

A HISTORY OF ATWATER VILLAGE

TO ABOUT 1940

**by Neil Malmberg
1995**

INTRODUCTION

This history springs out of a request to me from members of a committee attempting to organize a Historical Preservation Overlay Zone for our village in the summer of 1994.

One of the first steps in organizing such a zone is the submission of its history. As a teacher and enthusiast of history, I took on the project eagerly and took great enjoyment from the research. I hope to bring it up to more recent times in the near future.

Because of its original purpose, it is not written in academic style (no footnotes, references, primary documents, etc.). For all the reader may know, this could all be my own conjecture.

However, much of the information comes from resources at the Special Collections department of the Glendale Central Library. Photographs are from the Los Angeles Central Library and the Siemens Center at the Los Angeles County Museum of Natural History. Other material comes from standard histories of Los Angeles and California.

I hope you enjoy this story of this fine, unique community and will want to both research more of its past and create the kind of community that its future readers of history will see as rich and proud.

Neil Malmberg

A HISTORY OF ATWATER VILLAGE

Geologic Prehistory

Geologically speaking, Atwater Village rests on the alluvial deposits of the Los Angeles River. This material was washed here during earlier, wetter periods of the earth's history. If you've ever dug in your garden you've probably noticed the abundance of smooth, rounded river rocks and sandy soil. The great flood of 1825 ended the latest wet period, which had lasted for millennia since the last ice age, when a ten-foot wall of water poured through what is now Atwater Village. Downstream, the Los Angeles River cut its present channel to the ocean and drained what had been a matrix of wetland marshes, peat bogs and forests all along its banks. After 1825, the giant sycamores, alders, cottonwoods and surrounding marshes began to give way to the chaparral we now see on the brushy slopes of Griffith Park. This change happened overnight, but not all changes are that fast.

You probably noticed, as well, that the Griffith Park side of the river is much different than the Atwater Village side. There is a curious reason for this difference. Usually a river is a young phenomenon—the hills usually are older. But here in Atwater Village, the Los Angeles River is literally "older than the hills" which stretch from Griffith Park to Dodger Stadium. These hills along Riverside Drive are known as the Elysian Park anticline. The Los Angeles River flowed by before the hills were formed by uplifting and tilting to the west. As such, the river is termed "antecedent"—it came before the hills. Antecedent riverbeds are both ancient and rarities in nature. We should be proud of our geologic rarity.

In the mid-1990s subway workers tunneling under Hollywood brought unusual fossils to the surface. These bones belonged to now-extinct camels, horses, saber-toothed cats, sloths and imperial mammoths. Imagine what Atwater Village was like during the last interglacial period some 30,000 years ago as these animals came to drink, chew their cud and hunt along the shores of the Los Angeles River. Imagine what sights you would have seen when the riverbank, because of the wetter climate then, was along today's Perlita Avenue. Imagine the roars and night sounds in that era. Atwater Village was anything but a sleepy little enclave back then. Imagine what bones of these long-gone animals may still lie under our gardens.

Native Americans

The area along what we now call the Los Angeles River, for the native Americans who lived here before the Spanish arrived, was known as *Halemenput*. The Spanish would later name these people *Gabrielinos*, for their relative proximity to the San Gabriel mission, rather than the somewhat farther mission at San Fernando.

From what we know and can surmise, these *Gabrielinos* probably had a good life. They had little motivation to cultivate food because of easily accessible food sources near the river. Oak trees gave acorns, their staple, from which they made both a mush and a bread-like food. Prickly pears (*tunas*) were collected with sharp sticks. A variety of nuts, seeds, seasonal berries, along with roots and green yucca pods, added diversity to their diet.

Mule deer and pronghorn antelope, along with smaller animals such as wildcats, coyotes, skunks, snakes and rabbits offered game for hunters. A delicacy was roasted grasshoppers.

For shelter, they built brush huts with willow branch frames. The mild weather allowed such housing. Undoubtedly the river also provided reeds for basketmaking, constructed for beauty, as well as utility.

According to a 1939 writer, there are practically no physical traces of these people today. One scholar has recently written about their disappearance once the Spaniards arrived. He attributes it to the assimilation made so easy by basic similarities between the native Americans and the Spanish Catholics. Also, the Spanish, largely male, on the extreme frontiers of Spain's vast empire, intermarried with the natives, partly out of the need to know the ways of living in this unknown land.

The Spanish and Mexican Period

The Spaniards were late in settling this part of their huge, worldwide empire. It took them about 260 years after Cortez's conquest of the Aztecs to begin settlement of Alta California. They came to settle Los Angeles in 1781. Indicative of today's diversity, the first contingent was a mixture of eight mulattos, nine Indians, two Africans, and one person listed as "*Chino*" (a Chinese man). Politically they were Spanish, but their roots were prophetically diverse.

Just three years after the founding of Los Angeles Pueblo, the Spanish governor of Alta California granted all the lands between the Los Angeles River and the Arroyo Seco, north to the mountains, to the military officer Jose Maria

Verdugo which Verdugo named Rancho San Rafael. The rancho consisted of 36,000 acres. As with all Spanish land grants, its boundaries were somewhat imprecise.

Two adobes survive the Verdugo era. Neither are in the Atwater Village portion of Rancho San Rafael, but both are of interest to Atwater history enthusiasts: the San Rafael adobe, set in a garden, is located at 1330 Dorothy Drive, and the Catalina Verdugo adobe is situated at 1715 Camulos Avenue, both in Glendale.

Today's Atwater Village was possibly the most desirable part of Rancho San Rafael. Here was the only major river, with its verdancy (note Verdant St.), ample water, game animals, and attractive environs in the hillsides and canyons on the opposite side.

The absence of adobes or other "permanent" structures from this era in today's Atwater Village can be attributed to the fact that periodic flooding precluded any human settlement. Later, apparently, equestrian activity, easily withdrawn when necessary, was the sole use of the area closest to the river as it is a primary use today.

The rancho itself, governed by the Verdugos, consisted of fields of barley, corn, beans and hay. There were large herds of cattle and horses. The rancho sent many hides down to San Pedro which went onto ships bound for New York and Boston.

Early *Norteamericano* Period to the 1920s

After the U.S.-provoked war with Mexico, aimed primarily at obtaining the Asian-oriented ports of San Francisco and San Diego for the U.S., the U.S. victory became a slow disaster for *Californios* (Mexican nationals, Mexico having only recently achieved its independence from Spain in 1821). According to a provision in the peace treaty of Guadalupe Hidalgo, existing land ownership in conquered territories must be reconfirmed. However, due to the imprecision of boundaries, most settlers' property ownership could not be verified.

Fortunately for the descendants of Don Jose Verdugo, this was not the case. In 1848, the validity of the Verdugo claim was upheld by the U.S. courts. The Verdugos' problem, however, was debt. A disastrous drought killed off nearly all their cattle in the 1860s, forcing the rancho to be divided into thirty-one parcels for sale. This was a primary reason why Atwater Village became its own community in later years.

In 1868, 700-plus acres along the Los Angeles River was purchased by W. C. B. Richardson from Samuel M. Heath. Richardson's ranch, named Rancho Santa Eulalia, was made up of today's Atwater Village and the southern portion of Glendale. Eulalia Street in southern Glendale is a vestige of this.

In a presumably promotional newspaper clip from the Glendale Central Library's special collections, dated March 14, 1884, entitled "Richardson's Allotment," the following appears:

Many lots and considerable acre property have been sold in this Allotment during the last year. The land is sold strictly on its merits, it being acknowledged to be the most fertile land in the San Fernando Valley. Excellent water, good railroad facilities, beautiful homes and pretty streets. Tropic is the home of many Los Angeles businessmen, who travel to and from their work over the Los Angeles and Glendale and the Southern Pacific Railroads. Great inducements offered to those who will build. For lots or acre property, enquire of—W. C. B. Richardson, or F. R. Boyer, on the premises.

All early urban development for the next forty years seems to have taken place to the north, centering initially around the first school building in the area at Brand Boulevard and Cerritos Avenue. It was here, in 1883, that a meeting was held with those attending decided on "Glendale" as the name of their new settlement.

Formal limits or boundaries of the settlement were not mentioned, but it was assumed to include all of the property between Los Angeles and San Fernando, certainly including Atwater Village. Previously, the rural area along the river had been known locally as Riverdale.

Four years later, in 1887, the Glendale Townsite was established, centered on Glendale's downtown section today. This effectively broke "Glendale" into two communities, the original southern end becoming known as "Tropico." By May 1887, the Southern Pacific Company opened its depot in the area (near the present Glendale station site) and named it Tropic. Tropic's business district centered on San Fernando Road and Central Avenue.

Meanwhile, Richardson's Santa Eulalia ranch was at first stocked with several thousand head of sheep, but after 1880, sheep ranching was given up in favor of dairying and many fruit trees were planted. In 1903, five hundred acres were sold to Japanese tenants for the cultivation of strawberries.

The Richardson farmhouse, originally near the Southern Pacific depot, was later moved to the corner of Cypress and Mariposa Streets in the southern end of Glendale (nee Tropic), where it may still be seen today, very much as it was originally. In the meantime, the Richardson family had moved to a new home on San Fernando Road.

Richardson also gave the Southern Pacific sixteen acres for its depot, which opened in 1887, the acreage for the Art Tile factory (later Gladding, McBean/Franciscan), the Tropic Presbyterian Church and Cerritos Street School.

As Tropic grew, public opinion sharply divided over the question of the future of the settlement. Should it become annexed to Los Angeles or to Glendale (incorporated in 1906) or incorporate as an independent municipality? In 1911, its citizens opted for the latter alternative and the City of Tropic began its brief existence. According to early maps, Los Feliz Boulevard was named Tropic Avenue as far south as Riverside Drive until about 1920.

Within a short time, it became obvious that an independent Tropic was not viable. The Los Angeles annexationists lost one election, but triumphed in the second in which voters of Tropic and Glendale formally voted to annex themselves to the City of Glendale in 1917.

Meanwhile, after the turn of the century, the future Atwater Village was experiencing increasing traffic between Los Angeles and its fast-growing urban neighbors to the north. L. C. Brand organized the latest of his Glendale municipal institutions, the Glendale and Los Angeles Electric Railway in 1903, with operating schedules of twenty minutes through the strawberry and flower fields of today's Atwater Village.

A spectacular engineering feat on this line was the complex trestle built across the canyon which today would span Fletcher Drive, just west of Riverside Drive (then Woodstock Avenue). Concrete pilings for this trestle still exist, as do pedestrian steps to a passenger station there.

In 1904, Brand's railroad was incorporated into Henry Huntington's Southern California electric railway empire, giving local inhabitants access to other growing communities in a four-county area served by what would become the Pacific Electric system (the "Big Red Cars").

This rail right-of-way, unused since the mid-1950s, still exists as a potential public transportation corridor. Its concrete pylons parallel to the Hyperion viaduct were built to support a trestle across the river and are still visible today.

Aside from the electric railroad, there was only one local route across the river into turn-of-the-century Atwater Village: W. C. B. Richardson's wooden trestle for Tropic Road (now Los Feliz Boulevard). His grandson told a family story about how W. C. B. and his friends in Glendale liked to go to Santa Monica, but had to take the long route to North Broadway into downtown Los Angeles and then to the beach. According to the grandson,

He decided there should be a more direct way. So he and his nephew got in the buckboard and road (sic) to the river bottom from the railroad tracks, knocking down wild mustard five and six feet high, clearing a road that became Tropic Boulevard and later Los Feliz Road.

The trestle would follow shortly.

Water for farm irrigation and a growing number of households was the reason for Atwater Village's annexation to Los Angeles in 1910. Fast-growing L.A. was building the aqueduct from Owens Valley 250 miles north. Under the terms of the law that provided for the aqueduct, Owens Valley water could not be sold by L.A.'s Department of Water and Power to companies to be resold to retail customers. Therefore the City of Los Angeles was able to annex nearly all of the unincorporated portions of the San Fernando Valley and much more. Even Glendale citizens were considering annexation to L.A.

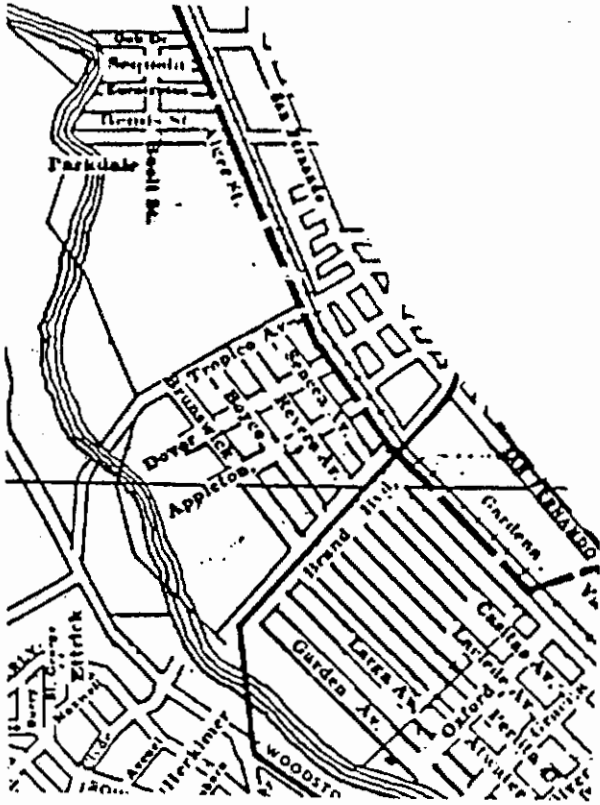
With access from downtown L.A., Hollywood and the beach cities and ample water, the stage was set for the residential and commercial development of Atwater Village.

Subdivision and Growth Through the 1920s

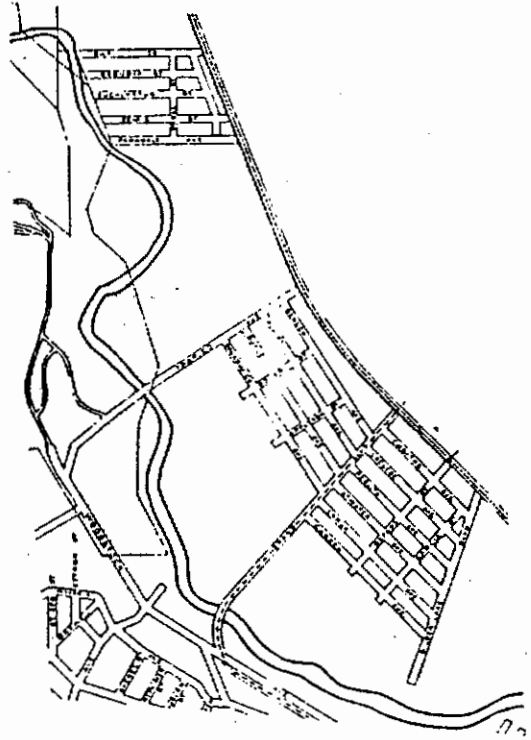
The first portion of today's Atwater Village, judging by old photographs, took place north of what is now Chevy Chase, then called Parkdale Avenue until the 1920s (just as Baywood Street was named Eucalyptus Avenue and today's Brunswick was named Buell Street).

Today, this northern section still holds the highest number of the very oldest residential structures in Atwater Village, many preserved very nicely. At this writing, research still is needed about when and how this section was

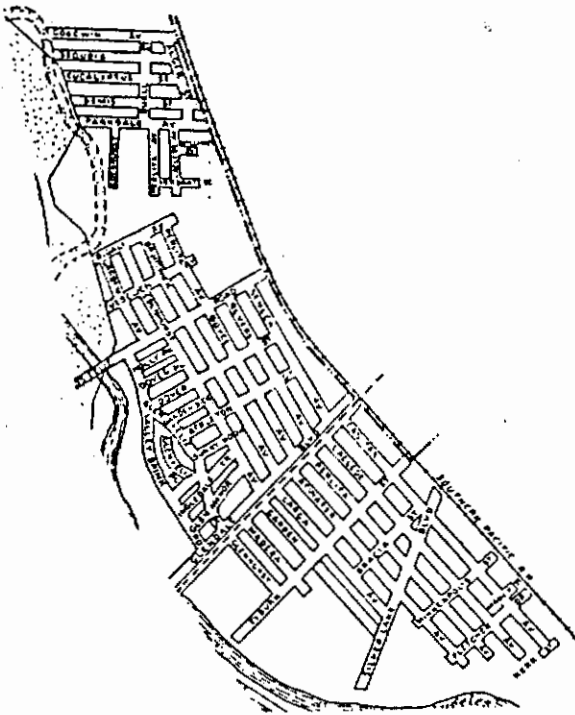
PORTIONS OF HISTORICAL MAPS SHOWING POSSIBLE ISOLATION OF NORTH ATWATER



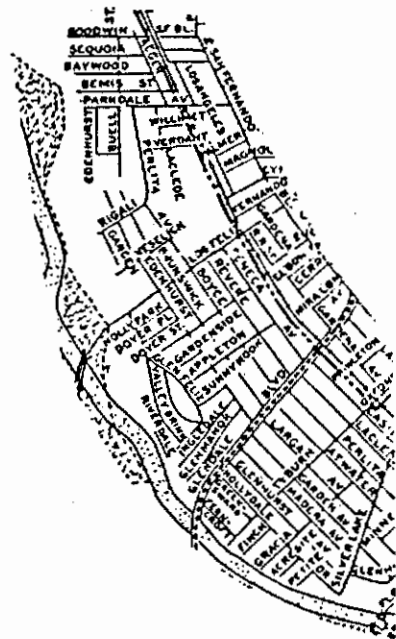
1917 - Showing isolation of N. Atwater and old names of streets



1922 - Oak Street in Glendale not yet our own Goodwin Avenue



1925 - Showing growth from Parkdale and north from Los Feliz, but still no through streets



1927 - Perlita shown as through, but photos show as unpaved; Buell/Brunswick still not shown as through.

ROUTE OF THE PACIFIC ELECTRIC RAILWAY
THROUGH ATWATER VILLAGE

To Glenoaks Ave., then
left turn to Burbank

Atwater Section

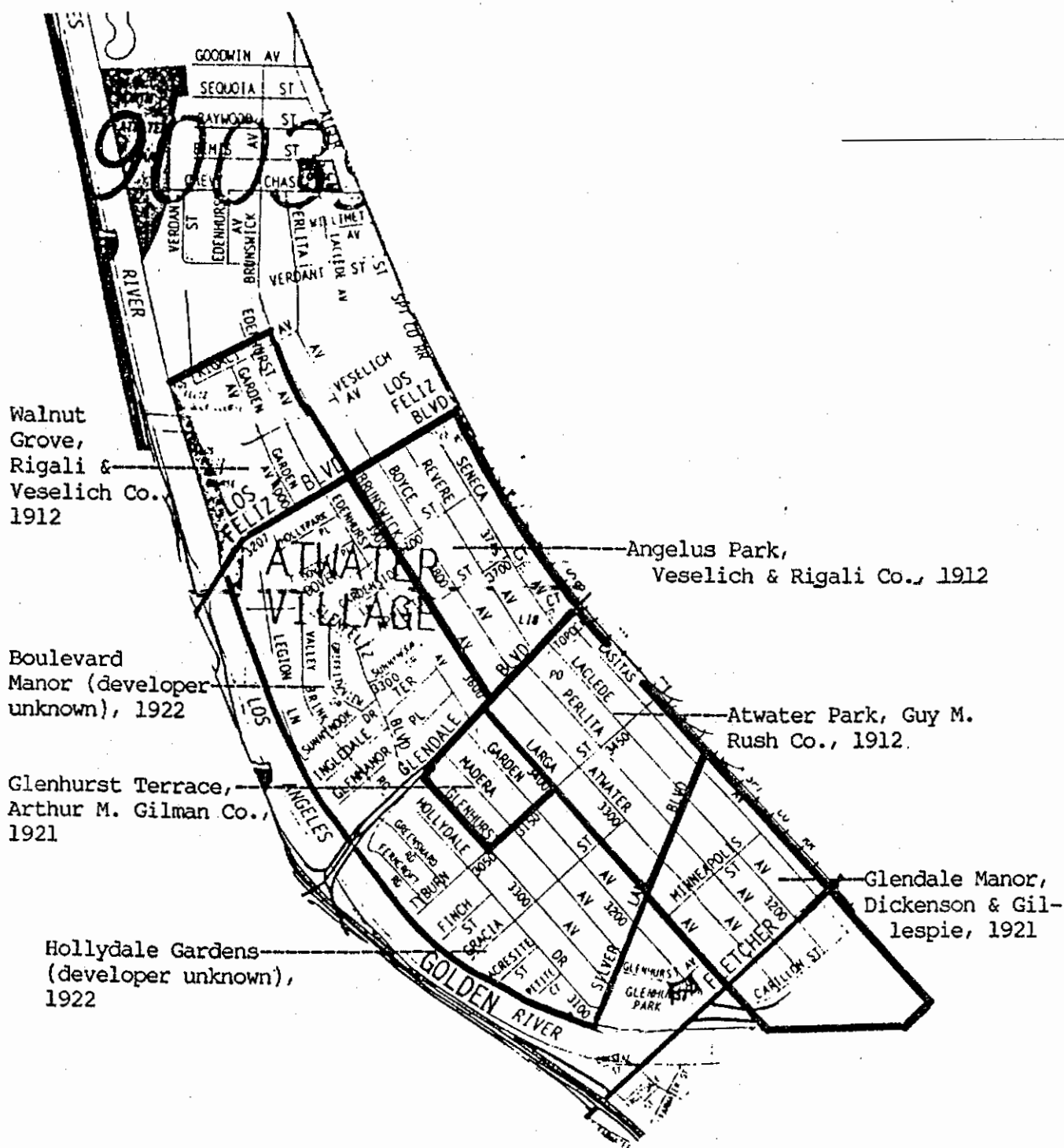
Notice how basically straight this line is. It only diverges from an absolutely straight line because of the topography: the L.A. River and the Santa Monica Mountains.

If you travel south on Brand Boulevard today, you would notice that the skyline of downtown Los Angeles is directly ahead.



To Downtown L.A.
(In subway after 1925)

1912 and 1921-22 SUBDIVISIONS



subdivided. We do know that the once attractive concrete structure at the far west end of Goodwin Avenue was built as the office for the factory that invented and manufactured *perlite*, a popular insulation material.

It is likely that this area was not considered Atwater in the early days because it was inconspicuous from the area consciously promoted by its subdividers as Atwater. Its commercial ties may have been much closer to Tropic and Glendale and the businesses along San Fernando Road.

Residential Subdivisions

Two tracts along the Southern Pacific right-of-way were subdivided in 1912. Previously they had been poppy fields. The first was called Atwater Park, taking its name from an early pioneer in the area, Harriet Atwater Paramore, whose husband had purchased this area from W. C. B. Richardson. It was bounded by the railroad tracks, Larga Avenue, Glendale Boulevard, and Silver Lake Boulevard. The other 1912 subdivision was named Angelus Park, directly to the north along the railroad, with Brunswick Avenue to the east, Los Feliz Boulevard on the north, and Glendale Boulevard on the south.

In 1918, Glendale Boulevard was extended as far as the river and a bridge (short-lived, as we shall see) was built, opening up the opportunity for further growth.

The subdivision of Glenhurst Terrace began in February 1921. This was 25 acres from Larga Avenue to Glenhurst, with Glendale Boulevard and Tyburn Streets as its north/south limits. The same year saw the subdivision of Glendale Manor, along the S. P. tracks from Silver Lake Boulevard to Kerr Street (today's Carillon), with Atwater Avenue on the west. This southern end of Atwater was marked on early maps as "Minneapolis", thus today's Minneapolis Avenue.

Boulevard Manor subdivision came in 1922, between Los Feliz and Glendale Boulevards, Brunswick and the river. Hollydale Gardens completed the subdivision of the area south of Glendale Boulevard that same year.

The last subdivision in the period, also 1922, was Walnut Grove, north of Los Feliz, probably between Brunswick and the river. We know that this was an actual walnut grove because of persistent statements by long-time residents and photographs. What is as yet unexplained is precisely where the northern limits of this subdivision were nor what the status of what would become Perlita Avenue north of Los Feliz. Perlita's east side had been subdivided by 1924, but why its development seems to be almost exclusively Post-World War II is a mystery. Most of the houses on Brunswick north of Verdant and all of Perlita between Rigali and Los Feliz, with the one exception relocated to this location in 1950, appear to have been built after World War II. The Perlita Gardens Apartments, most of which are now condominiums, were built in 1947.

This subdivision of the area meant several things for residential development. On some lots, developers built houses to sell, sometimes in whole rows of lots. In other cases, lots were sold unimproved. Their buyers designed their own homes and had them built by contractors, some immediately and some in the future.

In any case, this was the heyday of the "fantasy bungalow." These sometimes went to the architecturally exotic, such as those built by Barney Kenoffel on the 3600 block of Brunswick to the much plainer Cape Cod houses dispersed throughout the community, to Spanish Colonial Revival houses along Glenfeliz. All, however, were within the "fantasy," the American dream, of comfortable, attractive, affordable, single family, detached housing for working- and middle-class Americans. And this was the 1920s, a time of unprecedented affluence for many in America.

Reciprocal development in the form of commercial and service institutions, changes in traffic corridors, flood protection, and local employment opportunities also were developing in the 1920s.

Commercial Development

By March 1925, the *Glendale Evening News* was reporting the near completion of several commercial buildings along Glendale Boulevard: the Shugart Building at Garden Avenue (where the Cotton Corner, Paglione Realty, and the Best Little Hair House are today), the Markowitz Building (the now-gone Beach's Market), and the Saunders Building between Glenfeliz and Edenhurst (which could be any one of three two-story buildings on that block today). It also reported a new plant of the Los Angeles Electrical Construction Company.

Possibly the most enduring of our local institutions, the Tam O'Shanter Inn opened in 1922, at first called Montgomery's Country Inn. By 1924, it was known as Montgomery's Chanticleer Inn, with its quaint tower and small store that sold pretzels, potato chips and the odd mixture of Navajo, Chinese and Italian curios. Also in 1924, a fellow Rotarian of one of the partners suggested that the restaurant would attract more customers if it adapted a Scottish theme and the name Tam O'Shanter. They had hit on a winning image.

By 1925, completion of a sewer system to connect with the Los Angeles outfall sewer, the completion of the paving of all streets and sidewalks, and the installation of ornamental street lighting took place.

The Art Tile factory, to which W. C. B. Richardson had given land back in 1901, was purchased by Gladding, McBean and Company in 1921. Gladding, McBean had been founded in Placer County, California, in 1875 and had manufacturing plants in many other locations, including another huge plant on the outskirts of downtown L.A. Its products included decorative terra cotta (gargoyles, bears, lions, shields, mythic figures) for use on institutional buildings, decorative tile, and dinnerware. Its "Desert Rose" pattern was almost a standard middle-class home feature in the two decades after it was introduced in 1936.

When many pottery factories succumbed to the Depression and to new architectural styles emphasizing streamlined facades relying on stucco and glass starting in the 1930s, Gladding, McBean resorted to production of sewer pipes to keep afloat. Nevertheless, its decorative tile (as on the entrance to the now abandoned Bullocks Wilshire and the lamented Richfield Building) kept its reputation, as did its many quality dinnerware patterns. At its height, Gladding, McBean employed 1,600 people, the largest single employer in the Glendale area.

Six additional light industrial facilities were reported in Atwater by 1925 largely near the Southern Pacific right-of-way, employing another 300 people.

Traffic Corridors

By 1918, Atwater had two non-rail direct traffic corridors from greater L. A. across the river: Los Feliz Boulevard and Glendale Boulevard. A third bridge was added in 1927 at Fletcher Drive. Fletcher Drive was most likely an afterthought as a bridge route. It was built considerably wider than its neighboring residential streets; we know that Glendale Avenue was planned to extend south of San Fernando Road to connect with Silver Lake Boulevard; Silver Lake Boulevard is aligned to be directly across the river from an extension of Silver Lake Boulevard in the Silver Lake hills. A probable reason this route was not chosen is that another transriver crossing into Glendale would have been redundant. A route across the river into Eagle Rock may have seemed a higher priority.

Meanwhile, traffic on Los Feliz and Glendale Boulevards was mounting as residential and commercial development continued. Parallel to this was the proliferation of automobile ownership. A measure of the was the Tam O'Shanter Inn's addition of drive-in service on trays connected to auto windows, making it the first "drive-in" restaurant in the country.

Exacerbating the problems caused by increasing traffic were both the narrow east/west corridors and the long waits necessitated by crossing the Southern Pacific tracks at grade.

After a disastrous flood of the Los Angeles River in 1927, severing the Glendale Boulevard/Hyperion Bridge into Atwater, a viaduct was planned to span the grade from the hills around Hyperion Boulevard, across Riverside Drive and the Los Angeles River into Atwater Village.

This viaduct was the product of an April 1926 city bond issue for several L.A. River bridges costing a total of \$1,900,000. The Victory Bridge was to cost \$250,000, the balance of the cost of \$1,608,000 to be financed by the County. Glendale Boulevard was closed across the river for a full year until the new viaduct was opened in December of 1928. It was dedicated on May 30, 1930. Pacific Electric paid \$20,000 for the construction of an overpass that would put its tracks on the median strip of Glendale Boulevard.

Before that, Glendale Boulevard had been widened by the city's acquisition of 11_ feet of the right-of-way of the Pacific Electric tracks in 1928.

How Los Feliz was widened is as yet undocumented, but comparative photographs suggest that it was at the expense of property owners on the north side of the street, notably the Gladding, McBean pottery factory.

Grade separations with the Southern Pacific tracks and Los Feliz and Glendale Boulevards would have to wait until 1956 for fruition, after the Pacific Electric tracks had been torn from Glendale/Brand Boulevards.

The three east-west corridors through Atwater Village each continue to have historical significance:

1. Los Feliz Boulevard - Across the river, in the neighborhood of Los Feliz, the western entrance into Atwater Village, features the Mulholland Fountain, the Griffith Park municipal plunge and Griffith Park itself. At the eastern portal lies the historic intersection of San Fernando Road in the city of Glendale.
2. Hyperion and Glendale Boulevards - Approaching Atwater Village from the west on either Hyperion Boulevard or Glendale Boulevard, we utilize the historic and often filmed Victory Memorial aqueduct,

more commonly known as the Hyperion Bridge. Downstream in the river below, we can see the concrete pylons which supported the Pacific Electric tracks over the river until the discontinuance of service in 1955.

Near the eastern end of Glendale/Brand Boulevard is the Southern Pacific Railroad's Glendale Station, which in its heyday boasted of serving eight passenger trains a day. Today, 48 trains, most of which are run by Metrolink, stop here.

The station itself, built in 1924, has been declared a historic monument by the city of Glendale.

3. Fletcher Drive - On the west bank, the Fletcher Drive entrance into Atwater Village passes under what was once a spectacular trestle for the Pacific Electric railway. The trestle's remains are still visible from the hills to the north and south.

The Fletcher Drive bridge itself, completed in 1927, takes us eastward to the now-abandoned but architecturally significant Van de Kamp's bakery building, near San Fernando Road.

ATWATER VILLAGE CHRONOLOGY

- 1784 36,000 acres granted by Spanish governor of Alta California to Jose Maria Verdugo who names it Rancho San Rafael.
- 1821 Mexico wins independence from Spain. A new national flag flies over Alta California.
- 1848 Victory in the Mexican-American War transfers Alta California to the United States. Another new national flag.
- 1860s Major drought ends California's cattle industry, including that on the Verdugo's Rancho San Rafael, forcing them to sell off much of their land.
- 1868 W. C. B. Richardson purchases 700 acres of Verdugo land which he named Rancho Santa Eulalia. Eventually this would be Atwater Village and the southern portion of Glendale.
- 1887 Southern Pacific Railroad tracks reach the area and a passenger station, on the site of the present station, is established. Station is named "Tropico".
- 1901 Richardson gives land to the Art Tile Company, the first industry in Atwater Village which would become the Gladding, McBean/Franciscan pottery and tile factory.
- 1903 Glendale and Los Angeles Electric Railway opens throughout Atwater. The rail line would become part of Pacific Electric system in the next year.
- 1906 Glendale incorporates as a city.
- 1910 Atwater is annexed to City of Los Angeles.
- 1911 ~~City of Tropico incorporates to include the southern portion of Glendale as far as the Southern Pacific right-of-way.~~
- 1912 First two tracts, Atwater Park and Angelus Park, are subdivided between Los Feliz Boulevard and Silver Lake Boulevard to the west of the Southern Pacific tracks.
- 1915 Flood destroys Pacific Electric bridge over L.A. River.
- 1917 City of Tropico votes to be annexed to Glendale.
- 1918 Glendale Boulevard extends to the river and a bridge is constructed.
- 1921-22 Subdivision of the bulk of Atwater Village is completed.
Commercial buildings spring up along Glendale and Los Feliz Boulevards.
The future Tam O'Shanter Inn opens.
Gladding, McBean Company buys the Art Tile pottery and tile factory.
- 1925 Pacific Electric Glendale line now enters Los Angeles through a 1.1 mile subway.
Sewer system, street paving, sidewalk installation and street lighting are completed.
L.A. Breakfast Club is founded here.
- 1927 Fletcher Drive bridge over L.A. River is completed.
Flood washes out Glendale Boulevard bridge, closing it for a year.
Municipal pool opens at Los Feliz and Riverside Drive.
- 1928 "Victory Memorial", the Hyperion/Glendale Boulevard viaduct over Riverside Drive and the L.A. River, opens to honor the U.S. veterans of World War I. Pacific Electric bridge runs parallel.
- 1930 Beach's Market on Glendale Boulevard opens.
- 1940 On August 1, the Mulholland Fountain at Riverside Drive and Los Feliz is dedicated.

- 1945 Allen Wertz Candies occupies building on Los Feliz and remodels grocery outlet building constructed in 1935.
- 1955 Pacific Electric rail service is discontinued and tracks are torn out of Glendale/Brand Boulevard.