety of residential development, mostly single-family homes. Even as automobiles became standard transportation, this area remained the commercial core of the community with new or infill buildings constructed up until 1955. While other commercial developments are scattered throughout Altadena, this core area remains the heart of the community and in use for commercial purposes to the present day.



865 E Mariposa Street, Altadena  
AIN: 5845017010  
Date of Construction 1923



835 Mariposa Street, Altadena  
AIN: 5845017014  
Date of Construction 1924

<sup>378</sup> Michele Zack, "A Brief History of Altadena Land Use," *Altadena Heritage*, <https://homesteadmuseum.blog/2018/09/13/a-palace-in-the-citrus-empire-a-duarte-monrovia-fruit-exchange-packing-house-1917/>.

SIGNIFICANT THEMES



868 E Mariposa Ave, Altadena  
AIN: 5845018009  
Date of Construction 1924



900 E. Altadena Drive, Altadena  
AIN: 5845002016  
Date of Construction 1926



906 E. Altadena Drive, Altadena  
AIN: 5845002016  
Date of Construction 1926



908, 910–912 E Altadena Drive  
AIN: 5845002016  
Date of Construction 1926



916–918 E. Altadena Drive, Altadena  
AIN: 5845002012  
Date of Construction 1926



924 E. Altadena Drive, Altadena  
AIN: 5845002001  
Date of Construction 1926



2472–2476 Lake Avenue, Altadena  
 AIN: 5845003001  
 Date of Construction 1927



2548 Lake Avenue, Altadena  
 AIN: 5845003005  
 Date of Construction 1928



2460 Lake Avenue, Altadena  
 AIN: 5845003034  
 Date of Construction 1928



2477 Lake Avenue, Altadena  
 AIN: 5845017008  
 Date of Construction 1928



2591 Fair Oaks Ave, Altadena  
 AIN: 5835011002  
 Date of Construction 1930



842 E. Mariposa, Altadena  
 AIN: 5845018002  
 Date of Construction 1930



SIGNIFICANT THEMES



836 E. Mariposa, Altadena  
AIN: 5845018001  
Date of Construction 1930



2012 Lake Avenue, Altadena  
AIN: 5845010023  
Date of Construction 1940



2464 Lake Avenue, Altadena  
AIN: 5845003002  
Date of Construction 1946



2473 Lake Avenue, Altadena  
AIN: 5845017009  
Date of Construction 1950



2271 Lake Avenue, Altadena  
AIN: 5845020016  
Date of Construction 1955

## REGISTRATION REQUIREMENTS

### *Theme*

- Commercial Development.

### *Sub-Theme*

- Commercial Core of Altadena.

### *Period of Significance*

- 1880–1955.

### *Associated Property Types*

- One-story or two-story building.
- One-Story Commercial Strip/Storefront Block.

### *Eligibility Standards*

- Was originally constructed and utilized for commercial or retail purposes.
- Located within easy walking distance from a streetcar route or residential neighborhood, along major thoroughfares.
- Originally designed without consideration for automobiles (parking, etc.).
- Oriented towards pedestrian access, with sidewalks immediately adjacent.

### *Character-Defining Features*

- Accommodates one or more tenants for commercial purposes.
- Typically no more than two stories in height.
- Often located on main thoroughfares or at intersections.
- Mostly brick construction, with stucco applied later.
- Signage varies but generally understated in comparison to neon and/or modern large, attention-catching signage.
- Likely has a storefront or large picture windows that were not part of the original construction but were added at a later time within the historic period.
- Historically associated with meeting commercial needs of local WSGV residents who lived in immediately adjacent area.
- Lack of dedicated parking lot or parking portion.
- Storefronts open directly onto sidewalk, fronting along the street.

## Sub-Theme: Route 66 (1926-1974)

A handful of commercial resources reflect the history of Historic Route 66, which was one of the first cross-country scenic highways to be popularized throughout the United States. Route 66 follows the path of Colorado Boulevard through Pasadena and into the WSGV Planning Area of East Pasadena before crossing into Arcadia. Two similar

## SIGNIFICANT THEMES

resources, 3474 E Colorado Boulevard (Hi-Way Host Motel) and 3625 Colorado Boulevard (Pasada Motel) were both constructed in 1959, following a wave of federal investment in highway infrastructure, most notably the Federal Aid Highway Act of 1944.<sup>379</sup> These both reflect the development of the connected motel complex as an important development in temporary residential stays along Route 66.<sup>380</sup> It is likely these motels also served both families relocating to Southern California, and the Planning Area in particular, alongside tourists visiting the Greater Los Angeles area. The Hi-Way Host Motel has been altered and likely does not retain the required integrity, but the Pasada Motel likely qualifies under Criterion A for its association with the general history of U.S. Highway 66 in California.<sup>381</sup> Other potential resources include a commercial building at 3324 East Colorado Boulevard.

## REGISTRATION REQUIREMENTS

### *Theme*

- Commercial Development.

### *Sub-Theme*

- Route 66.

### *Period of Significance*

- 1926–1974.

### *Associated Property Types*

- Hotels and motels
- Auto-related buildings and structures such as gas stations and service stations, car washes, and garages
- Other commercial buildings such as restaurants, drive-in markets
- Tourist courts and auto camps
- Commercial signage

### *Eligibility Standards*

- Was originally constructed and utilized for commercial or retail purposes.
- Located within easy walking distance from a streetcar route or residential neighborhood, along major thoroughfares.

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<sup>379</sup> Roland et al, "U.S. Highway 66 in California", *National Register of Historic Places Multiple Property Documentation Form*, 2011. 15.

<sup>380</sup> Roland et al, "U.S. Highway 66 in California", 63.

<sup>381</sup> Roland et al, "U.S. Highway 66 in California", 85.



### *Character-Defining Features*

- Character-defining features for each associated property type can be found in the *National Register of Historic Places Multiple Property Documentation Form* (2011) for “U.S. Highway 66 in California.”

## Sub-Theme: Mid-Century Modern Bank and Institutional Buildings (1955-1970)

The growing postwar population of the WSGV meant that buildings for a variety of community and civil support organizations were constructed in addition to the significant amount of residential development, including private banks, United States Postal Service Post Offices, and other similar service organizations. While there is some thematic overlap in terms of use, these buildings are stylistically related and are most likely eligible as significant examples of their architectural style. All of these buildings were constructed in the Mid-Century Modern Style, which emerged as the dominant idiom for commercial architecture, and in America, and California especially, was widely used for construction in post-World War II Los Angeles County and throughout California. The style is extremely versatile and has been applied to many building typologies, including single-family dwellings, housing tracts, commercial buildings, shopping centers, and institutional and industrial buildings and campuses.<sup>382</sup> While there is the potential for the buildings in the table below to be eligible under other themes or criterion, they are organized here by their stylistic similarities and eligibility under criterion 3/C as classic examples of the mid-century modern style as applied to commercial and institutional buildings.

For more information on Post Offices, see the USPS Nationwide Historic Context: Postal Facilities Constructed or Occupied Between 1940 and 1971, prepared for the U.S. Postal Service in September 2012.

<sup>382</sup> Architectural Resources Group and ICF International, “Los Angeles Citywide Historic Context Statement: LA Modernism, 1919–1980,” prepared for the City of Los Angeles Department of City Planning, August 2021, 134, [https://planning.lacity.org/odocument/4f67bd39-631a-4f26-9a52-cd5809a66655/LA\\_Modernism\\_1919-1980.pdf](https://planning.lacity.org/odocument/4f67bd39-631a-4f26-9a52-cd5809a66655/LA_Modernism_1919-1980.pdf).

SIGNIFICANT THEMES



2271 Lake Avenue, Altadena  
 AIN: 5845020016  
 Date of Construction: 1955



2100 Montrose Avenue, Montrose  
 AIN: 5807008028  
 Date of Construction: 1956



2345 Lake Avenue, Altadena  
 AIN: 5845019019  
 Date of Construction: 1962



3141 Foothill Blvd, La Crescenta-Montrose  
 AIN: 5802010002  
 Date of Construction: 1962



2112 Montrose Avenue, La Crescenta-Montrose  
 AIN: 5807008031  
 Date of Construction: 1964



2963 Foothill Blvd, La Crescenta-Montrose  
 AIN: 5802029009  
 Date of Construction: 1967

## REGISTRATION REQUIREMENTS

### *Theme*

- Commercial Development.

### *Sub-Theme*

- Mid-Century Modern Bank and Institutional Buildings.

### *Period of Significance*

- 1955–1970.

### *Associated Property Types*

- One to two-story commercial or institutional building including banks, post offices, organizational headquarters.

### *Eligibility Standards*

- Was originally constructed and utilized for a service-oriented purpose (bank, post-office, insurance agency, etc.).
- Often designed on major streets or prominent street corners.
- Retains most character-defining features from its period of significance.

### *Character-Defining Features*

- Accommodates tenants for a specific purpose.
- Often has exterior components for the business inside (post-office box, overnight deposit slot, etc.).
- Retains common Mid-Century Modern design characteristics (see style description).

## Individual Resources

The buildings discussed below are individual resources that are early or unique commercial developments within WSGVAP communities that do not fit thematically or geographically into the two patterns discussed above. Most of them are potentially individually eligible, although likely only at a local level of significance.



SIGNIFICANT THEMES



3324 E. Colorado Blvd, East Pasadena  
 AIN: 575401022  
 Date of Construction 1925



25 Backus Avenue, East Pasadena  
 AIN: 5755004010  
 Date of Construction 1926



3300-3302 E. Colorado Blvd, East Pasadena  
 AIN: 5754015018  
 Date of Construction 1946



140 S. Rosemead Blvd, East Pasadena  
 AIN: 5755024018  
 Date of Construction 1949



2413 Foothill Blvd, La Crescenta-Montrose  
 AIN: 5804002018  
 Date of Construction 1949



7247 Rosemead Blvd, East San Gabriel  
 AIN: 5379006038  
 Date of Construction 1965



2815 N. Lincoln Avenue, Altadena  
 AIN: 5827011026  
 Date of Construction 1972

## RESIDENTIAL DEVELOPMENT

### Overview

The residential development of the West San Gabriel Valley, described in detail for each of the planning area communities above, generally progresses from large estate-style homes on large land holdings in “rural” settings in the late 1800s to smaller residences in “suburban” tracts built in the 1920s and 1930s. However, the largest boom in residential construction in the WSGV was in the post-World War II era and is representative of the growth of tract housing in California.<sup>383</sup> All planning areas have residential property resources with the exception of Whittier Narrows, which is largely recreational open park space.

### Property Type: Single-Family Residences (1880–1980)

The WSGV Planning area, like much of the suburban area of the City of Los Angeles, is dominated by single-family homes. These range in size from grand estates designed by significant architects and constructed on large parcels of land to small, two-bedroom tract homes that were built using mass production methods perfected through the military-industrial complex that flourished in Los Angeles during and after World War II. Residences constructed in the 1950s and 1960s may show evidence of the “split-level” design which was an economical way to provide a house with more space and an “open plan” that was increasingly popular with modern architects.<sup>384</sup> Compared to the dense

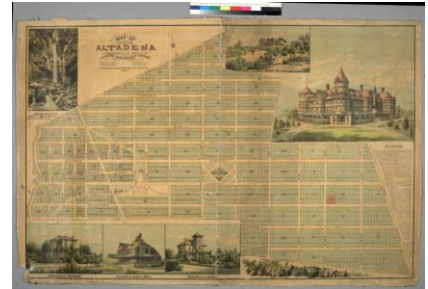
<sup>383</sup> For more information on this trend across the state, please see Caltrans’ 2011 Historic Context “Tract housing in California, 1945–1973.”

<sup>384</sup> Mary Beth Breckenridge, “Split-Level Houses Gain Stature,” *The Washington Post*, February 15, 2003, <https://www.washingtonpost.com/archive/realstate/2003/02/15/split-level-houses-gain-stature/03c1abac-bc11-4c69-9d39-4a4ecebff1ca/>.

cities of the Midwest and Northeast, Los Angeles County was often promoted by boosters as a place where a family could own their own home, especially in the post-World War II era.<sup>385</sup> In 1967, 70% of the residential dwelling units in the West San Gabriel Valley were single-family residences; it remains the dominant building style in the WSGV Planning Area to this day.<sup>386</sup>

### SUB-THEME: EARLY SETTLEMENT OF THE WSGV PLANNING AREA (1848-1900)

The earliest residential development within the Planning Area occurred in Altadena, where white settlers from the East and Midwest began purchasing large tracts of lands that formerly had been part of Rancho San Pascual. The arrival of the Southern Pacific Railroad in Southern California in 1876 increased western immigration significantly, and the resulting land boom of the 1880s fostered suburban growth as well. The opening of the Los Angeles and San Gabriel Valley railroad in 1886 brought a rail line from downtown Los Angeles into Pasadena, legitimizing the San Gabriel Valley as “the ideal country life” where one could enjoy a beautiful rural home while still commuting to work downtown.<sup>387</sup> Nestled in the foothills immediately north of Pasadena, early developers of Altadena saw the residential potential for the gentleman farmer with “its rolling ground and picturesque canyons providing attractive sites for expensive homes.”<sup>388</sup> During this period, Altadena became what some now refer to as an “agriburb,” an area consisting of the “perfect mix of rural and urban, promising a superior lifestyle” that joined the pleasures and virtue of the agrarian life with the amenities of the city.<sup>389</sup> In 1887, two brothers from Iowa, Captain Frederick J. Woodbury, and John Woodbury, formed the Altadena Improvement Company and acquired more than 900 acres of land that they subdivided shortly afterward. The Woodbury Subdivision extended from Lake Avenue to the Arroyo Seco, and although their initial grand plans for a hotel, train station, and a cable car line to Pasadena never came to fruition, the growth of Altadena remained steady from this point.<sup>390</sup>



Planned subdivision of Altadena, 1887  
(Source: The Huntington Library)

<sup>385</sup> Robert M. Fogelson, *The Fragmented Metropolis: Los Angeles, 1850–1930*, University of California Press: 1993, 144.

<sup>386</sup> Los Angeles County Department of Planning, “West San Gabriel Valley Background Research”, 1967, 12.

<sup>387</sup> Garcia, *A World of Its Own*, 25.

<sup>388</sup> Dumke, Glenn S. *The Boom of the Eighties in Southern California*. San Marino, CA: Huntington Library, 1991, 92.

<sup>389</sup> Sandul, Paul J.P. “The Agriburb: Recalling the Suburban Side of Ontario, California’s Agricultural Colonization,” in *Agricultural History* Vol. 84, No. 2 (Spring 2010) 195.

<sup>390</sup> Dumke, 92.



Mariposa Street, which, where Woodbury built his own home, became known as Altadena’s Millionaire’s Row. His 1882 Italianate-style residence remains extant at 2606 North Madison Avenue and is listed on the National Register of Historic Places (NR #93001463). The Woodbury Brothers are also responsible for planting the rows of deodar cedar trees that became “Christmas Tree Drive.” Other significant extant resources from this period include the Carriage House from Colonel George Green’s House at the corner of Mariposa and Santa Rosa Avenue (1889), and the Victorian style Andrew McNally House at 654 East Mariposa, designed by Frederick Roehrig. Both are located in Altadena.

## REGISTRATION REQUIREMENTS

### *Theme*

- Residential Development.

### *Sub-Theme*

- Early Settlement of the WSGV Planning Area

### *Period of Significance*

- 1848–1900.

### *Associated Property Types*

- Single-family residences.

### *Eligibility Standards*

- Originally constructed during the period of significance.
- Originally constructed as a single-family residence.
- Original lots may have been subdivided at some point for additional single-family residential construction.
- Reflects residential development patterns during the early settlement period of the WSGV (1848–1900)
- Simply being a residential resource constructed during the period of significance is not enough for a property to be considered a historic resource. It must be significant in the history of the Planning Area under local, state or national criteria. For example:
  - Resources that are related to early development of the WSGV Planning Area. (A/1/1)
  - Meeting places of early community, civic, or religious organizations within the WSGV Planning Area.(A/1/1)
  - Residences of individuals who were important to the early development of the WSGV Planning Area. Note that for a building to be significant for its association with a historic person, it must be associated with the productive period in the person’s life. (B/2/2).

## SIGNIFICANT THEMES

- For more information, see the United States National Park Service National Register 15, “How to Apply the National Register Criteria for Evaluation.”
- A residence may also be significant as an excellent example of a specific architectural style. (C/3/3) For more information on architectural styles within the WSGV Planning Area, see the section below titled “Architectural Styles, As Applied to Residential Development.”
- Early residential tracts of multiple properties may also be eligible as historic districts under local, state or national criteria.

### *Character-Defining Features - Individual Residences*

- Often part of planned developments or large “tracts” of multiple single-family homes, similar in style, massing, and construction methods.
- Almost exclusively located on individual lots, although the size of tracts can vary greatly.
- May or may not have associated garages or outbuildings.
- Likely has designated parking of some sort so street parking is not utilized by residents

### *Character-Defining Features - Historic Districts*

- Defined tract of single-family residences constructed within a distinct period of time.
- May have been constructed by the same builder.
- May have been designed by the same architect or builder.
- Residences will reflect the popular architectural styles of the period of significance.
- May represent early subdivisions featuring uniform setbacks and lot plan, small blocks.
- May feature uniform decorative landscaping or street plantings.
- May feature sidewalks or the deliberate lack of sidewalks.
- Must feature a majority of contributing resources (i.e., more contributing resources than non-contributing resources).  
Contributing resources must date from the period of significance and retain sufficient integrity.

## **SUB-THEME: STREETCAR SUBURBANIZATION AND GARDEN SUBURBS (1901-1942)**

The second significant wave of residential development in the WSGV occurred in the early decades of the 20th century, as the expanding transportation infrastructure of Los Angeles redefined the relationship with its surrounding communities. The last horsecar of the Pasadena city lines was retired in 1898, and “electric streetcar technology was a revolutionary breakthrough, democratizing access to the suburban

outskirts with its clean, fast, and inexpensive service.”<sup>391</sup> It was during this period that the suburban villages that surrounded Los Angeles, including the Planning Areas of the WSGV, began to take on the unique characteristics that came to define their communities.

Altadena still retained a reputation as a high-end “garden suburb,” filled with stately estates with significant architectural pedigrees. Mariposa Street was now lined with mansions, owned by well-known names of the day including Scripps, Zane Grey, and Kellogg. Smaller medium-sized bungalows were beginning to dot the landscape as well,<sup>392</sup> and Altadena’s first residential subdivision called Homewood Heights, was developed by Lafayette Porter in 1911.<sup>393</sup> Trolley cars were operating on Lake and Fair Oaks Avenues, with crosstown lines on Mariposa and Mendocino Streets.

Montrose and La Crescenta became part of the suburban landscape of the WSGV during this time period. Electricity had first arrived in La Crescenta in 1912 and expanded to Montrose shortly afterwards.<sup>394</sup> In 1910 real estate agent Robert A. Walton and J. Frank Walters bought 250 acres from the Briggs’s family, which they subdivided in 1913 to create the town of Montrose.<sup>395</sup> It was promoted as “the most beautiful, healthful suburb adjacent to Los Angeles” with a “beautifully planned residential district,” with other touted amenities including plenty of water, a Walton also brought an electric trolley line up from Glendale, and renamed it the Glendale and Montrose Railway, which contributed to an explosive pattern of growth for the entire valley through the 1920s. The G & M trolley line played a large part in the continuing residential development of the Crescenta Valley, although it would go out of business during the Depression. Montrose was also one of the first segregated suburbs before redlining became common practice, with ads from as early as 1913 referencing a “business section, carefully restricted, and a carefully planned residence district, also carefully restricted.”<sup>396</sup>

Residential settlement in Pasadena had stretched east with the founding of Lamanda Park in the northwest corner of Leonard Rose’s Sunny Slope Ranch in 1885, an area that further developed when the Pacific Electric streetcar line was extended in 1905. San Pasqual was

<sup>391</sup> Nicolaides, Becky M. *The New Suburbia: How Diversity Remade Suburban Life in Los Angeles after 1945*. New York, NY: Oxford University Press, 2024. 33.

<sup>392</sup> Nicolaides, *The New Suburbia*, 42.

<sup>393</sup> King, 58.

<sup>394</sup> Lawler and Newcombe, 27.

<sup>395</sup> Montrose Chamber of Commerce, “History of Montrose.”

<sup>396</sup> *Montrose, CA: The First 80 Years*, 16.

## SIGNIFICANT THEMES

also initially developed during this time period, promoted as “Pasadena’s most delightful home district,” with a variety of Period revival homes.

Tract housing developments are part of a long history of single-family residential development in the United States. Early suburban single-family residential communities with detached houses on large, unfenced lots first emerged in America in the 19th century, which were often designed to form a park-like setting showcasing a range of popular architectural styles. Later, streetcar residential developments from the late 19th and 20th centuries were constructed on or near streetcar lines following a gridiron street layout. Before World War II, new single-family housing tracts were often created by subdividers rather than builders. These subdividers would acquire land, lay out streets and house lots, and construct infrastructure such as curbs and sewer connections. They would not, however, build residences on these lots and would instead sell individual lots to be built up by individual builders or architects.

Residential development in Los Angeles County was accelerated by the efforts of the Home Owners’ Loan Corporation (HOLC), created in 1933, and the Federal Housing Administration (FHA), created in 1934, which worked to expand American homeownership during the Great Depression. Federal mortgage guarantees were awarded based on the perceived risk of investment, represented by the color-coded maps produced by the HOLC that resulted in the discriminatory practice of redlining.<sup>397</sup>

These types of single-family residential communities were the predecessors to the more abundant and often less picturesque tract housing communities that dominated single-family residential development in California from 1945 until the mid-1970s.

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<sup>397</sup> The impacts and legacy of redlining are discussed at length in the General History of the San Gabriel Valley and within each Community Specific Historic Backgrounds.

## REGISTRATION REQUIREMENTS

### *Theme*

- Residential Development

### *Sub-Theme*

- Streetcar Suburbanization and Garden Suburbs

### *Period of Significance*

- 1901–1942

### *Associated Property Types*

- Single-family residences.

### *Eligibility Standards*

- Originally constructed during the period of significance.
- Originally constructed as a single-family residence.
- Original lots may have been subdivided at some point for additional single-family residential construction.
- Reflects residential development patterns during the development period of streetcar suburbanization and garden suburbs within the WSGV Planning Area (1901–1942)
- Simply being a residential resource constructed during the period of significance is not enough for a property to be considered a historic resource. It must be significant in the history of the Planning Area under local, state or national criteria. For example:
  - Resources that are related to early suburbanization of the WSGV Planning Area. (A/1/1)
  - Meeting places of early community, civic, or religious organizations within the WSGV Planning Area. (A/1/1)
  - May be significant for its association with the fight against unfair planning and discriminatory housing practices or its association with Civil Rights and Social Justice Themes. (A/1/1)
  - Residences of individuals who were important to the early development of the WSGV Planning Area. Note that for a building to be significant for its association with a historic person, it must be associated with the productive period in the person’s life. (B/2/2).
  - For more information, see the United States National Park Service National Register 15, “How to Apply the National Register Criteria for Evaluation.”
- A residence may also be significant as an excellent example of a specific architectural style. (C/3/3) For more information on architectural styles within the WSGV Planning Area, see the section below titled “Architectural Styles, As Applied to Residential Development.”
- Early residential tracts of multiple properties may also be eligible as historic districts under local, state or national criteria.

### *Character-Defining Features - Individual Residences*

- Homes are usually located on secondary roads rather than main thoroughfares.
- Often part of planned developments or large “tracts” of multiple single-family homes, similar in style, massing, and construction methods.
- Almost exclusively located on individual lots, although the size of tracts can vary greatly.
- May or may not have associated garages or outbuildings.
- Likely has designated parking of some sort so street parking is not utilized by residents.

### *Character-Defining Features - Historic Districts*

- Defined tract of single-family residences constructed within a distinct period of time.
- May have been constructed by the same builder.
- May have been designed by the same architect or builder.
- May represent the work of an important developer.
- Residences will reflect the popular architectural styles of the period of significance.
- May represent early subdivisions featuring uniform setbacks and lot plan, small blocks.
- May feature uniform decorative landscaping or street plantings.
- May feature sidewalks or the deliberate lack of sidewalks.
- Must feature a majority of contributing resources (i.e., more contributing resources than non-contributing resources). Contributing resources must date from the period of significance and retain sufficient integrity.

## **SUB-THEME: WWII AND POST-WAR SUBURBANIZATION (1943-1954)**

The Los Angeles suburbs were desirable locations for new contemporary development, utilizing the construction of extensive regional freeways throughout Southern California. The freeway system connected suburban communities to the area’s major employment hubs, allowing for residential development to span a wider distance following the war.<sup>398</sup> Newspaper articles and advertisements from the post-War period reflect the rapid influx of construction in the West San Gabriel Valley in an effort to support the need for immediate additional single-family housing. In the early 1950s, tract home developments such as the Coronet Homes located in the City of Pasadena included 3-bedroom 1¾-bath residences, which boasted “Superb setting” and “distinctive design.”<sup>399</sup> By 1953, a large 227-home development in Gladstone Park near Azusa included eight different exterior options to

<sup>398</sup> Architectural Resources Group, “City of San Gabriel: Citywide Historic Context Statement,” Prepared for the City of San Gabriel, 2021, 134.

<sup>399</sup> “Advertisement: Before You Buy- See Coronet Homes,” The Los Angeles Times, November 11, 1951.



which floor plans could be selected, with minimal traditional detailing to unify the neighborhood.<sup>400</sup> Property improvements as part of the planned community included concrete curbs and paved streets. That same year in Elliot Park, a newspaper advertisement announced the grand opening of the Sunshine Homes development with 2- and 3-bedroom models available for purchase.<sup>401</sup> Additional housing developments by Sunset Homes in Baldwin Park, East Pasadena and Pasadena included three different models ranging in size and accommodation across each of these communities.<sup>402</sup>

In contrast to residential tract development in the pre-World War II years, in which individual lots would be built up over time by different individuals or companies, post-war tract housing communities were usually bought and built by developers who constructed all of the houses in the tract at once. Most tract housing communities consist of homes with identical or similar floor plans, allowing for inexpensive and expedient construction. These houses were often built with identical mass-produced and prefabricated elements that were installed onsite, which reduced labor and material costs. In turn, the houses could be at prices that were more accessible to a larger percentage of the population.<sup>403</sup>

Tract housing became particularly common in California in the post-World War II 1940s. This type of residential development has played a sizeable role in California's expanding postwar environs. The rise of tract housing emerged concurrently with a boom in the population of the state, which prompted a skyrocketing demand for affordable housing in the state. This rise in demand, coupled with the increased ubiquity of car ownership in the postwar period, spurred rapid development of these tract housing communities on previously undeveloped land located far from city centers. As cars became increasingly common, the need to live near public transportation lines became less and less important. Consequently, residential development proliferated in previously undeveloped or minimally developed suburbs that were primarily accessible via the automobile.

Postwar tracts could range in size—some communities were made up of fewer than 20 houses, while others could have thousands of housing

<sup>400</sup> "227-Home Development Being Shown Near Azusa," *The Los Angeles Times*, October 18, 1953.

<sup>401</sup> "Sunshine Homes Opens Tomorrow in Elliot Park," *Los Angeles Mirror*, May 21, 1954.

<sup>402</sup> "San Gabriel Valley Short of Homes!," *Pasadena Independent*, June 6, 1954.

<sup>403</sup> Custer, Jack. "Customizing Your Tract Home." *Orange Coast Magazine*. Emmis Communications: August 1988. 160.

units.<sup>404</sup> While most postwar tract housing developments were located on undeveloped land in the suburbs, some were also built as infill either in or adjacent to existing neighborhoods. While older residential neighborhoods in city centers were often laid out to follow a rigid geometric street grid, postwar tract development was often laid out on curving streets, loop streets, and cul-de-sacs.<sup>405</sup> Long blocks are common in these subdivisions, sometime shaving more than 20 houses between intersecting streets.<sup>406</sup> In the area surrounding the Project Site, the most common style was the Postwar Minimal Home. The Postwar Minimal Tract House was the most common type of tract housing constructed in the immediate post-World War II years, from approximately 1945 until approximately 1953. The primary characteristic of these homes was their small size and simple appearance; many of these homes were smaller than the bungalows of the 1910s and 1920s.<sup>407</sup> These Postwar Minimal Tract Houses were built in huge numbers at the end of the war, largely to accommodate the housing needs of young professionals and families who had correspondingly small budgets. Builders met this demand for affordable, small single-family residences by utilizing one or a handful of floor plans and by achieving economies of scale by developing enormous swathes of land with these homes.

FHA loans, still based on HOLC “redlining” maps, combined with the benefits afforded to mostly White World War II Veterans under the GI Bill helped individual families afford these new homes, often resulting in segregated residential development. However, with the passage of California’s Rumford Fair Housing Act in 1963, it became “unlawful to discriminate in the rentals, sale, financing, or leasing or housing because of race, color, religion, national origin, or ancestry.”<sup>408</sup>

Suburban tract housing characterized post-World War II residential development in the San Gabriel Valley, including developments within Altadena, Azusa, Pasadena, San Gabriel, and East Pasadena. Similar to the larger nationwide development boom that occurred following the

<sup>404</sup> The California Department of Transportation, “Tract Housing in California, 1945–1973: A Context for National Register Evaluation,” 2011, 44.

<sup>405</sup> The California Department of Transportation, “Tract Housing in California, 1945–1973: A Context for National Register Evaluation,” 2011, 46.

<sup>406</sup> The California Department of Transportation, “Tract Housing in California, 1945–1973: A Context for National Register Evaluation,” 2011, 46.

<sup>407</sup> The California Department of Transportation, “Tract Housing in California, 1945–1973: A Context for National Register Evaluation,” 2011, 67.

<sup>408</sup> “Rumford Fair Housing Act,” Historical research Center at CSU Bakersfield, <https://hrc.csub.edu/housing-history/rumford-fair-housing-act/>.

prosperity at the war's end, San Gabriel Valley experienced substantial single-family residential growth across its communities.

## REGISTRATION REQUIREMENTS

### *Theme*

- Residential Development

### *Sub-Theme*

- WWII and Post-War Suburbanization.

### *Period of Significance*

- 1943–1954

### *Associated Property Types*

- Single-family residences.

### *Eligibility Standards*

- Originally constructed during the period of significance.
- Originally constructed as a single-family residence.
- Original lots may have been subdivided at some point for additional single-family residential construction.
- Reflects residential development patterns during the post-war suburbanization of WSGV Planning Area.
- Simply being a residential resource constructed during the period of significance is not enough for a property to be considered a historic resource. It must be significant in the history of the Planning Area under local, state or national criteria. For example:
  - Resources that are related to significant milestones in the post-World War II suburbanization of the WSGV Planning Area. (A/1/1)
  - Meeting places of early community, civic, or religious organizations within the WSGV Planning Area. (A/1/1)
  - May be significant for its association with the fight against unfair planning and discriminatory housing practices or its association with Civil Rights and Social Justice Themes. (A/1/1)
  - Residences of individuals who were important to the early development of the WSGV Planning Area. Note that for a building to be significant for its association with a historic person, it must be associated with the productive period in the person's life. (B/2/2).
  - For more information, see the United States National Park Service National Register 15, "How to Apply the National Register Criteria for Evaluation."
- A residence may also be significant as an excellent example of a specific architectural style. (C/3/3) For more information on architectural styles within the WSGV Planning Area, see the

section below titled “Architectural Styles, As Applied to Residential Development.”

- Residential tracts of multiple properties may also be eligible as historic districts under local, state or national criteria.

### *Character-Defining Features - Individual Residences*

- Homes are usually located on secondary roads rather than main thoroughfares.
- Often part of planned developments or large “tracts” of multiple single-family homes, similar in style, massing, and construction methods.
- Almost exclusively located on individual lots, although the size of tracts can vary greatly.
- May or may not have associated garages, carports, or outbuildings.
- Likely has designated parking of some sort so street parking is not utilized by residents.

### *Character-Defining Features - Historic Districts*

- Defined tract of single-family residences constructed within a distinct period of time.
- May have been constructed by the same builder.
- May have been designed by the same architect or builder.
- May represent the work of an important developer.
- Residences will reflect the popular architectural styles of the period of significance.
- Often part of planned developments or large “tracts” of multiple single-family homes, similar in style, massing, and construction methods.
- Almost exclusively located on individual lots, although the size of tracts can vary greatly.
- May feature uniform decorative landscaping or street plantings.
- May feature sidewalks or the deliberate lack of sidewalks.
- Must feature a majority of contributing resources (i.e., more contributing resources than non-contributing resources).  
Contributing resources must date from the period of significance and retain sufficient integrity.

## **SUB-THEME: CONTINUED SUBURBANIZATION (1955-1980)**

As the population of Los Angeles County and the WSGV Planning Areas continued to grow throughout the second half of the 20th century, tract housing continued to dominate the residential built environment. Shifting tastes in residential architecture combined with the “baby boom” of the 1950s meant that families of this generation looked for larger homes with more open space that facilitated a relaxed lifestyle of the suburban ideal. Single-story Ranch-style homes were cheaper to build than multi-floor homes, which suited the larger lot

sizes that became the norm in this time.<sup>409</sup> These single-story homes were the most prevalent in the WSGV Planning area from the mid-1950s to the 1970s. Multi-level houses, including 1.5-story, split-level, and two-story subtypes, become more common from the early 1960s and 1970s.<sup>410</sup>

## REGISTRATION REQUIREMENTS

### *Theme*

- Residential Development

### *Sub-Theme*

- Continued Suburbanization

### *Period of Significance*

- 1955–1980

### *Associated Property Types*

- Single-family homes.
  - Single-story houses.
  - Multi-level houses, including split-level houses.

### *Eligibility Standards*

- Originally constructed during the period of significance.
- Originally constructed as a single-family residence.
- Original lots may have been subdivided at some point for additional single-family residential construction.
- Reflects continued residential suburbanization of the WSGV Planning Area.
- Simply being a residential resource constructed during the period of significance is not enough for a property to be considered a historic resource. It must be significant in the history of the Planning Area under local, state or national criteria. For example:
  - Resources that are related to significant milestones in the continued suburbanization of the WSGV Planning Area. (A/1/1)
  - Meeting places of early community, civic, or religious organizations within the WSGV Planning Area. (A/1/1)
  - Residences of individuals who were important to the early development of the WSGV Planning Area. Note that for a building to be significant for its association with a historic person, it must be associated with the productive period in the person's life. (B/2/2).

<sup>409</sup> Steven John, "Ranch-Style House: Everything You Need To Know," *Architectural Digest*, December 18, 2023, <https://www.architecturaldigest.com/story/ranch-style-house-everything-you-need-to-know>.

<sup>410</sup> The California Department of Transportation, "Tract Housing in California, 1945–1973: A Context for National Register Evaluation," 2011, 67.

## SIGNIFICANT THEMES

- For more information, see the United States National Park Service National Register 15, “How to Apply the National Register Criteria for Evaluation.”
- A residence may also be significant as an excellent example of a specific architectural style. (C/3/3) For more information on architectural styles within the WSGV Planning Area, see the section below titled “Architectural Styles, As Applied to Residential Development.”
- Residential tracts of multiple properties may also be eligible as historic districts under local, state or national criteria.

### *Character-Defining Features - Individual Residences*

- Homes are usually located on secondary roads rather than main thoroughfares.
- Often part of planned developments or large “tracts” of multiple single-family homes, similar in style, massing, and construction methods.
- Almost exclusively located on individual lots, although the size of tracts can vary greatly.
- May or may not have associated garages, carports, or outbuildings.
- Likely has designated parking of some sort so street parking is not utilized by residents.

### *Character-Defining Features - Historic Districts*

- Defined tract of single-family residences constructed within a distinct period of time.
- May have been constructed by the same builder.
- May have been designed by the same architect or builder.
- May represent the work of an important developer.
- Residences will reflect the popular architectural styles of the period of significance.
- Often part of planned developments or large “tracts” of multiple single-family homes, similar in style, massing, and construction methods.
- Almost exclusively located on individual lots, although the size of tracts can vary greatly.
- May feature uniform decorative landscaping or street plantings.
- May feature sidewalks or the deliberate lack of sidewalks.
- Must feature a majority of contributing resources (i.e., more contributing resources than non-contributing resources).  
Contributing resources must date from the period of significance and retain sufficient integrity.

## Multifamily Residences (1900-1980)

Multifamily property types seen in the WSGV Planning Area represent a response to the need for more housing with the influx of residents throughout the latter half of the 20th century, therefore, examples of multifamily residences from pre-World War II are rare within the WSGV



Planning area. The vast majority of apartment buildings were constructed in the 1950s and 1960s. According to the Los Angeles County Office of Planning, from 1940 until 1955, apartment buildings comprised 9-10% of residential units in the WSGV. By 1967, 22% of the dwelling units in the WSGV were considered multi-family residential.<sup>411</sup>

## REGISTRATION REQUIREMENTS

### *Theme*

- Residential Development

### *Sub-Theme*

- n/a

### *Period of Significance*

- 1900–1980

### *Associated Property Types*

- Multifamily Residence (duplex, triplex, fourplex residences)
- Apartment House
- Apartment Buildings

### *Eligibility Standards*

- Originally constructed during the period of significance.
- Originally constructed to house multiple families within one building.
- Reflects multifamily residential development in the WSGV Planning Area from 1900 to 19480.
- Remaining examples of multifamily development from before World War II are rare, therefore a greater number of alterations or limited number of character-defining features may be acceptable.

### *Character-Defining Features*

- Retains features and decorations from period of significance.
- Generally rectangular and often features a courtyard with pool or other feature.
- Single common entry or multiple, individual entrances.
- Small size with compact plans.
- A limited number of floor plans within a single tract community.
- Almost always has an associated garage and/or driveway.
- Minimal decoration or ornamentation.
- Property Subtype: Duplex/Triplex/Fourplex; typically occupies a single residential lot.

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<sup>411</sup> Los Angeles County Department of Planning, "West San Gabriel Valley Background Research", 1967, 12–13.

## SIGNIFICANT THEMES

- Property Subtype: Apartment Building; designed to maximize the use of a lot, limited landscaping.

### PROPERTY SUB-TYPE: BUNGALOW COURT (1910-1960)

Originating in Pasadena in the early 20th century, Bungalow Courts were one of the most popular examples of multi-family housing in the pre-World War II era in Los Angeles County.<sup>412</sup> Consisting of small houses that framed a courtyard, these courts were built in a variety of architectural styles representative of the popular styles of the time. This style of residence was especially popular in Los Angeles and the surrounding area, where most were either Craftsman or Spanish Colonial Revival in style. The rise of car-oriented residential development and associated parking requirements for housing led to the decline of bungalow courts.<sup>413</sup> The West San Gabriel Valley has an interesting number of Bungalow Courts that were constructed later than is seen in many parts of Los Angeles County.

#### *Theme*

- Residential Development

#### *Sub-Theme*

- Multi-Family Residential Development: Bungalow Court

#### *Period of Significance*

- 1910–1960

#### *Associated Property Types*

- Bungalow Court

#### *Eligibility Standards*

- Constructed during the period of significance.
- Orientation and plan of the court has not changed since original construction.
- Reflects the development of the bungalow court within WSGV Planning Area.
- Remaining examples of early bungalow courts in this area are rare, therefore a greater number of alterations or limited number of character-defining features may be acceptable.

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<sup>412</sup> “Bungalow Courts in Pasadena,” City of Pasadena, <https://www.cityofpasadena.net/planning/planning-division/design-and-historic-preservation/historic-preservation/projects-studies/bungalow-courts-in-pasadena/>.

<sup>413</sup> Todd Gish, “Bungalow Court Housing in Los Angeles, 1900–1930,” *Southern California Quarterly*, Vol. 91 (4); Winter 2009–2010, 365–387.

### *Character-Defining Features*

- Comprised of multiple detached bungalows or a series of semi-detached buildings that surround a central courtyard.
- Access to all bungalows is via the central courtyard or a central walkway; usually consisting of low-scale, manicured landscaping.
- All buildings are of the same architectural style as well as similar size and massing. Many of the small residences were identical.
- May also be significant under 3/A as a representative of a notable architect or builder or as an excellent example of an architectural style.
- Associated architectural styles include Spanish Colonial Revival, Craftsman, American Colonial Revival, Minimal Traditional.
- Bungalow courts are of particular significance in the WSGV Planning Areas near Pasadena (i.e., Altadena and La Crescenta-Montrose), where the property type originated.

### PROPERTY SUB-TYPE: THEMATIC MULTI-FAMILY/DINGBAT/STUCCO BOX (1942-1979)

“Dingbat” apartment buildings are a type of multifamily housing that is almost synonymous with the Greater Los Angeles Area. Reyner Banham, in his seminal text *Los Angeles: The Architecture of Four Ecologies*, describes them as thus: “a two-story walk-up apartment-block developed back over the full depth of the site, built of wood and stuccoed over.”<sup>414</sup> The dingbat was the result of a need for more housing density. Single family homes were often torn down so architectures could utilize the maximum lot square footage for apartments, resulting in boxy massing. Attempts to make these utilitarian structures unique flourished in the Los Angeles area, with thematic decorations, such as space age, tiki, or even European revival styles, being common decorations. Quirky names in elaborate script of the same theme as decorations were common. The dingbat often included parking underneath the residential area, and it was this feature that led to their decline, as it did not fit updating seismic requirements.<sup>415</sup>

<sup>414</sup> Reyner Banham, *Los Angeles: The Architecture of Four Ecologies*, (University of California Press), 2009, 175.

<sup>415</sup> Laura Bliss, “The Iconic Affordable Homes for L.A. Dreamers,” Bloomberg, September 24, 2021, <https://www.bloomberg.com/news/features/2021-09-24/a-design-history-of-l-a-s-dingbat-apartment-buildings>.

## REGISTRATION REQUIREMENTS

### *Theme*

- Residential Development.

### *Sub-Theme*

- Multi-Family Residential Development: Thematic Multi-Family/Dingbat/Stucco Box.

### *Period of Significance*

- 1942–1979.

### *Associated Property Type*

- Thematic Multi-Family/Dingbat/Stucco Box.

### *Eligibility Standards*

- Occupies one single lot.
- Was constructed during the period of significance.

### *Character-Defining Features*

- Designed to cover the vast majority of one residential lot.
- Square, boxy, or rectangular massing.
- Incorporates period-specific design styles (i.e., Googie and Exotic Revival).
- Minimal to no landscaping.

## ARCHITECTURAL STYLES, AS APPLIED TO RESIDENTIAL DEVELOPMENT

The following section presents an overview of the major architectural styles for residential property types as identified during the windshield survey of the WSGV Planning Areas. The information is laid out in chronological order and reflects architectural styles within the WSGV Planning areas that can be grouped by name, date, and character defining features, which are common features that reoccur and communicate a distinctive style of architecture. According to the National Park Service:

*To be eligible, a property must clearly contain enough of those characteristics of a particular type, period, or method of construction. Characteristics can be expressed in terms such as form, proportion, structure, plan, style, or materials. They can be general, referring to ideas of design and construction such as basic plan or form, or they can*

*be specific, referring to precise ways of combining particular kinds of materials.*<sup>416</sup>

Merely representing a specific architectural style is not enough for a property to be considered significant, a property must also possess high artistic value and be an excellent or rare example of the architectural style within the WSGV Planning Area. Residences designed by a significant or master architect that express “a particular phase in the development of the master’s career, an aspect of his or her work, or a particular idea or theme in his or her craft” may also be architecturally significant.<sup>417</sup>

For more information, see *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*, published by the U.S. National Park Service.

## Registration Requirements

### *Theme*

- Residential Development.

### *Period of Significance*

- See Period of Significance under pertinent Architectural Style below.

### *Associated Property Types*

- Single-family homes.
- Multi-family homes.

### *Eligibility Standards*

- Originally constructed during the period of significance.
- Originally constructed as a residence
- Is a rare or unique example of a style or type
- Is an excellent example of a style or type
- Is significant for its association with the early development of the community or significant individuals in the community or specific events that may have occurred
- Can apply to tracts of homes if it was important to the overall residential development of the community, i.e., associated with a

<sup>416</sup> National Park Service, “National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation,” 1990; revised 1991, 1995, 1997, 17.

<sup>417</sup> National Park Service, “National Register Bulletin 15,” 20.

specific commercial endeavor in the community, significant developer or architect, “first” of a kind

### *Character-Defining Features*

- Retains most of the essential character-defining features from the period of significance
- Limited window and door replacement is acceptable if they are on secondary elevations or they have been replaced at least partially in-kind (i.e., a wood 6/1 sash window could conceivably be replaced with a 1/1 wood sash)

### *Integrity Considerations*

- Should retain integrity of location, design, materials, workmanship, association and feeling
- May be located in an area or on a lot that was later subdivided or built out so the immediate setting may have changed

## Queen Anne (1885-1905)

Originally a brick and stone style in England that embraced imbalance and asymmetry, the Queen Anne style was created in wood when the style was imported to the United States in the late 19th century.<sup>418</sup> Home Queen Anne was the dominant style of residential architecture in the United States, and California especially, from the 1880s until the early years of the 20th century.<sup>419</sup> Elaborate and detailed, the style became popular with homeowners after pattern books popularized the style and mail-order home kits allowed it to be easily built. Wealthy and middle-class homesteaders embraced the style for its ability to be custom designed and for their house to represent the individual who lived within.

Elaborate exterior decoration characterizes the Queen Anne style, which was one of the first residential styles to benefit from the now-standard timber balloon frame.<sup>420</sup> Other technological innovations, such as jigsaws, machine lathes, and mass-production, allowed intricate detailing and ornate decoration to be embraced by architects and builders. A subtype, known as Eastlake, was the most elaborate incarnation of this style and was based on the philosophy of interior designer, Charles Eastlake.<sup>421</sup>

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<sup>418</sup> David Gebhard and Robert Winter, *An Architectural Guidebook to Los Angeles*, Gibbs Smith: 2018, 359.

<sup>419</sup> McAlester, 350.

<sup>420</sup> Leon Whiteson, “Queen Anne: Eclectic, Ornate,” *Los Angeles Times*, June 4, 1989, <https://www.latimes.com/archives/la-xpm-1989-06-04-re-2423-story.html>.

<sup>421</sup> Gebhart and Winter, 359.



*Character-Defining Features<sup>422</sup>*

- Asymmetrical façade and irregular plan
- Wood frame construction/balloon frame
- Dramatic roofline
- Patterned wood siding
- Partial, full, or wraparound porch
- Multiple gables, turrets, towers
- Dormers of varying heights
- Tall, narrow windows and/or bay windows
- Elaborate exterior decoration including wood spindlework and jigsaw woodwork



2509 Highland Ave, Altadena  
AIN: 5846007017



3079 Highview Ave, Altadena  
AIN: 5833017015



583 Figuero Dr, Altadena  
AIN: 5846007017



8346 Duarte Rd, San Gabriel  
AIN: 5833017015

## Italianate (1840-1910)

Drawing influence from the English Picturesque movement, which also birthed Gothic Revival style, the Italianate style seen in the WSG Valley and the greater Los Angeles area, is actually the second revival

<sup>422</sup> SurveyLA, "Los Angeles Historic Context Statement Outline, Architecture and Engineering, 1850–1980, Arts and Crafts Movement," June 2016, 29, [https://planning.lacity.org/odocument/18037253-197d-483a-8b13-c85fcd553fe8/ArtsandCraftsMovement\\_1895-1930.pdf](https://planning.lacity.org/odocument/18037253-197d-483a-8b13-c85fcd553fe8/ArtsandCraftsMovement_1895-1930.pdf).

## SIGNIFICANT THEMES

of the style. Andrew Jackson Downing's pattern books and texts such as Samuel Sloan's *The Model Architect* popularized detailing such as cupolas and angular details which define the style.<sup>423</sup> The first incarnation of the Italianate style dates from the 1840s and 1850s and is primarily restricted to the Eastern United States and a second time period, often known as High Victorian Italianate, that spread to the West Coast. While associated with the development of San Francisco, early homes in the Los Angeles Area and WSGV can be found in the High Italianate style.<sup>424</sup>

### *Character-Defining Features*<sup>425</sup>

- Emphasis on verticality
- Usually two stories in height
- Brick or shiplap exteriors with quoined corners
- Low pitched hipped roofs, sometimes with towers
- Projecting eaves supported by elaborate, three dimensional brackets
- Frequent use of angular bays
- Narrow front porches and second story balconies with thin columns and spindled balustrades
- Heavy articulation of headers over windows and doors



1918 Waltonia Dr, Montrose  
AIN: 580700712

## Period Revival (1900-1945)

Economic growth in the early twentieth century led to an increase in population in Southern California in the 1920s and 30s. This, in turn, resulted in a high demand for housing. By the 1920s, some of the new architecture in Southern California area was derived from European

<sup>423</sup> McAlester, 302.

<sup>424</sup> David Gebhard and Robert Winter, *An Architectural Guidebook to Los Angeles*, Gibbs Smith: 2018, 538.

<sup>425</sup> SurveyLA, *Citywide Historic Context Statement Context: Architecture and Engineering; Theme: Architecture After Statehood, 1850–1884*, City of Los Angeles Department of City Planning, February 2016, 22.

precedents. However, architects and designers also borrowed heavily from non-European and “exotic” sources that captured the public imagination. An architecture of fantasy then emerged from eclectic sources, and Southern California proved to be a fertile testing ground for these experiments. Period Revival styles were popular during the first forty years of the twentieth century and patterned after buildings of various earlier periods. Styles included Spanish Colonial Revival, American Colonial Revival, French/Norman Revival, English/Tudor Revival, and Pueblo Revival.

### COLONIAL REVIVAL (1900-1950)

The American Colonial Revival rose to prominence in the early twentieth century. The Philadelphia Centennial in 1876 sparked an intense interest in the architectural heritage of colonial America, specifically the English and Dutch houses along the East Coast. The primary inspiration for American Colonial Revival comes from the Georgian and Federal styles. Early on, American Colonial Revival buildings were inspired by, rather than recreations of, Colonial architecture. However, American Colonial Revival design shifted to more closely approximate true Colonial architecture as more information became widely available about the look and proportion of historic Colonial architecture. The style was wildly popular in the early 20th century and dominated domestic building in the United States for many years. Between 1910 and 1930 approximately 40% of houses in the United States were built in the American Colonial Revival style and it was consistently the most popular “revival” style of residential architecture throughout the first half of the 20th century.<sup>426</sup>

#### *Character-Defining Features<sup>427</sup>*

- Classical proportion and symmetry
- Front entry usually defined by a pediment with pilasters flanking the door or a front entry porch supported by columns
- Fanlights and sidelights often surround exterior doors
- Fenestration on the front façade is typically organized symmetrically, with a centered door and a balanced arrangement of windows

<sup>426</sup> McAlester, 494.

<sup>427</sup> Architectural Resources Group and ICF International, “Los Angeles Citywide Historic Context Statement: LA Modernism, 1919–1980,” prepared for the City of Los Angeles Department of City Planning, August 2021, 134, [https://planning.lacity.org/odocument/4f67bd39-631a-4f26-9a52-cd5809a66655/LA\\_Modernism\\_1919-1980.pdf](https://planning.lacity.org/odocument/4f67bd39-631a-4f26-9a52-cd5809a66655/LA_Modernism_1919-1980.pdf).



SIGNIFICANT THEMES

- Windows are typically double-hung sash, with multi-pane glazing, and are often grouped in pairs.<sup>428</sup>



2068 San Pasqual Street, Pasadena  
AIN: 5329010007



1094 E Mariposa St, Altadena  
AIN: 5833017015



520 Winston Ave, Pasadena  
AIN: 5331001025



1667 Homewood Drive, Altadena  
AIN: 5846004021

<sup>428</sup> Virginia Savage McAlester, *A Field Guide to American Houses* (New York: Alfred A. Knopf, 2013), 414, 432.

## SPANISH COLONIAL REVIVAL (1915-1942)

The beginnings of Spanish Colonial Revival style architecture date to 1915, when it was introduced at the Panama-California Exposition in San Diego. The period revival styles grew in popularity just after World War I, and were patterned after buildings of earlier historic periods. The most common style in the Southwest was the Spanish Colonial Revival. Inspired by the Panama-California Exposition, many architects found Southern California the ideal setting for this architectural style. Numerous publications argued in favor of this period revival style for the “Mediterranean environment” of California, including W. Sexton’s *Spanish Influence on American Architecture and Decoration* (1926) and Rexford Newcomb’s *The Spanish House for America Its Design, Furnishing, and Garden* (1927).

Architect Bertram Grosvenor Goodhue’s comprehensive set of Spanish Colonial Revival structures for the Panama-California Exposition catalyzed a region-wide building trend whose Spanish and Moorish influences incorporated and even supplanted the previously popular Mission Revival style. The many Spanish Colonial Revival and Mediterranean Revival commercial, civic and residential structures became a key component in the forging of regional identity and quest for legitimacy, since the style helped perpetuate powerful myths about California’s origins tied to New Spain. Decorative elements that were appropriated from indigenous American cultures (Native American, Mayan, Aztec) were sometimes incorporated into these eclectic designs to infuse exoticism, along with a certain brand of perceived cultural authenticity. The Spanish Colonial Revival style and its variants were widely used throughout southern California for both commercial and residential properties.

### *Character-Defining Features*<sup>429</sup>

- Ornate low-relief carvings highlighting arches
- Columns
- Window surrounds
- Cornices, and parapets
- Stucco exterior walls
- Low-pitched, multi-level clay tile roofs
- Arched shaped window and door openings
- Iron railings and window grilles
- Curvilinear and decorated parapets

<sup>429</sup> David Gebhard, “The Myth and Power of Place,” in Canizaro, Vincent. ed., *Architectural Regionalism: Collected Writings on Place, Identity, Modernity, and Tradition* (Princeton, NJ: Princeton Architectural Press, 2007).

## SIGNIFICANT THEMES



2069 Midlothian Drive, Altadena  
AIN: 5854018006



2001 Mendocino Lane, Altadena  
AIN: 5857032013



3791 Blanche Street, Pasadena  
AIN: 5755021031



907 EL Camp Drive, Pasadena  
AIN: 5377037015

## PUEBLO REVIVAL (1915-1945)

Drawing inspiration of the Indigenous architecture of the American Southwest, Pueblo Revival homes evolved out of the Spanish Colonial Revival style of architecture and featured adobe as a primarily material of construction. Though the origin of the style is in California, it is much more commonly found in the desert-dominated landscapes of Arizona and New Mexico.<sup>430</sup>

### *Character-Defining Features<sup>431</sup>*

- Cubic massing in a picturesque arrangement
- Parapeted flat roofs
- Stucco exterior simulating adobe construction
- Unornamented surfaces and few openings
- Projecting rows of vigas
- Desert-inspired landscaping

<sup>430</sup> McAlester, 543.

<sup>431</sup> SurveyLA, "Los Angeles Historic Context Statement Outline, Architecture and Engineering, 1850–1980, Mediterranean and Indigenous Revival Architecture, 1893–1948," November 2018, 61, [https://planning.lacity.org/odocument/097f6db5-fee-43f5-a448-fd140763de90/MediterraneanandIndigenousRevivalArchitecture\\_1893-1948.pdf](https://planning.lacity.org/odocument/097f6db5-fee-43f5-a448-fd140763de90/MediterraneanandIndigenousRevivalArchitecture_1893-1948.pdf).





5451 N Charlotte Ave, San Gabriel  
AIN: 5373021007



2167 Crescent Drive, Altadena  
AIN: 5857008013

### MEDITERRANEAN REVIVAL (1918-1942)

Mediterranean Revival architecture (sometimes called Italian Renaissance) is a style that was used in early 20th century residential architect across the United States, especially after World War I. The style emerged in the late 19th century when it was primarily used for high-style residences designed by professional architects for wealthy clients. The well-known architecture firm of McKim, Mead & White is credited with sparking the revival with the Villard Houses in New York. As opposed to its predecessor, the Italianate style, the Mediterranean Revival or Italian Renaissance style more closely evoked examples of Italian domestic architecture. This was primarily due to the fact that increased mobility between America and Europe had allowed many architects and their clients to visit Italy, giving them firsthand knowledge of the country's architecture. Additionally, advances in masonry veneering in the early 20th century allowed for better imitation of the stone and stucco that typically clad the original Italian buildings that inspired the American designs. These new techniques also helped the style to spread to more vernacular uses as the style came within the financial means of the middle-class in the 1920s. The style began to decline in the 1930s and had virtually disappeared from use by World War II.<sup>432</sup>

<sup>432</sup> Virginia Savage McAlester, *A Field Guide to American Houses* (New York: Alfred A. Knopf, 2013), 496–508.

## SIGNIFICANT THEMES

### *Character-Defining Features*<sup>433</sup>

- Low-pitched hipped roof
- Wide overhanging eaves with decorative brackets
- Ceramic tile roof
- Smaller and less elaborate upper story windows
- Round arches above doors or first story windows
- Entrance accented by classical columns or pilasters
- A symmetrical façade
- Exterior walls are typically clad in stone, stucco, or brick
- Common decorative details include quoins, roof-line balustrades, pedimented windows, classical door surrounds, molded cornices, and belt courses



1700 Allen Avenue, Pasadena  
AIN: 5852002058



2025 Midlothian Drive, Altadena  
AIN: 5854018012



2266 N Holliston Avenue, Altadena  
AIN: 8547021017



3244 E Green Street, Pasadena  
AIN: 5754016033

<sup>433</sup> Virginia Savage McAlester, *A Field Guide to American Houses* (New York: Alfred A. Knopf, 2013), 496–508.



## FRENCH REVIVAL (1919-1940)

Often reflecting an interpretation of a French country home, the French Revival style grew in popularity after veteran’s exposure to the French countryside during World War I. Articles were published by designers such as Frank Josph Forster and Walter Davis.<sup>434</sup> Davis, famously, designed an apartment court in Hollywood known as the “The French Village” in 1920.<sup>435</sup> Architects and builders who had previously worked primarily in the Tudor style had shifted to French eclectic by the 1930s.

### *Character-Defining Features*<sup>436</sup>

- Classical proportion and symmetry
- Balconies and second-story overhangs
- Dormers
- Half-timbering
- Horizontal massing
- Massing and fenestration irregular
- Roofs with long pitches, may be steeply pitched, hipped, clipped
- Stucco, brick, and stone exteriors
- Village feel
- White or lightly colored walls
- Windows are typically double-hung sash, with multi-pane glazing, and are often grouped in pairs



2232 California Avenue, Monrovia  
AIN: 8521004056



2160 San Pasqual Street, Pasadena  
AIN: 5329010023

<sup>434</sup> McAlester, 494.

<sup>435</sup> The French Village was demolished in 1951 to make way for the 101 Freeway. “The French Village (1921–1951),” Before the 101, September 2, 2022, <https://www.beforethe101.com/post/french-village-hollywood>.

<sup>436</sup> SurveyLA, “Los Angeles Citywide Historic Context Statement: Architecture and Engineering, 1919–1950,” prepared for the City of Los Angeles Department of City Planning, January 2016, 11, [https://planning.lacity.org/odocument/5997064e-8a5b-4bd4-a26d-c6009582e847/PeriodRevival\\_1919-1950.pdf](https://planning.lacity.org/odocument/5997064e-8a5b-4bd4-a26d-c6009582e847/PeriodRevival_1919-1950.pdf).



6813 N Lotus Drive, San Gabriel  
AIN: 5381002018



1947 San Pasqual Street, Pasadena  
AIN: 5330019006

### TUDOR REVIVAL (1920-1950)

Tudor revival architecture was loosely based upon the architecture of Medieval English architecture. The style originated in Britain during the mid-19th century, making its way to the United States by century's end. Early Tudor Revival buildings in America tended to actually reflect English designs from the Tudor period and were typically monumental buildings designed by architects. In the 20th century, the grandeur of the early Tudor Revival gave way to stylistic choices that more closely reflected medieval cottages. During the 1920s and 1930s Tudor Revival increased significantly in popularity. The heightened popularity was due in part to the emergence of masonry veneering techniques. The character of these later Tudor Revival homes can vary dramatically depending on availability of materials and the builder or architect's approach to Tudor Revival. Tudor Revival homes do not have a set floor plan and do not require symmetry, allowing designers and builders a greater degree of freedom.

#### *Character-Defining Features*<sup>437</sup>

- Steeply pitched (usually side-gable) roof
- One or more prominent front-gables on primary elevation
- Round or Tudor arch front door or entry porch
- Decorative half-timbering
- Tall, narrow windows with multi-pane glazing
- Massive chimneys

<sup>437</sup> Virginia Savage McAlester, *A Field Guide to American Houses* (New York: Alfred A. Knopf, 2013), 448–466.



664 Alameda Street, Altadena  
AIN: 5839011002



731 Madre Street, East Pasadena  
AIN: 5377020012



319 Bonita Avenue, Pasadena  
AIN: 5330010004



529 Winstone Avenue, Pasadena  
AIN: 5331001018

### MONTEREY STYLE (1929-1942)

Evolving from Greek Revival styles that were popular along the East Coast, Monterey style draws its name from the location in which it was most popular, that of Monterey, California. Monterey Style shares many defining features with Spanish Colonial Revival, as it draws inspiration from the colonial houses of Northern California from the Spanish era. Thomas Oliver Larkin, an owner and designer of a large house in Monterey, is widely considered a pioneer of the style.<sup>438</sup> Notably, Monterey Style homes feature full-length balconies, often on the second story.

<sup>438</sup> McAlester, 537.



*Character-Defining Features*<sup>439</sup>

- Rectangular or L-shaped plans
- Typically two-stories
- On the second floor of the primary façade, there is often a wide, shaded balcony with square or turned wooden posts
- Exterior cladding is generally brick, wood, or stucco.
- Frequently, different materials are used for first and second floor cladding (e.g., wood siding over brick).
- Roofs have a low pitch and are covered with clay tile or wood shingles
- Rafters and brackets are often exposed in the eaves
- Short chimneys are usually placed at one or both sides of the gable ends.<sup>440</sup>
- Windows are typically multi-paned and either casement or double-hung sash, and doors are single or paired.
- Windows and doors are generally of wood, with American Colonial surrounds.
- Windows are often paired and flanked by decorative wood shutters.<sup>441</sup>



2098 N Roosevelt Avenue, Altadena  
AIN: 58570222071



528 Alameda Street, Altadena  
AIN: 5839015010

<sup>439</sup> SurveyLA, “Los Angeles Historic Context Statement Outline, Architecture and Engineering, 1850–1980, Monterey Revival, 1929–1942,” January 1, 2014, 105–106.

<sup>440</sup> Virginia and Lee McAlester, *A Field Guide to American Houses* (Alfred A. Knopf, Inc., 19854), 431.

<sup>441</sup> *Ibid.*, 431.





1956 San Pasqual Street, Pasadena  
AIN: 5329008013



2037 San Pasqual Street, Pasadena  
AIN: 5330016005

## Craftsman (American and English) (1905-1930)

Craftsman, as an architectural style, was derived from the Arts and Crafts Movement which originated in England during the second half of the nineteenth century as a reaction to nineteenth century industrial culture. The Arts and Crafts Movement called for a return to honesty and utility in design, handcrafted construction, and the use of natural materials. Advocates of the movement in England, including William Morris, argued that relying on handcrafted construction allowed each creation to be an individual work rather than a standardized industrial product. In the United States, the Arts and Crafts Movement included architecture, furniture, and decorative arts.

The Craftsman style was adaptable across socioeconomic categories and included both large finely crafted homes for the affluent class, and small modestly built cottages or bungalows for the working class. In contrast to earlier styles, the bungalow was intended for the servant-less household and could be built by either an unskilled builder using plans from books or with kits fully cut and shipped from mail-order houses. The Craftsman style was publicized extensively in lifestyle magazines of the period, which led to a flourishing of pattern books, some of which offered prefabricated “kit” components for on-site assembly such as products by Sears Roebuck and Company and Pacific Ready-Cut Homes. In other examples, architects and master builders used the architectural vocabulary of the Craftsman style to create complex and highly detailed residential architecture.<sup>442</sup>

The Craftsman style has a generally recognized national period of significance of 1905 to 1930 during the time when this style was most

<sup>442</sup> “Santa Monica Historical Resources Inventory,” 1985–86 Final Report.

common.<sup>443</sup> Craftsman single-family residences dating from 1905 to 1930 are associated with the architectural styles and culture of early 20th century residential architecture. They illustrate the broad influence of the Arts and Crafts Movement on the local architects, designers, and builders working in Los Angeles during the first few decades of the 20th century. Furthermore, they represent the identity and values of the occupants, who found in this style and method of construction a means by which to satisfactorily accommodate themselves and their families economically, and to express their individuality by selecting from and combining a wide variety of plans, window treatments, door treatments, porches, and architectural features then available.

English-style Craftsman Homes more closely resemble Arts and Crafts style residences with more curvilinear angles and the emphasis on organic materials and hand workmanship.

### *Character-Defining Features*

- Square or rectangular shaped cottages
- One to one-and-one half stories
- Wood frame structures typically clad with shingle or clapboard siding
- Use of natural materials such as stone
- Emphasis on handcraftsmanship
- Integration into the landscape and incorporation of the local climate
- Broad horizontality with multilevel deep projecting eaves
- Low-pitched hipped or gabled roofs
- Exposed roof beams and rafter tails, decorative brackets, or knee braces
- Prominent entry porches and sleeping porches
- Full or partial-width porches with battered or square porch posts and/or masonry piers
- Rectangular windows, usually sash over sash; simple wood-frame surrounds
- Bungalow type dwellings may also contain elements of the Spanish, Stick, Tudor, Colonial Revival, or Japanese styles

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<sup>443</sup> David Gebhard, "The Myth and Power of Place," in Canizaro, Vincent. ed., *Architectural Regionalism: Collected Writings on Place, Identity, Modernity, and Tradition* (Princeton, NJ: Princeton Architectural Press, 2007).



2139 Mountain Avenue, Duarte  
AIN: 8521009026



6549 N Vista Street, San Gabriel  
AIN: 5375008012



1494 Pepper Drive, Pasadena  
AIN: 5853014016



1627 Homewood Drive, Altadena  
AIN: 5846004023

## Prairie (1905-1915)

An evolution of the Craftsman style, Prairie style is most commonly associated with the work of Frank Lloyd Wright and other midwestern architects. Though inspired by the same Arts and Crafts ideas as Craftsman style, many of the architects associated with Prairie style embraced the goal of creating a truly American style of architecture. While there are some commercial and civic examples, the Prairie style saw its most popular expression in residential architecture. It was notably a short-lived style, rising and falling in popularity between 1905 and 1915.<sup>444</sup>

### *Character-Defining Features<sup>445</sup>*

- Two-story boxes clad in stucco with one-story wings
- Emphasis on horizontal planes

<sup>444</sup> McAlester, 552.

<sup>445</sup> SurveyLA, "Los Angeles Historic Context Statement Outline, Architecture and Engineering, 1850–1980, Arts and Crafts Movement," June 2016, 29, [https://planning.lacity.org/odocument/18037253-197d-483a-8b13-c85fcd553fe8/ArtsandCraftsMovement\\_1895-1930.pdf](https://planning.lacity.org/odocument/18037253-197d-483a-8b13-c85fcd553fe8/ArtsandCraftsMovement_1895-1930.pdf).



## SIGNIFICANT THEMES

- Low-pitched hipped or flat roofs
- Broad, overhanging, boxed eaves sometimes supported by decorative brackets
- Deeply recessed or projecting front entry porches
- Bands of windows with shared projecting sills
- Tripartite windows or casement windows grouped together
- Double-hung windows sometimes found on vernacular examples



1325 E Altadena Drive, Altadena  
AIN: 5844016019



764 Michigan Blvd, Pasadena  
AIN: 5378021020

## FHA Home/Minimal Traditional/American Small House (1930-1955)

This house style is referred to as the FHA House or sometimes the American Small House. This house type often contains little to no style, unlike the Period Revival houses of the earlier decade.<sup>446</sup> Decorative detailing and complex rooflines were eliminated, and house plans were compact to achieve a cost-efficient option for homeowners and builders. In addition to the houses with no style, some of the small houses of this period contained some historic detailing and are therefore referred to as Minimal Traditional.<sup>447</sup>

In 1931, Herbert Hoover held a house building and homeownership conference for committees to make recommendations for the design, construction, landscaping and financing of single-family houses.<sup>448</sup> Efforts to this effect had already begun in the 1920s as part of the Small House Movement, led by architect bureaus, and the

<sup>446</sup> This name was given by the Georgia Department of Historic Preservation after a survey revealed there was no appropriate name for these houses that fill many neighborhoods.

<sup>447</sup> McAlester.

<sup>448</sup> "The American Small House," Georgia Department of Natural Resources, Historic Preservation Division, accessed November 13, 2023,

<https://www.dca.ga.gov/sites/default/files/americansmallhouse.pdf>.

government-run Better Homes in America program.<sup>449</sup> This continuation of the 1920s movement involved house plan books where homeowners or builders could construct architect-designed houses from blueprints received in the mail. By 1934, the National Housing Act was passed by Franklin D. Roosevelt which furthered recommendations for national home standards.<sup>450</sup> The Federal Housing Administration (FHA) was formed which standardized house designs with the goal of quality construction techniques. As was true of the 1920s Small House Movement, architects became involved with the design for the compact houses beginning around 1935, as shown in *Architectural Forum's* special journal issue, *Book of Small Houses*, in 1936 and 1938. The FHA also released *Principles of Planning Small Houses* in 1936 along with other official house plan books that provided plans and tips for homebuilders. Mortgages were generated for homeowners who followed the standards outlined by the FHA which in turn allowed for smaller down payments for consumers.<sup>451</sup> In the 1950s, the FHA/Minimal Traditional house was replaced with the Ranch type.

### *Character-Defining Features*

- Small, single-family house (approximately 900 sq feet)
- Simple, compact plans and massing
- Typically square in plan but sometimes rectangular
- One story
- Wood frame construction with standardized building materials (dimensioned lumber, windows, doors, etc.)
- Minimum of three rooms (living room, kitchen, and bedroom) and maximum of five rooms
- Hallways were often eliminated
- Front door usually centered
- Gable roof, low or intermediate pitch. Roof eaves with little to no overhang.
- Composition (asphalt) shingle roofs
- Secondary material in gable such as scalloped detail that may be painted the same color (as recommended by the FHA)
- Wood siding and asbestos siding in the form of shingles. Some may have brick veneer but this is more rare. Some have stucco walls.
- Small entry porch and platform steps
- Windows traditional in form and placement. Double-hung, multi-pane 1/1, paired double-hung towards the corners of the house and bay windows

<sup>449</sup> David L. Ames, Linda Flint McClelland, "Historic Residential Suburbs: Guidelines for Evaluation and Documentation for the National Register of Historic Places," U.S. Department of the Interior, National Park Service, September 2002, 59.

<sup>450</sup> "The American Small House."

<sup>451</sup> "The American Small House."

## SIGNIFICANT THEMES

- May contain some historical detailing such as a porch entrance or Colonial-style shutters or may contain no identifiable style or historical detailing
- Decorative porch rail



6842 N Muscatel Avenue, San Gabriel  
AIN: 5379016014



11140 Daneswood Drive, Arcadia  
AIN: 8573027015



11248 Lynrose Street, Arcadia  
AIN: 8573025005



11119 Lynrose Street, Arcadia  
AIN: 8573023013

## Postwar Minimal (1945-1960)

The postwar minimal house type is a continuation of the small houses of the 1920s through mid-1940s yet the number of houses built after World War II far exceeds the construction of houses before World War II. This typology is smaller than bungalows and cottages of earlier periods with some being only 750 square feet. These houses were also referred to as G.I. Houses since their massive construction helped fill a housing need for returning veterans, and families with young children also created a large demand for these affordable houses. Builders met the demand by constructing tracts of postwar minimal houses, often using a single floor plan throughout the entire tract. Often the only



variation was the alternation of hip and gable roofs, slightly different fenestration, and paint colors. The ½ story Cape Cod form was popular around the country but in California the single-story postwar minimal dominated tract developments.<sup>452</sup> The postwar minimal contains many of the features of the prewar minimal, yet the distinguishing feature is the multipane picture window.

### *Character-Defining Features<sup>453</sup>*

- Compact averaging 750-1,020 square feet
- Simple, compact plans
- Typically single-story
- Stucco and wood siding for cladding often combined on one house
- Lapped and board-and-batten siding also common or wood shingle
- Concrete block construction rather than wood framing
- Minimal roof overhangs
- Composition roof shingles
- Variety achieved by alternating hip and gable designs
- Porches reduced to a small, covered area at the entrance
- Attached garages that are wood one-piece tilt -up. Geometric wood trim on the garage doors
- Double-hung sash in 2/2, 4/4 and 4/1 configurations and sash divided into two panes by a horizontal muntin.
- Steel casement sash windows divided by horizontal muntins.
- Multipane floor to ceiling height picture windows. Glazing included 9 or 12 panes of equal size with all the panes fixed or a few panes along the sides or bottom operable such as casement or awning sashes.
- Picture windows typically floor to ceiling in height and the dominant feature within the minimal façade



261 Andre Street, Monrovia  
AIN: 5834014011



3204 Orlando Road, Pasadena  
AIN: 5377025018

<sup>452</sup> "Tract Housing in California," 69–70.

<sup>453</sup> "Tract Housing in California," 69–70.



2881 Ashmont Avenue, Arcadia  
AIN: 8511023064



333 E Camino Real Street, Monrovia  
AIN: 8534013033

## MODERNISM (1930-1975)

Mid-Century Modern style architecture is a regional derivative of the International Style and was widely constructed in Post-World War II Los Angeles and its environs. It was used for both residential and commercial buildings. High or International Style modernism conforms to specific character-defining features as discussed by Henry-Russell Hitchcock and Phillip Johnson in their seminal 1932 publication, *The International Style*, and state that buildings must have a rectilinear form, open floor plan articulated through materials, and lack of ornamentation. The International Style tenants diffused in local culture. In 1945, John Entenza initiated the Case Study program in Los Angeles through his magazine, *Arts & Architecture*, in an effort to bring High Style modernist design to the masses through affordable and functional housing. In addition, modernist architectural design was suitable to the Southern California climate through its use of glass to emulate an ideal of indoor/outdoor living. Local and vernacular interpretations of the International Style allowed for less formality through the use of materials, forms, and spatial arrangements. Mid-Century Modern architecture is more modest than the International Style and emphasis is often placed on stylized architectural focal points and features.

Mid-Century Modern design used sleek, simplified geometry and asymmetrical, intersecting angular planes of masonry volumes and glass curtain walls, locked together by a flat planar roof. Designers embraced the optimistic spirit of the time, experimenting with the newest technologies and materials in building, such as concrete and aluminum, and incorporating futuristic elements.



*Character-Defining Features<sup>454</sup>*

- Simple geometric forms
- Post-and-beam construction
- Sleek, simplified geometry
- Asymmetrical, intersecting angular planes of masonry volumes
- Flat or low-pitched gabled roofs often with overhanging eaves
- Flush mounted steel framed windows or large single-paned wood-framed windows
- Glass curtain walls
- Experimentation with the newest technologies of the period and materials such as concrete, aluminum and glass



2151 Sinaloa Avenue, Altadena  
AIN: 5847025002



3235 Barhite Street, Pasadena  
AIN: 5860019024



3244 E Green Street, Pasadena  
AIN: 5754016033



1601 Crest Drive, Altadena  
AIN: 5844026016

<sup>454</sup> Architectural Resources Group and ICF International, “Los Angeles Citywide Historic Context Statement: LA Modernism, 1919–1980,” prepared for the City of Los Angeles Department of City Planning, August 2021, 134, [https://planning.lacity.org/odocument/4f67bd39-631a-4f26-9a52-cd5809a66655/LA\\_Modernism\\_1919-1980.pdf](https://planning.lacity.org/odocument/4f67bd39-631a-4f26-9a52-cd5809a66655/LA_Modernism_1919-1980.pdf).

## INDIVIDUAL RESOURCES

The following Mid-Century Modern Homes are all potentially significant as individual resources under Criterion 3/C for their association with notable architects or builders, or as a significant example of the Mid-Century Modern Style.

### *1981 Meadowbrook Road, Altadena (1934)*

William Beard House, designed by Richard Neutra. This house is particularly notable for its all-steel construction, developed because of the risk of forest fires in the San Gabriel mountains. The house also features “early examples of sliding glass and steel doors”, later hallmarks of Neutra’s residential designs.<sup>455</sup>



### *596 East Punahou Street, Altadena*

Pauline K. Lowe House, designed by Harwell Hamilton Harris, reflected an early Ranch house design with Japanese elements. Architectural writer David Gebhart refers to this house as “an impressive classic of the 1930s” but also notes that it has been altered.<sup>456</sup>

The following three houses were constructed as a part of the Case Study House Program, which was announced by Arts and Architecture

<sup>455</sup> “William and Melba Beard House,” Neutra Institute for Survival Through Design, accessed January 8, 2024, <https://neutra.org/project/william-and-melba-beard-house/>.

<sup>456</sup> “An Architectural Guidebook to Los Angeles,” 388.



Magazine in 1945 in order to rethink what was possible in the post-war housing. According to the initial announcement of the program:

*Each architect takes upon himself the responsibility of designing a house which would under all ordinary conditions be subject to the usual (and sometimes regrettable) building restrictions. The house must be capable of duplication and in no sense be an individual "performance".<sup>457</sup>*

Originally planned for eight houses, the project eventually expanded to twenty constructed homes out of a total of 36 prototypes and designs published in the magazine. None of these homes are able to be clearly seen from public right of way, therefore the photographs below are the photographs that accompanied their publication in *Arts and Architecture* magazine.

*857 Chapea Road, Pasadena (1947)*



Located within the Chapman Woods Subdivision, Case Study House No. 2 designed by Summer Spaulding and John Rex. Design began in 195, though the home was constructed in 1947.<sup>458</sup>

<sup>457</sup> "Announcement: The Case Study House Program," *Arts and Architecture*, January 1945. [http://www.artsandarchitecture.com/case.houses/pdf01/csh\\_announcement.pdf](http://www.artsandarchitecture.com/case.houses/pdf01/csh_announcement.pdf).

<sup>458</sup> "Case Study House #02, Pasadena, CA," Pacific Coast Architecture Database, accessed January 8, 2024, <https://pcad.lib.washington.edu/building/1189/>.

*6236 North Deerfield Avenue, San Gabriel (1948)*



Located in the East Pasadena-East San Gabriel Planning Area, this house was designed by Thorton Abell in 1945 with construction of the house occurring from 1947 to 1948.<sup>459</sup>

*2275 Santa Rosa Avenue, Altadena (1958)*

The 20th house in the Case Study series, this was a collaborative project between Buff, Straub, and Hensman Architectural Firm and Eckbo, Dean, and Williams as Landscape Architects, this U-shaped house was designed for Saul Bass, a graphic designer who reportedly worked closely with the architects on its design.<sup>460</sup>



<sup>459</sup> "Case Study House #07, San Gabriel, CA," Pacific Coast Architecture Database, accessed January 8, 2024, <https://pcad.lib.washington.edu/building/567/>.

<sup>460</sup> "Case Study House #20, Altadena, CA", Pacific Coast Architectural Database, accessed January 8, 2024, <https://pcad.lib.washington.edu/building/729/>.



## Ranch (1940-1975)

The Ranch architectural style became dominant throughout the United States from the 1940s to 1960s. In fact, during the decades of the 1950s and 1960s, it became the most popular architectural style applied to domestic buildings.<sup>461</sup> After World War II, simple, economical Ranch style houses were mass-produced to meet the growing housing demands of returning soldiers and their families. The replacement of streetcars with automobiles following World War II created an ease of travel, and ultimately led to the growth of suburbs outside the traditional city centers where homeowners were able to buy large, cheap lots. Larger lots meant bigger homes so the sprawling house, or the Ranch style, was born. The Ranch home was the ultimate symbol of the Postwar American dream: a large affordable home promising efficiency, safety, and casual living. The Ranch style was widely adopted for the suburbs. This was due in part to twentieth-century media, including magazines, television, and film media. The Ranch style was promoted in magazines such as *Sunset*, *Better Homes and Gardens*, *American Home*, and *House Beautiful*, as well as television shows and movies with Buffalo Bill, Will Rogers, and Gene Autry.<sup>462</sup>

The Ranch style is loosely based on early Spanish Colonial precedents of the American Southwest, modified by influences borrowed from Craftsman or Bungalow styles and Prairie modernism pioneered by Frank Lloyd Wright in the early twentieth century.<sup>463</sup> Cliff May is among the first designers credited with building Ranch-style homes. In 1931, May designed his first Ranch style house in San Diego, a faux-adobe hacienda sprawling around a backyard patio, with wide doors providing easy access to the outdoors. He attributed the inspiration for his designs to the extant California hacienda dwelling he had known as a child in San Diego, and described the style in the following way: “To me, the ranch [house], with cross-ventilation and rooms spread out and around courtyards, basic old California plan, seemed to be a much better way to live.”<sup>464</sup> Cliff May’s modern homes epitomize the indoor-outdoor lifestyle of Southern California, fusing the open plan/open living philosophy with the traditional ranch house. His long, low designs managed to be both modern and traditional, celebrating a casually elegant, indoor-outdoor lifestyle, and drawing inspiration from

<sup>461</sup> Virginia Savage McAlester, *A Field Guide to American Houses* (Alfred A Knope, 2013), 602.

<sup>462</sup> Alan Hess, *The Ranch House* (New York: Harry N. Abrams, 2004), 12.

<sup>463</sup> Virginia McAlester and Lee McAlester, 479.

<sup>464</sup> John Mack Faragher, “Bungalow and Ranch House: The Architectural Backwash of California,” *The Western Historical Quarterly* 32, 2 (Summer 2001), 165.

## SIGNIFICANT THEMES

California’s Spanish Mexican ranchos while embracing the latest technological gadgetry. With their low profile, large carports and garages, patios, and expansive horizontality, May’s modern ranch houses became synonymous with the nascent California lifestyle and were enthusiastically promoted by the popular Sunset magazine throughout the United States.<sup>465</sup>

Noted for his Ranch style residential tracts, the architect Edward Fickett promoted architect-designed home models and subdivisions. Between 1947 and 1953, Fickett designed approximately 18,000 houses for dozens of builders.<sup>466</sup> Hallmarks of his designs include simple forms and clean lines keeping in mind economics, rectangular forms with distinctive entries and porches and post and beam construction. Often Fickett worked with the developer Ray Hommes to design large residential subdivisions. One of Fickett’s most notable tracts is the 1,000-home Sherman Park subdivision in the San Fernando Valley (1953).<sup>467</sup>

Other architects who contributed to the popularity of the Ranch style are William Wurster, Chris Choate, Palmer and Krisel, and A. Quincy Jones. Equally important are the developers, including Henry J. Kaiser, Fritz Burns, David Bohannon, and John F. Long, who developed Rolling Hills, San Lorenzo Village, and Panorama City.<sup>468</sup>

Alan Hess describes “The Ranch House” as follows:

*From sprawling ramblers under cedar-shake roofs to the minimal ranches of mass-produced housing tracks; from sleek contemporary varieties to middle class ranches on quarter acre lots with board-and-batten siding, diamond window mullions, and dovecotes over the garage; from Colonial, Spanish, and French Country ranches to the open-plan ranch of family rooms and sliding glass doors—the ranch is the primary housing type from a period of American national expansion. It’s the face of the suburb, whether beloved or reviled.<sup>469</sup>*

Ranch style houses are typically one-story with an L or U-shaped plan and feature a low-pitched gabled or hipped roof with a moderate or wide eave overhang, large windows, and an attached garage. The houses have general asymmetry and strong horizontal influence. The

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<sup>465</sup> Hess, “Ranch House,” 33.

<sup>466</sup> Hess, “Ranch House,” 72.

<sup>467</sup> Hess, “Ranch House,” 70–72.

<sup>468</sup> Hess, “Ranch House,” 13.

<sup>469</sup> Hess, “Ranch House,” 11.

exteriors are typically clad in natural, locally found materials, such as wood siding, stone, or brick. The interior features a simple, open floor plan blending functional spaces with sliding glass doors that provide direct access to the patio from the living area, woodwork, open trusses, and unpainted brick walls. Ribbon windows are common, as well as large picture windows in the living room. Partially enclosed courtyards and patios, borrowed from Spanish houses, are common features. The house plan is often rambling and suggestive of wings or additions.<sup>470</sup>

### *Character-Defining Features<sup>471</sup>*

- L, H, or U-shaped plan, larger houses may extend diagonally to form Y, X, or more complex plans
- Average of 1,500 sq feet with three or more bedrooms
- Elongated in form and low to the ground
- Horizontality emphasized with low pitch roof and broad overhangs
- Hipped, gabled or combination roof
- Roofs clad in asphalt shingles or cedar shakes for more rustic character
- Stucco and a variety of wood siding materials for the exterior
- Differing material of brick or stone in areas such as a wainscot below the level of the window sills
- House oriented towards the private rear yard with little to no fenestration on the façade except for the front door
- Attached two-car garage or carport often placed at the front
- Broad chimneys of brick
- Planters constructed of brick
- Front entrance only one or two steps above grade with covered entry area that is too small to be comfortably used as a porch
- Aluminum window sashes and frames
- Large picture windows on some but not floor to ceiling as the Postwar Minimal house
- Tripartite window designs with double-hung or casement sash flanking a fixed center sash
- Shallow windows set just above the eave with the sill above eye level, sometimes grouped in horizontal bands
- Tracts included more variety than the Postwar Minimal tracts with floor plans and exterior designs

Examples have been included of this section of Tract Ranch houses that don't appear to exhibit any dominant style. Some tract ranch houses contain a distinct style such as Rustic Ranch, Storybook, Asian Influence, or Contemporary which is detailed in the sections below.

<sup>470</sup> Virginia McAlester and Lee McAlester, 479; Alan Hess, "Ranch House," 17.

<sup>471</sup> "Tract Housing," 78; Virginia McAlester and Lee McAlester, 479.

## RANCH SUB-STYLE: ASIAN INFLUENCED (1960-1969)

Tract houses of the early to mid-1960s began to contain Asian influenced detailing on the exterior such as the upward flare at the corner of eaves, a slight change in roof pitch which suggested Asian roof forms in a cost-effective manner for merchant builders. The style on tract homes appeared in California in the late 1950s and was promoted by House Beautiful in the 1960s which may have led to its popularity.<sup>472</sup> Ideas inspired by Japanese architecture and house interiors were featured including an article entitled, “How Americans are Using Japanese Ideas.”<sup>473</sup> The Asian style tract ranch houses were mass-produced by builders reaching height popularity in 1964. While not as common as the Storybook style, the Asian style could be found on many ranch houses in the 1960s. It was uncommon to find an entire subdivision of Asian style tract homes and the style was typically the minority style within tract developments. Similar to the Rustic Ranch and Storybook, clean lines in tract housing replaced the Asian style ranch house.

### *Character-Defining Features*<sup>474</sup>

- Gable on hip roofs
- Latticework in the gables
- Projecting ridge beams with shaped ends
- Change of pitch or upward flare of the eaves at the ends of the roof ridge to suggest Asian roof forms
- Double-pitched roofs with a steeper gable portion atop a hip portion of lower pitch
- Regularly spaced trim boards that divide the walls into vertical panels
- Decorative wood screens or window grilles
- Geometric ornament of vaguely Asian inspiration on garage doors (it is rare to find extant examples)

<sup>472</sup> [Postwar Housing in California, 1945–1974](#), 87.

<sup>473</sup> [Postwar Housing in California, 1945–1974](#), 88.

<sup>474</sup> Caltrans, “Tract housing in California, 1945–1973,” Prepared for the California Department of Transportation, 2011, 87–88, <https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/ser/tract-housing-in-ca-1945-1973-a11y.pdf>; Virginia McAlester and Lee McAlester, 479.



2011 Agnolo Drive, Rosemead  
AIN: 5277024030



8154 Lake Knoll Drive, Rosemead  
AIN: 5279009026



1824 Charlotte Avenue, Rosemead  
AIN: 5279018033



11264 Arrowood Street, Arcadia  
AIN: 8572030025

### RANCH SUB-STYLE: CONTEMPORARY (1945-1975)

Tract ranch examples, especially those designed for builders in the mid-20th century were designed in a contemporary, or modern style. Contemporary gave the typical tract ranch house a modern look and helped bring modern design to the masses.<sup>475</sup> Architects such as Palmer and Krisel, Edward Fickett, and A. Quincy Jones and Claude Oakland were engaged by builders such as Joseph Eichler to design tracts of Ranch houses in the contemporary style.<sup>476</sup> George and Robert Alexander engaged the architectural firm of Palmer and Krisel to design houses in tracts around Southern California. Flat roofs, open floor plans, and post-and-beam construction simplified the cost of construction, making this style appealing to merchant builders developing various tracts. Contemporary tracts of houses are rarer than those of traditional designs. The Contemporary house was most popular right after World War II and experienced the most popularity for

<sup>475</sup> Caltrans, "Tract housing in California, 1945–1973," Prepared for the California Department of Transportation, 2011, 80, <https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/ser/tract-housing-in-ca-1945-1973-a11y.pdf>.

<sup>476</sup> [Postwar Housing in California, 1945–1974](#), 83.



## SIGNIFICANT THEMES

merchant builders in the 1950s. By the 1960s, the house style fell out of favor and was considered dated.<sup>477</sup>

### *Character-Defining Features*<sup>478</sup>

- Simple geometric forms
- Post-and-beam construction
- Flat, butterfly, single-pitched, or low-pitched gabled roofs often with overhanging eaves
- Stucco and wood siding for exterior walls. Siding often applied vertically including board-and-batten and tongue-and-groove
- Simple glazing in triangular gable ends, flush mounted steel framed windows, or large single-paned wood-framed windows
- Horizontal bands of windows with contrasting materials sometimes surrounded by wood trim
- Extensive glazing in the rear
- Brick or stone often used as primary accent material
- Masonry areas of concrete block, sometimes with patterns on the faces and set in stack bond
- Screen walls of open concrete block to form entries and patios
- Plain, solid entrance doors with sidelights or transoms
- Carports rather than garages.
- Steel pipe columns or slender wood posts supporting roof overhangs, canopies, and carport roofs



1719 Kellner Avenue, Rosemead  
AIN: 5279019023



8346 Elsmore Drive, Rosemead  
AIN: 5279020026

<sup>477</sup> [Postwar Housing in California, 1945–1974](#), 85.

<sup>478</sup> Caltrans, "Tract housing in California, 1945–1973," Prepared for the California Department of Transportation, 2011, 80–85, <https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/ser/tract-housing-in-ca-1945-1973-a11y.pdf>.





11260 Daneswood Drive, Arcadia  
AIN: 8573028014

### RANCH SUB-STYLE: RUSTIC RANCH (1945-1965)

The Rustic Ranch style can be found on builder homes of the early 1950s. The style generally conveyed the rural or agricultural traditions of the American West as perceived by Hollywood and not actual Western rural vernacular buildings.<sup>479</sup> Suburban Rustic Ranch houses were on small lots that could not contain farms or ranches of the Western rural tradition but were made to give homeowners a sense of living on a semi-rural estate.<sup>480</sup> Masculinity was evoked by the features that could be found in this style house. The Rustic Ranch fell out of fashion by the mid-1960s. Some examples continued to be built but much of the decorative detailing was replaced with a plainer style for the Rustic Ranch.<sup>481</sup>

#### *Character-Defining Features<sup>482</sup>*

- Board-and-batten siding combined with other wood siding, stucco, or areas of masonry
- Exposed and shaped rafter tails
- Projecting ridge beams
- Cedar shake roof cladding
- X-bracing on garage doors
- Diamond-pane windows with wood muntins
- Porch posts with decorative knee-braces
- Shaped brackets supporting pent roofs or roof overhangs
- Birdhouses or dovecotes attached to the roof or incorporated into the gable walls. The birdhouses and dovecotes were purely decorative with the holes painted on.

<sup>479</sup> [Postwar Housing in California, 1945–1974](#), 85.

<sup>480</sup> [Postwar Housing in California, 1945–1974](#), 85.

<sup>481</sup> [Postwar Housing in California, 1945–1974](#), 87.

<sup>482</sup> Caltrans, "Tract housing in California, 1945–1973," Prepared for the California Department of Transportation, 2011, 85–87, <https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/ser/tract-housing-in-ca-1945-1973-a11y.pdf>.



454 Northcliff Road, Pasadena  
AIN: 5748032028



6835 N Vista Street, San Gabriel  
AIN: 5376036049

### RANCH SUB-STYLE: STORYBOOK (1955-1965)

A feminine style known as Storybook followed the Rustic Ranch style. After Disneyland opened in Southern California in 1955, the style began to appear in the Los Angeles area and also became known as the Disneyland style.<sup>483</sup> The Storybook style pushed back against minimal contemporary architecture of the period and romantic charm was a key element as part of the designs. Fairy tale and rural traditions were associated with the houses with many features of the Rustic Ranch along with elements of Tudor Revival and other period styles of the 1920s and 1930s. The style became popular with homeowners in the region and merchant builders quickly began to favor this style for tract developments. Developments by builders advertised “Cinderella Homes” and gave new subdivisions fairy-tale imagery names such as “Princess Park.”<sup>484</sup> The common features were applied in various ways to create a sense of a unique design for houses within the same tract. Typically, developers used a few different floor plans and created variety with the exterior of the tract houses.<sup>485</sup> The market in Southern California was saturated with this style house and the quaintness fell out of fashion with consumers by the early 1960s.

#### *Character-Defining Features*<sup>486</sup>

- Incorporation of Rustic Ranch features
- Tudor Revival or other Period Revival elements
- Asymmetrical gable roofs

<sup>483</sup> [Postwar Housing in California, 1945–1974](#), 86.

<sup>484</sup> [Postwar Housing in California, 1945–1974](#), 87.

<sup>485</sup> [Postwar Housing in California, 1945–1974](#), 86.

<sup>486</sup> Caltrans, “Tract housing in California, 1945–1973,” Prepared for the California Department of Transportation, 2011, 85–87, <https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/ser/tract-housing-in-ca-1945-1973-a11y.pdf>.

- Concave catslide' roofs, often extending well below the main eave line
- Two or more siding materials such as board-and-batten or shingle siding
- Stucco exterior walls
- Planter boxes below windows
- Decorative window trim and shutters
- Scalloped or shaped bargeboards and decorative details
- Corbel blocks or brackets supporting shallow gable overhangs



5002 N Burton Avenue, San Gabriel  
AIN: 5388033064



11172 Wildflower Road, Temple City  
AIN: 8573033026

## RELIGION AND SPIRITUALITY

### Overview

Most of the religious properties in the planning areas were originally constructed for the prominently White and Christian communities, however, with the demographic shifts that resulted in the WSGV Planning Area being majority Asian, many of these religious facilities now administer services in a variety of languages and serve a multi-ethnic congregation. Resources that have previously been surveyed and recommended eligible for the National Register or California Register or listed in the National Register or California Register include:

- Church, Rectory Building, Grotto and Flower Shrine of St. Elizabeth of Hungary Catholic Church; 1845 Lake Avenue, Altadena; 1S status code.
- Altadena Community Church; 943 E Altadena Drive, Altadena; 2S2 status code.
- Church of the Annunciation; 1307 E Longden Drive, South Monrovia Islands; 2S2 status code.

The two most significant religious resources located within the survey area were Mountain View Cemetery and Mausoleum in Altadena, and St. Luke of the Mountains Church in La Crescenta.

### MOUNTAIN VIEW CEMETERY AND MAUSOLEUM, ALTADENA (1882)

Americans largely buried their dead on their own homesteads or private land until the 1800s, when the practice of setting aside specific places for the dead in the form of “rural type” parks was imported to American cities, largely from England and France. The vast majority of large, garden cemeteries in the US were in New England until the carnage of the American Civil War shifted the norms around death culture in the United States. Post-war, these large cemeteries drew inspiration from the City Beautiful urban planning movement and the grandiose architecture of the “White City” at the Chicago World’s Fair.<sup>487</sup> There is one cemetery and one mausoleum located in the planning area; both are in Altadena.

The Mountain View Cemetery and Mausoleum was established in 1882 by the Giddings family, who still own and operate the cemetery to this day. Levi Giddings, one of the early pioneers of Pasadena who operated the cemetery with his son, founded the cemetery after the sale of adjacent land necessitated the reinternment of his daughters’ grave. Hoping to ensure that other family burials did not have to endure a similar fate, 23 acres were set aside as a cemetery, which was initially used as a picnic site and common location for Memorial Day parades.<sup>488</sup> The City of Pasadena was incorporated in 1886 and the city boundaries did not include the cemetery, beginning a planning tradition that lasted over a century that ensured cemeteries did not exist within Pasadena city limits. Because of this, many founding families and famous residents of Pasadena are, in fact, buried in Altadena.<sup>489</sup> There are a significant number of military burials in Mountain View, including over 700 Union soldiers and over 70 Confederate veterans.<sup>490</sup> The grounds are dotted with sycamore, eucalyptus and oak trees between carved gravestones and memorial sculptures.

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<sup>487</sup> National Register Bulletin 41.

<sup>488</sup> Pomeroy, Elizabeth. *Lost and Found II: More Historic and Natural Landmarks Under Southern California Skies*. Pasadena, CA: Many Moons Press, 2002, 6-7.

<sup>489</sup> Richard Winton, “In Search of Eternal Rest in Pasadena,” *Los Angeles Times*, November 30, 1997, <https://www.latimes.com/archives/la-xpm-1997-nov-30-me-59182-story.html>.

<sup>490</sup> “A Profound Walk Through History This Memorial Day at Mountain View Cemetery,” *Pasadena Now*, May 29, 2022, <https://www.pasadenanow.com/weekendr/a-profound-walk-through-history-this-memorial-day-at-mountain-view-cemetery/>.



As cremation became a more common option for residents of the San Gabriel Valley, mausoleums began to be constructed in the area. The Mountain View Mausoleum, located at the south end of Mountain View Cemetery, was designed by Cecil E. Bryan, notable as the architect of over eighty mausoleums. Having trained under Frank Lloyd Wright, Bryan considered Mountain View his favorite work and was interred there after his death in 1951. The mausoleum features a maze of hallways and ornate stained glass, in addition to original furnishings and chandeliers. The Mountain View Mausoleum and the nearby Pasadena Mausoleum were purchased by Mountain View Cemetery in 1971 and expanded the overall acreage to 50 acres. A modern addition was added in the 1990s.

Because of its proximity to Hollywood and the motion picture industry, Mountain View Cemetery contains a steel-walled grave with ladders embedded in the side, which has been featured in over 300 films and television shows.

### ST. LUKE'S OF THE MOUNTAINS EPISCOPAL CHURCH, LA CRESCENTA (1924)

Originally designed by renowned artist and local resident Seymour Thomas, St. Luke's of the Mountains Episcopal Church was constructed in 1923/1924 on donated land at the corner of Foothill Boulevard and Rosemont Avenue. The stunning design features stonework from locally sourced field stones as well as stained glass windows from the historic Judson Studios in Los Angeles. A youth center located on the church campus is housed in the original La Crescenta Fire Station No. 19, which is also constructed from locally sourced rocks.

### OTHER POTENTIALLY SIGNIFICANT RELIGIOUS RESOURCES



Altadena Seventh-Day Adventist Church  
2609 Lincoln Avenue, Altadena



Altadena Community Church  
943 E. Altadena Drive, Altadena

SIGNIFICANT THEMES

AIN: 5828016026  
Date of Construction: 1967



Christian Science Church and Reading Room  
942 E. Altadena Drive  
AIN: 5845001001  
Date of Construction: 1949

AIN: 5844001013  
Date of Construction: 1947



Hillside Tabernacle City of Faith Arnold Family Funeral Home  
2561 N. Fair Oaks Avenue  
AIN: 58350110250  
Date of Construction: 1963



First Presbyterian Church  
2775 Lincoln Avenue  
AIN: 5828009013  
Date of Construction: 1967

EAST PASADENA-EAST SAN GABRIEL



New Hope Church  
700 S. Rosemead Boulevard  
AIN: 5378012022  
Date of Construction: 1963



### KINNELOA MESA RESOURCES



Unite Church  
1727 Kinneloa Mesa Canyon Road  
AIN: 5860013012  
Date of Construction: 1970

### LA CRESCENTA-MONTROSE RESOURCES



Holy Redeemer Catholic Church  
2411 Montrose Avenue  
AIN: 5807001030  
Date of Construction: 1926/1928



St. Luke's of the Mountains Episcopal Church  
2560 Foothill Boulevard  
AIN: 5804001033  
Date of Construction: 1930  
AIN: 5804001033  
Date of Construction 1930

### SOUTH MONROVIA ISLANDS RESOURCES



Annunciation Catholic Church  
1307 E. Longden Avenue



Calvary Grace Church  
2520 Peck Road

AIN: 8511015016  
Date of Construction 1950

AIN: 8510019024  
Date of Construction 1958

## Registration Requirements

### *Theme*

- Religious Properties.

### *Period of Significance*

- 1880–1979.

### *Associated Property Types*

- Churches, synagogues, temples or any place of community worship or religious activities. Can include associated parish halls, staff residences or even parochial schools.

### *Eligibility Standards*

- Originally constructed as a religious or faith-based building for the purposes of worship.

### *Character-Defining Features*

- Retains character-defining features from period of significance.
- May reflect the religious and social needs of a community and its residents.
- May be significant for its association with individuals who hold local, state, or national levels of significance.
- May be significant for its association with the neighborhood's social history.

## Recommendations

The Historic Context Statement recommendations presented below are intended to guide future planning and preservation efforts for the County of Los Angeles and to inform Land Use policies in the WSGV Planning Area, such as the creation of the WSGV Area Plan’s Historic Preservation Element. These recommendations build on those provided by Dudek as a part of the 2002 Los Angeles County Metro Area Plan Historic Context Statement.

### DESIGNATE COUNTY-LEVEL RESOURCES

Los Angeles County adopted a Historic Preservation Ordinance in 2015, however only eleven County Landmarks and no Districts have been designated since then. Los Angeles, Pasadena, and other municipalities in the region survey and designate resources at the local, state, and national levels, on a regular basis, and the County should be educating the public and promoting this process at any available opportunity. There are numerous opportunities to nominate selected individual resources as well as a potential district. ESA recommends the County increase the number of Landmark Properties and Districts through the following:

- Promote the Landmark designation process at any public opportunity. Develop a short pamphlet that details the specifics of the process and provides examples of previous designations throughout the county. Many historians are not aware that Los Angeles County has its own Historic Preservation Ordinance and designation process, and the general public is equally ignorant.
- Provide technical and/or financial assistance to individuals and community groups that would likely be interested in nominating potential Landmarks. Examples include Altadena Heritage, Pasadena Heritage, and the Ramona Museum of California History.
- Commission contexts of various thematic, geographical, or cultural studies that can serve as framework for multiple nominations. See below, as well as the study list.
- Provide an easy-to-access initial guide on the County’s Historic Preservation website with a layman’s guide to Historic Preservation research and the nomination process, in addition to publicizing the benefits and process to qualify for Mills Act tax credits.

## PURSUE AN ETHNIC AND CULTURAL THEMATIC STUDY OF FOR AN ASIAN AMERICAN CONTEXT

The currently demographic character of the WSGV is heavily dominated by Asian and Asian American residents, most of whom emigrated to the United States after federal immigration laws changed in 1965. Many of their descendants have remained in the area, and the SGV contains one of the highest concentrations of Asian-American residents in the entire country. While the built environments of the WSGV communities largely predate this population shift and may not accurately reflect this associated cultural history, it is nevertheless a defining characteristic of the communities and significant.

## INCREASE COMMUNITY KNOWLEDGE OF LOCAL HISTORY TO INSPIRE THE PRESERVATION OF THE BUILT ENVIRONMENT

This would also involve outreach in a variety of languages and solicitation of community stories and further history, specifically of the communities that have arrived in the WSGV following the Immigration reform of the late-1960s. Only a handful of the areas represented have historic development patterns that extend back multiple generations, and newer residents are unlikely to be aware of significant history that occurred in their community before their families' arrival. Additionally, the large wave of Asian immigrants that arrived in the last three decades of the 20th century represent significant cultural history within its right, that should be preserved and celebrated. Overall, encourage local ownership and civic pride for each community in the WSGV.

Whittier Narrows, in particular, contains sites of significant importance to the local Tongva and Kizh peoples. Interpretation should be undertaken with tribal consultations for programming, in addition to promoting cooperative efforts between schools, libraries, and other interested groups, such as local historical societies, in planning celebrations and other activities involving historical resources or cultural traditions.

## PRESERVE KNOWN HISTORIC RESOURCES

The windshield survey identified potential historic resources, many of which were indicated in the HCS. Funding and time should be prioritized for full evaluations of these resources, in addition to streamlining the nomination process if these are found to be significant.

### Potential Districts (Geographically Contingent):

- Park Planned Homes, subdivision designed by Gregory Ain
- Chapman Woods neighborhood
- Altadena Commercial Corridor
- Altadena Grand Estates
- San Pasqual Grand Homes
  - Period Revival estates
  - Pre-WWII smaller tract

### Multiple Property Listings (Thematic)

- Stone Homes of La Crescenta-Montrose
- Remnants of Montrose, first planned community in WSGV
- Mid-Century Apartment Buildings
- Altadena Grand Estates, potentially organized by architect
- Altadena Equestrian Culture and Trails

## Conduct More In-Depth Studies of Priority Communities

While the completion of windshield surveys and the HCS are critical first steps to streamline the process of identifying historic properties and neighborhoods, more in-depth surveys of prioritized Planning Areas are needed to provide a more in-depth understandings of patterns of development and resources.

### Priorities

- Altadena
- La Crescenta-Montrose

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# APPENDIX A Study List

Potentially significant historic resources are mentioned throughout the Historic Context Statement's *Significant Themes* section. The following list is not intended to be exhaustive; rather, it serves as a base for future study of potentially historically significant events and individuals within the planning area.

## All Areas

### GENERAL WEST SAN GABRIEL VALLEY EVENTS (MAY OR MAY NOT INVOLVE LOCATIONS WITHIN THE PLANNING AREA)

- Construction/relocation of Mission San Gabriel
- Citrus farming in the WSGV
- Southern Pacific Railroad
- Atchison, Topeka, and Santa Fe Railroad
- Anti-Chinese sentiment in late 1880s–1890s
- Land Boom of the late 1800s
- Recreation within the San Gabriel Mountains
- Oil discovery in Montebello Hills

## APPENDIX A. STUDY LIST

- Creation of the LA County Flood Control District
- Japanese Internment and resettlement
- Expansion of the GI Bill
- Los Angeles County Highway Plan and construction
- 1933 El Monte Berry Stroke
- Executive Order 9066

### IMPORTANT PEOPLE

- Leonard Rose
- William Wolfskill
- Henry Huntington

## Altadena

### KEY EVENTS

- Development of the Mount Lowe Railway
- Development of tuberculosis sanitoriums (La Vina, in particular)
- Beginning of Christmas Tree Lane
- Pro-Hitler rallies at Farnsworth Park
- Pasadena Unified busing and desegregation

### IMPORTANT PEOPLE

- Dr. John S. Griffin
- Benjamin “Don Benito” Wilson
- Manuel Garfias
- Benajmin S. Eaton
- Daniel Berry
- John and Frederick Woodbury
- Andrew McNally
- Wallace Neff
- Zane Grey
- Octavia Butler
- Gregory Ain
- James Shorb



- Thaddeus Lowe
- Richard Fenymen
- Norman Family/Norman's Nursey

## East Pasadena-East San Gabriel

### KEY EVENTS

- Resistance to annexation
- Opening of Chapman Woods

### IMPORTANT PEOPLE

- Alfred B. Chapman
- Jim Steward
- Ben Quigley
- Sunny Slope Ranch

## Kinneloa Mesa

### KEY EVENTS

- Caltech Eaton Canyon Project
- La Viña Sanitorium

### IMPORTANT PEOPLE

- Abbott Kinney
- Innes Kinney
- Dr. Henry Stehman
- Charles James Fox II
- Eaton Canyon Project

## La Crescenta-Montrose

### KEY EVENTS

- First planned subdivision in the WSGV
- Opening day for Montrose BBW
- Development of Indian Springs resort
- Opening of "Dinky" railroad
- Annexation pressures by Glendale

## APPENDIX A. STUDY LIST

- Flood of 1934
- Construction of St. Luke of the Mountains' Church

### IMPORTANT PEOPLE

- Alfred B. Chapman
- Andrew Glassel
- Benjamin Briggs
- William Sparr
- Clark Gable
- J. Frank Walters
- Robert Walton
- Vicki and Lyle Draves
- Billie Burke
- George Harris
- Winston and Weston Doty
- M.V. Hartranft

## San Pasqual

### KEY EVENTS

- Initial subdivision

### IMPORTANT PEOPLE

- Potential significance of homeowners based on the size and dates of construction of homes along Sierra Madre Avenue

## South Monrovia Islands

### KEY EVENTS

- Potential name change to Norwood Village
- Construction of El Monte Airport
- Construction of Mayflower Village
- Various pro- and anti- annexation movements

### IMPORTANT PEOPLE

- Lewis Leonard Bradbury

- Leo Meeker
- Harold R. Wilson

## South San Gabriel

### KEY EVENTS

- Strawberry farming
- Development of Garvey, Wilmar, and Potrero Springs
- Annexation support from the South San Gabriel Improvement Association

### IMPORTANT PEOPLE

- Richard Garvey

## Whittier Narrows

### KEY EVENTS

- Oil drilling in Montebello Hills/Temple Workman land
- Passage of Flood Control Act
- Community support for and against Whittier Narrows Dam
- Opening of Temple School
- Opening of Whittier Narrows Recreation Area
- Nike missile program
- 1987 Whittier Narrows earthquake

### IMPORTANT PEOPLE

- William Workman
- D.W. Griffiths
- Jerry Voorhis

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