



May 8, 2018
Job Number: 2268-001
Historical Resource Evaluation for
1900 Riverside Drive, Glendale, CA 91204

FINAL MEMORANDUM FOR THE RECORD

2.6 2268-001.M01

TO: Glendale/Riverside LLC
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FROM: Sapphos Environmental, Inc.
(Mr. Don Faxon and Ms. Carrie Chasteen)

SUBJECT: Historical Resource Evaluation of Property at 1900
Riverside Dr., Glendale, California

ATTACHMENT: 1. Resumes of Key Personnel

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EXECUTIVE SUMMARY

Glendale Riverside LLC, a prospective applicant, proposes to demolish all existing buildings on the property located at 1900 Riverside Drive, Glendale, Los Angeles County in order to redevelop the site. At the request of the City of Glendale (City) and Glendale Riverside LLC, Sapphos Environmental, Inc. conducted a preliminary evaluation of 1900 Riverside Drive, Glendale, California (AIN 5625-031-008), to determine if the subject property meets the definition of a “historical resource” as defined in Section 15064.5(a) of the California Environmental Quality Act (CEQA) Guidelines. In order to inform this evaluation, a site visit was conducted on February 5, 2018, by Sapphos Environmental, Inc. (Ms. Carrie Chasteen). Ms. Chasteen meets the Secretary of the Interior’s *Professional Qualification Standards* in the fields of History and Architectural History. Research was conducted in the Los Angeles County Assessor records, City public library and building permits, and the internet. The purpose of this research was to determine if the property meets the criteria for being determined eligible for listing in the California Register of Historical Resources (CRHR), as articulated in Section 15064.5(a) of the CEQA Guidelines, and/or for designation as a City Historic Resource. The property was not evaluated for inclusion in the National Register of Historic Places per the City’s guidance. The property does not possess sufficient architectural significance to merit listing in the CRHR or City Register of Historic Resources. Because the property at 1900 Riverside Drive does not appear to be eligible for listing in the CRHR and City Register of Historic Resources, it is not considered to be a “historical resource” as defined in Section 15064.5(a) of the CEQA Guidelines. Therefore, demolition of the buildings located on this site would not result in a substantial adverse change to a historical resource as defined in Section 15064.5(b) of the CEQA Guidelines.

INTRODUCTION

Glendale Riverside LLC, a prospective applicant, proposes to demolish all existing buildings on the property located at 1900 Riverside Drive, Glendale, Los Angeles County in order to redevelop the site. At the request of the City of Glendale (City) and Glendale Riverside LLC, Sapphos Environmental, Inc. conducted a preliminary evaluation of 1900 Riverside Drive, Glendale, California (AIN 5625-031-008), to determine if the subject property meets the definition of a "historical resource" as defined in Section 15064.5(a) of the California Environmental Quality Act (CEQA) Guidelines. This memorandum for the record (MFR) documents these identification and evaluation efforts.

In order to inform this evaluation, Sapphos Environmental, Inc. conducted a site visit on February 5, 2018 (Ms. Carrie Chasteen), and performed an evaluation of the subject property (Mr. Don Faxon). Mr. Faxon and Ms. Chasteen meet the Secretary of the Interior's *Professional Qualification Standards* in the fields of History and Architectural History (Attachment 1, *Resumes of Key Personnel*).

The subject property, which consists of a complex of horse stables and related service and outbuildings generally more than 50 years old, is located within a special zoning area of the City of Glendale that is identified as a CE (Commercial, Equestrian Services) Zone. The City defines this area as "designed to encourage and support the development of equestrian related activities and other related uses required or desired by the inhabitants of the community." The City's CE Zone includes three blocks of properties along Riverside Drive that receive special consideration, as does the "Horse Overlay Zone" for the neighborhood, including the subject property. It is a part of a larger "rural" equestrian related resource area within, and identified by the neighboring City of Los Angeles as, the Rancho Equestrian District (District). The District includes all equestrian-related infrastructure along the Los Angeles River that serves the trails of Griffith Park and its environs, and is centered on a core area consisting of the Equestrian Center. The City of Burbank also provides for special equestrian zoning for its related Rancho Equestrian Riverside neighborhood.

Research was conducted using reliable information available through public and nongovernmental agencies, libraries, and other sources of published information, including:

- Los Angeles County Assessor
- City of Glendale Building and Safety, building permits
- City of Glendale Public Library, city directories and Sanborn maps
- Historical issues of the *Los Angeles Times*
- Internet

The purpose of this research was to determine if the property meets the criteria for being determined eligible for listing in the California Register of Historical Resources (CRHR), as articulated in Section 15064.5(a)(3) of the CEQA Guidelines:

- A. Is associated with events that have made a significant contribution to the broad patterns of history and cultural heritage;
- B. Is associated with the lives of persons important in our past;
- C. 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 value; or
- D. Has yielded or may be likely to yield information important in prehistory or history.

The property was also evaluated for designation as a City Historic Resource. The eligibility criteria for the City Register of Historic Resources mirror the CRHR with the addition of resources that exemplify the early heritage of the City (Criterion E). Research was conducted to determine if the subject property exemplifies the early heritage of the City for designation as a City Historic Resource. The property was not evaluated for inclusion in the National Register of Historic Places per the City's guidance.

HISTORY

The westernmost area of the City of Glendale is the product of a number of events and annexations involving Rancho San Rafael, Rancho Providencia, the City of Burbank, and the City of Los Angeles' development of Griffith Park. Evaluation of the subject property therefore involves the history of those areas. The following contexts focus on the histories and neighborhoods of those areas that are directly related to the property's development and significance.

Glendale's Northwest Annexation Area

What is today referred to as "The Rancho Equestrian District" was part of Rancho Providencia, a Mexican land grant awarded after Mexico won independence from Spain in 1821. On this land, sheep and cattle grazed, and wheat and barley were grown from the soil. After the Spanish period ended with the signing of the Treaty of Cahuenga, local dentist David Burbank purchased a 9,000-acre ranch in 1867, including the Rancho Providencia area. In 1866, a severe drought convinced Burbank to sell his land to the Providencia Land, Water, and Development Company, and took on the role as one of the company's directors. A business district was laid out, surrounded by residential lots. Rancho Providencia was then subdivided into 10- to 40-acre farms. When Burbank was incorporated, some of that agricultural territory was annexed to the City.¹ Maps showing the City's growth suggest this mixed Burbank/Ranch San Rafael/Rancho Providencia annexation occurred just before 1930. The City states that more than 12,000 acres were annexed during this period; the majority of that acreage contributed to the large northwestern area added at that time.

Origins of the Rancho Equestrian District and Its Connection to Glendale

The history of equestrian activities and related infrastructure along the Los Angeles River between Glendale, Burbank, and Los Angeles appears to be directly related to the establishment of Griffith Park and its related horse trails in 1896. Equestrian services within the Riverside neighborhoods of Glendale and Burbank flourished to support the park's bridle trails by the 1920s, as improvement and a national outdoor camp movement encouraged increased use of the park. Equestrian services became even more in demand as the growth nearby of film studios provided more customers during the same period. Notables such as rider Bettie Davis, whose Riverbottom estate was constructed within the Rancho Riverside neighborhood less than one-half mile from the subject property, could often be seen on horseback during leisure hours in promotional films of the period.

The area's equestrian activities, initiated at Rancho Providencia in the 19th century, were maintained into the 1920s by the small ranches and farms carved out from the original rancho property along the river, many of which have subsequently been redeveloped. Equestrian facilities provided recreation to the public and also horses for the burgeoning film industry. Land from the development company was used to create Lasky Ranch, a film location used for some of the Civil

¹ KCET. n.d. Environment. *Country Life in the Big City*. Available at: <https://www.kcet.org/earth-focus/country-life-in-the-big-city>

War battle scenes of troops on horseback for the 1915 D.W. Griffith film, *Birth of a Nation*, as well as other famous silent film sets requiring equestrian services.²

The small local riding facilities were joined by large commercial stables within the Riverside junction of Glendale, Burbank, and Los Angeles, where shared equestrian interests became grouped. Many of these larger facilities were intended specifically for the film industry, such as Lasky Ranch, which included stables and a large horse track. According to a history of Los Angeles's Forest Lawn Cemetery:³

"Warner Brothers leased the 1,000-acre old Lasky Ranch in 1929 from W.I. Hollingsworth and Company, and by 1930 Lasky Ranch had been in almost constant demand by studios for nearly 20 years ... films made at the Lasky Ranch include All Quiet on the Western Front ... and several of Charlie Chaplin's early comedies."

The Hudkin Brothers leased the old Lasky Ranch property around 1929. The four Hudkin brothers continued providing equestrian services to the studios, including providing trained and untrained horses directly to the Warner Brothers lot for its western and period films. It was the Hudkin Brothers' stable that provided future equine celebrity Trigger to Western film star Roy Rogers.⁴ Research did not indicate any films were shot at the subject property, and the subject property is too small to host filming large production films.

As demand for horses in the greater Riverside neighborhood grew to serve the film industry and its employees, a constant and simultaneous demand for horses to serve the bridle trails of Griffith Park was taking place, during that Los Angeles park's period of development (1896–1958).⁵ In Glendale, this development appears to have served as a continuation of the horse culture from the 19th century. Despite the railroads, streetcars, and automobiles that were moving through Glendale, a small equestrian community had held on where small farms still existed, and as late as 1918, hitching posts where horses could be tethered were still evident in the City. Among the first of the smaller stables to soon reappear in Glendale to serve the Griffith Park trails was the California Riding Academy at 1831 Riverside Drive near the subject property, which opened sometime around 1920.

During the height of the historic period of use of the subject property, 1940 to 1958, more than 12 stables were operated at various times within the Glendale side of the Riverside Rancho Equestrian District and Rancho neighborhood serving the trails of Griffith Park. These included:

- The California Riding Academy, 1851 Riverside Drive (c. 1920–?)
- The General Riding Academy, Irving Avenue (1933–1944)
- The Glendale Riding Academy, Irving Avenue (1933–1950)
- The Kemsley Western Riding Academy, Verdugo Road (1933–1939)

² "The Three Stooges, Birth of a Nation, Forest Lawn Trees." 17 April 2015. Chaplin-Keaton-Lloyd film locations (and more). Available at: <https://silentlocations.wordpress.com/2015/04/17/the-three-stooges-birth-of-a-nation-forest-lawn-trees/>

³ Forest Lawn Memorial-park Association Corporate Counsel, Glendale, CA. June 2009. *Historical Resources Assessment, Forest Lawn Memorial Park, Hollywood Hills*. Prepared by: LSA Associates, Inc., Riverside, CA. p. 12.

⁴ Mitchum, Petrine Day, and Audrey Pavia. 2014. *Hollywood Hoofbeats: The Fascinating Story of Horses in Movies and Television*. Los Angeles, CA: I5 Publishing.

⁵ Los Angeles Cultural Heritage Commission. 19 April 2008. *Historic-Cultural Monument Application for Griffith Park*. Prepared by: ICF Jones and Stokes, Los Angeles, CA.

- The Royal Riding Academy 155 Irving Street (1933–?)
- The Charles Kemsley Riding Academy, 1900 Riverside Drive (1940–1947)
- The Olmstead Brothers Riding School, 1850 Riverside Drive (1948–1954)
- The Onondarka Riding Stables, address unknown (1947–1952)
- The Parkview Riding Academy, 4865 Colorado Street (1946–1955)
- The Sandy Sanders Stables, 1900 Riverside Drive (1950–1954)
- The LC Goss Stables, 1850 Riverside Drive (1955–1960)
- The Silver Glen Stables, 1900 Riverside Drive (1950–1954)

In addition to these riding facilities, a number of riding instructors offered services locally under their own names, including Fred O. Bailes, W. Blessing, Jack House, and Earl Ludlow. Of these 12 stables, 3 are extant. All three remaining stables appear to have been altered over the course of time as needs and trends have changed. The three remaining stables do not appear to constitute a historic district due to loss of integrity.

A recent survey of Griffith Park stated that “for almost all of Griffith Park’s long history and as of now, picnicking, horseback riding, and hiking have been key to experiencing the park as intended.”⁶ Today, the core of the District is the Los Angeles Equestrian Center, but the smaller private stables within Glendale’s three blocks identified as a CE Zone continue to provide livery, riding instruction, and riding tours to Griffith Park.

PROPERTY HISTORY

1900 Riverside Drive

The subject property located at 1900 Riverside Drive was constructed primarily during 1939 to 1940 according to current Assessor’s records, but aials and permits suggest that the primary, central stables were built in 1939, with the residence and hay building added in 1942. Occupants first appeared in City directories in 1942. Businesses located at 1900 Riverside Drive during its first decade included Charles Kemsley’s and Earl Ludlow’s riding schools, the Silver Glen Stables, and Mom’s Hot Dog Stand. From 1967 to the present, the principal business at the facility has been known as the Silver Spur Stables and Riding Club (Figure 1, *Building Footprints at 1900 Riverside Drive, circa 1949, Sanborn Map*).

⁶ Los Angeles Cultural Heritage Commission. 19 April 2008. *Historic-Cultural Monument Application for Griffith Park*. Page 41. Prepared by: ICF Jones and Stokes.

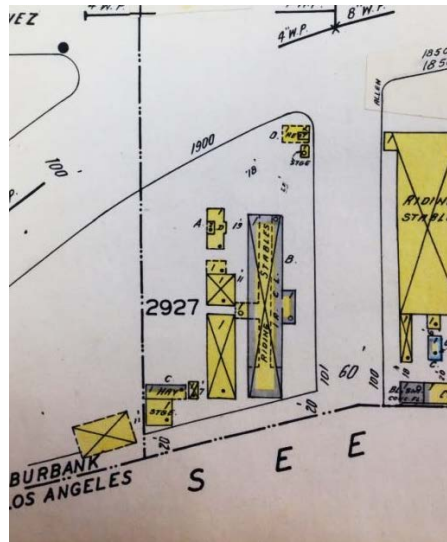


Figure 1. Building Footprints at 1900 Riverside Drive, circa 1949, Sanborn Map
 SOURCE: Sanborn Maps, Glendale, 1919–1925, updated 1949⁷

PERMIT HISTORY

Building permits show that the first significant development on the property was applied for by owner Charles Kemsley in April 1939. Those permits are for construction of the primary “center” stables, 24 feet by 57 feet in dimension, employing a concrete pad, wood framing, “wood or metal” siding, and metal roofing.⁸ These were balanced by a second, slightly smaller “stable” on the property running parallel to the larger structure that were constructed in 1942.⁹ These smaller stables are shown as proposed for siting far against the west property line on the building permit. It seems more likely that these are the “secondary stables” that were actually constructed much closer and next to the larger central stables, since that is where they are shown on the 1949 Sanborn Map¹⁰ (Figure 1).

Upon completion of the two stables, Kemsley next applied for construction of “living quarters” at the front of the lot in January 1942.¹¹

Permits for what appear to be the final stables were applied for by owner Sandy Sanders in 1957 and describe what are clearly the long outer stall units installed to the “front and side” (northeast and southeast) of the lot.¹² No permits were found for what is known as the hay barn, now known as the petting zoo, or for the “grooming area.”

⁷ Sanborn Maps, Glendale June 1919, Sheet 43; Sanborn Maps, Glendale 1925 vol. 1, Sheet 129.

⁸ City of Glendale Building Permit No. 13799, 20 April 1939.

⁹ City of Glendale Building Permit No. 19942, 29 January 1942.

¹⁰ City of Glendale Building Permit No. 13798, 20 April 1939.

¹¹ City of Glendale Building Permit 28 January 1942. No. 19942.

¹² City of Glendale Building Permit 14 April 1957 No. 54301.

PROPERTY OWNERSHIP AND OCCUPANCY

The current owner of the subject property is Bell Diversified Development, Inc. The property has had multiple owners and occupants between 1925 and 1977. The following table summarizes the history of previous occupants and owners of this property (Table 1, *Summary of Ownership History, 1900 Riverside Drive*).

TABLE 1
SUMMARY OF OWNERSHIP HISTORY, 1900 RIVERSIDE DRIVE

Date	Occupant Identified in Glendale City Directories ¹³	Los Angeles County Assessor Ownership Record
1925	N/A	John and Harry M. Lutge
1926	N/A	
1927	N/A	
1928	N/A	
1929	N/A	
1930	N/A	
1931	N/A	
1932	N/A	
1933	N/A	
1934	N/A	
1935	N/A	
1936	N/A	
1937	N/A	
1938	N/A	Charles Kemsley
1939	N/A	
1940*	N/A	
1941	N/A	
1942	Charles Kemsley Riding Academy	
1943	Charles Kemsley Riding Academy	
1944	Charles Kemsley Riding Academy	
1945	Charles Kemsley and Earl Ludlow	
1946	Charles Kemsley and Earl Ludlow	
1947	Charles Kemsley and Earl Ludlow	
1948	Earl R. Ludlow Riding Academy	
1949	Earl R. Ludlow Riding Academy	Laura Kemsley
1950	Silver Glen Stables; Mom's Hot Dog Stand	
1951	Silver Glen Stables; Mom's Hot Dog Stand	
1952	Silver Glen Stables	
1953	Silver Glen Stables	
1954	Silver Glen Stables	
1955	Sandy Sanders Stables	Grover S. Sanders
1956	Sandy Sanders Stables	
1957	Sandy Sanders Stables	
1958	N/A	N/A
1959	N/A	
1963	N/A	
1965	N/A	
1967	Silver Spur Stables	

¹³ Glendale City Directory Company, Glendale (1922–1977); Polk's Glendale City Directory, Glendale (1951–1977).

TABLE 1
SUMMARY OF OWNERSHIP HISTORY, 1900 RIVERSIDE DRIVE

Date	Occupant Identified in Glendale City Directories ¹³	Los Angeles County Assessor Ownership Record
1968	Silver Spur Stables	
1969	Wladyslaw Tomaszewski	
1970	Wladyslaw Tomaszewski	
1972	Wladyslaw Tomaszewski	
1973	Wladyslaw Tomaszewski	
1975	N/A	Roger and Alma Dyrness
1977	Zack Porteous	N/A
1986	N/A	Alexander Haagen III
1995	N/A	
1999	N/A	Empire II LLC
2003	N/A	Jose M. Marroquin
2005	N/A	Nicole I. Marroquin
2007	N/A	James B. Sands
2007	N/A	Bell Diversified Development

KEY: *Denotes date property was first improved.

ASSOCIATED PERSONS

The subject property was improved in 1939–1940; before this date, John and Harry M. Lutge owned the unimproved parcel and much of the entire tract. The first owner to improve the property was Charles Kemsley, who had started the Kemsley Western Riding Academy on Verdugo Road before purchasing 1900 Riverside Drive and opening the Charles Kemsley Riding Academy. Kemsley was originally from Idaho and lived in Santa Monica before moving to Pasadena around 1930. At that time he was the “proprietor” of a riding school, possibly his Western Riding Academy.¹⁴ Charles Kemsley and his wife lived on Langdale Avenue in Eagle Rock in 1938 just before purchasing 1900 Riverside Drive and continued living there during the initial campaigns of construction for the subject property. Although Mrs. Kemsley continued to reside at the property, Charles moved to an unknown address and died in 1959 in Los Angeles. The next owner of the property was Charles Kemsley’s wife, Laura Kemsley. She was born in 1872 and was listed as living without Charles at the property from 1948 to 1954¹⁵ Nine years older than Charles, she died in 1957.

The next owner of the property was a former laborer who began working with Charles Kemsley at 1900 Riverside Drive in 1940 after marrying Kemsley’s daughter, Edna. Earl R. Ludlow is described as having maintained the stables before becoming listed in 1945 as joint partner at the Charles Kemsley Riding Academy. By 1948 the academy was named after Ludlow, but the property was still owned by Kemsley’s wife. By 1950 the facility was referred to as the Silver Glen Stables and managed by Ludlow. In the 1940s, Ludlow won numerous horse competitions, including first place in the San Fernando Valley riding competition under the Silver Glen Stables banner.¹⁶ No information is available on Grover S. Sanders, who does not appear in any U.S. Census.

¹⁴ U.S. Census 1930

¹⁵ 1948, 1951, 1954 Glendale City Directory

¹⁶ *Valley Times*. 2 December 1948.

PROPERTY DESCRIPTION

Complex

The property at 1900 Riverside Drive consists of a single-family residence along with a complex of horse stables and associated support buildings. Most buildings are sited so that they run from front (Riverside Drive) to rear (the Los Angeles River) of the parcel. A small, original hay barn to the rear is among the only buildings to run perpendicular to this arrangement. To the northwest, the site contains a corral referred to as “the arena.”

The principal buildings are the oldest from the facility’s original 1939–1940 construction: the long, linear, centrally located primary stables that form the backbone of the complex, and the associated caretaker’s residence. Both are visible on a 1949 Sanborn map (Figure 1), and have not significantly changed, although the stables have become partially obscured by later structures added along its southeastern (Allen Avenue extension) side, and partially along its back, western, corner. Aerial images show that these additional buildings and structures were added more than 50 years ago, before 1964; most were added within the same decade as the primary stables and residence (Figure 2, *Current Building Footprint, Showing Relationship to Griffith Park*).



Figure 2. Current Building Footprint, showing relationship to Griffith Park
SOURCE: Los Angeles County Assessor, 2018

1939–1942 Building Campaign – Residence

A side-gabled-on-hipped one-story dwelling appears to have been constructed in 1939–1940, and is located near the front of the complex between the arena and primary stables. The vernacular building reflects a variety of architectural style influences including Ranch and Italianate (cupola). The building has a generally rectangular footprint and measures approximately 1,038 square feet. The exterior walls are clad in board and batten siding. A shed roof extension shields a raised porch at the entrance to the southeast, and one bay projects slightly from a central portion of that side. The partially enclosed porch appears to be an alteration. A pyramidal-roofed cupola projects from the primary roof near the corral side of the building. The building retains its multilight wood windows (Figure 3, *General View from the East, Residence at 1900 Riverside Drive*).



Figure 3. General View from the East, Residence at 1900 Riverside Drive
SOURCE: Sapphos Environmental, Inc. 2018

Primary (Northeastern) Façade

The primary façade features a single multilight wood window, and large exaggerated eaves with exposed rafter tails (Figure 4, *Primary [Northeastern] Façade, Residence, 1900 Riverside Drive*).



Figure 4. Primary (Northeastern) Façade, Residence, 1900 Riverside Drive
SOURCE: Sapphos Environmental, Inc. 2018

Southeastern Façade

The southeastern façade is defined by its shed-roof-covered primary entrance and projecting bay. The partially enclosed porch with plywood and modern lattice skirting appears to be an addition (Figure 5, *Southeastern Façade Detail, 1900 Riverside Drive*).



Figure 5. Southeastern Façade Detail, 1900 Riverside Drive
SOURCE: Sapphos Environmental, Inc., 2018

Northwestern Façade

The northwestern façade features three evenly spaced windows topped by the cupola (Figure 6, *Northwestern Façade, 1900 Riverside Drive*).



Figure 6. Northwestern Façade, 1900 Riverside Drive
SOURCE: Sapphos Environmental, Inc., 2018

1939–1942 Building Campaign – Primary Central Stables and Office

The original central stables building is a long linear end-gable roofed wood-framed building clad in board and batten siding and topped with standing seam metal roofing. A raised gabled clerestory element provides light along most of the roof. The fenestration on the primary façade of the building appears to include a mix of both replacement window sash and possibly original sash within original openings. The metal roofing has been replaced over the course of time due to wear and tear. Additionally, two bubble skylights were installed at an unknown date. An office occupies the front of this building and is visible from the north (Figure 7, *Primary [Northeastern] Façade, Original Central Stables*; Figure 8, *Northwestern Façade, Original Central Stables Showing Office Area*).



Figure 7. Primary (Northeastern) Façade, Original Central Stables
SOURCE: Sapphos Environmental, Inc., 2018



Figure 8. Northwestern Façade, Original Central Stables Showing Office Area
SOURCE: Sapphos Environmental, Inc., 2018

The southwestern (trail) end of the original stables has been substantially reconstructed and/or extended. It is clad in modern vertical wood siding, and only its massing and roof slope are common with the primary street end of the building. The building was clad in corrugated metal siding and was reclad in wood siding within the last 10 years (Figure 9, *Southwestern Façade, Original Central Stables*).



Figure 9. Southwestern Façade, Original Central Stables

SOURCE: Sapphos Environmental, Inc., 2018

1939–1942 Building Campaign – Northwest (Secondary) Stables

Constructed along with the primary stables during 1939–1940, the secondary stables are smaller than the primary stables and located parallel to, and just northwest of, those central stables; they are south of the dwelling at 1900 Riverside Drive. They are semi-open with a raised central gabled roof flanked by outer shed-roofed stall wings. The building was clad in corrugated metal siding and was reclad in wood siding within the last 10 years (Figure 10, *South View of Secondary Stables*).



Figure 10. South View of Secondary Stables

SOURCE: Sapphos Environmental, Inc., 2018

Circa 1947 – Grooming Area

The grooming area seems to have been constructed by 1947, and consists of a covered, open area with adjacent storage areas for brushes, blankets, and other related paraphernalia (Figure 11, *Grooming Area*).



Figure 11. Grooming Area
SOURCE: Sapphos Environmental, Inc., 2018

Circa 1947/1990 – Hay Barn

The hay barn is a gabled, wood-framed, semiopen building employing modern vertical board siding. The barn has been substantially altered by an addition from an undetermined date of construction. The addition obscures the original, board and batten, 1940s primary façade (Figure 12, *Southeastern Façade, Original Hay Barn Showing Modern Front Addition*; Figure 13, *Original Primary Façade of Hay Barn Seen inside Current Building*).



Figure 12. Southeastern Façade, Original Hay Barn Showing Modern Front Addition
SOURCE: Sapphos Environmental, Inc., 2018



Figure 13. Original Primary Façade of Hay Barn Seen inside Current Building
SOURCE: Sapphos Environmental, Inc., 2018

1957 – Southeast Stables

This long (112-foot), gable-roofed stables building was added in 1957 along the outer perimeter of the property to the southeast, along Allen Avenue extension. The building was constructed using concrete blocks, modern wood, and metal animal corrals (Figure 14, *Southeast Stables*).



Figure 14, Southeast Stables
SOURCE: *Sapphos Environmental, Inc., 2018*

EVALUATION

The subject property at 1900 Riverside Drive is an equestrian-related complex within a special use zone for that purpose in the City of Glendale. The property is associated with the growth of equestrian-related recreational activities shared by Los Angeles, Burbank, and Glendale within their shared and tightly defined use area known as the Rancho Equestrian District. Since at least the 1920s, riding facilities replaced working farms. The replacement equestrian barns, stables, riding arenas, and bridle trails that were constructed as early as the 1920s contribute to the zoned area's feel. The history of riding stables in this area of Glendale coincides with the later years of the primary period of significance for Griffith Park (1898 to 1958),¹⁷ and also with the growth of the nearby film industry, if more indirectly. This defined zone shares traits of development, use, and history, and conveys the historic relationship with the horse that was closely associated with Glendale, since areas of that city have maintained an uninterrupted relationship with the horse since the 19th century that became associated with Griffith Park's miles of bridle trails. However, the City of Los Angeles Historic-Cultural Monument application did not identify equestrian activities as significant in the history of the park.¹⁸

The subject property at 1900 Riverside Drive was created in 1940 as a part of this equestrian development. It is a component of a minimal, three-block area associated with equestrian activities that has become somewhat disconnected from other early horse-culture resources due to Burbank's redevelopment of its equestrian zone, and the City of Los Angeles's 1980 redevelopment of Griffith

¹⁷ Los Angeles Cultural Heritage Commission. 19 April 2008. *Historic-Cultural Monument Application for Griffith Park*. Page 41. Prepared by: ICF Jones and Stokes.

¹⁸ Los Angeles Cultural Heritage Commission. 19 April 2008. *Historic-Cultural Monument Application for Griffith Park*. Page 41. Prepared by: ICF Jones and Stokes.

Park's Equestrian Center. The architecture of the subject property reflects a working addition to the historic origins of this development rather than a formative or high-style contribution, and its use has deteriorated its level of integrity. It therefore cannot convey the significant broad patterns of history and cultural heritage in this regional trend to develop and maintain an equestrian-related recreational infrastructure, and so is ineligible pursuant to Criterion A.

Although many early riders and instructors of minor local prominence passed through the subject property, their relationships to it is not substantial or long term enough to be associated with this property pursuant to Criterion B.

The primary two buildings of the complex—the original stables and residence—were constructed during a period when it was not unusual to provide a Mid-Century “theme” influence of revival architectural style for a service-related commercial/recreational building. The house at the subject property in fact suggests the kind of theme/period style/type shared by the nearby Griffith Park and Southern Pacific Miniature Railroad complex “depot” for instance, as well as aspects of some shared period theme park architecture. Along with the primary stables it creates an evocative, if limited, “Old West” feeling that would be consistent with kinds of 1940s and 1950s customers that arrived seeking a small taste of the experience they watched on television Westerns each night. Nevertheless, the buildings represent a vernacular use of architectural elements from slightly different periods and style, and are not of high architectural merit. They therefore do not embody the distinct characteristics of a type, period, or method of construction pursuant to Criterion C, and have no association with a known master architect.

The buildings were constructed using common building materials and techniques, and the site was graded during construction of the buildings. Therefore, the property is not likely to yield significant information regarding the prehistory and history of the area pursuant to Criterion D. Additionally, while related to the history of equestrian activities in the City and Griffith Park, the property does not exemplify the early heritage of the City pursuant to Criterion E because it was established at least 33 years after the establishment of Glendale and almost 20 years after equestrian activities were established in this area of the City.

Integrity Considerations

The setting of the property has been compromised because it is now adjacent to modern multistory, multifamily apartment buildings to the east across the boundary with Burbank. The property located at 1900 Riverside Drive is altered with some window and entrance alterations and new cladding materials to its original stables and barns. Additionally, the primary entry porch of the residence has been altered, and the property does not retain integrity of design, workmanship, or materials. Moreover, buildings adjacent to the property in neighboring Burbank have largely changed from those evident at the time of construction and become large apartment complexes or commercial buildings. The buildings have not been moved and retain integrity of location. The property located at 1900 Riverside Drive does not possess sufficient historical or architectural significance to merit listing in the CRHR or City Register of Historic Resources.

CONCLUSION

Because the property at 1900 Riverside Drive does not appear to be eligible for listing in the CRHR and City Register of Historic Resources, it is not considered to be a “historical resource” as defined in Section 15064.5(a) of the CEQA Guidelines. Therefore, demolition of the buildings located on this site would not result in a substantial adverse change to a historical resource as defined in Section 15064.5(b) of the CEQA Guidelines.

Should there be any questions regarding the information contained in this MFR, please contact Ms. Carrie Chasteen at (626) 683-3547, extension 102.

ATTACHMENT 1
RESUMES OF KEY PERSONNEL

Carrie E. Chasteen, MS, BA

Senior Historic Resource Specialist

MS, Historic Preservation,
School of the Art Institute of
Chicago, Chicago, IL

BA, History and Political
Science, University of South
Florida, Tampa, FL

Phi Alpha Theta historical honor
society

- Cultural resources management and legal compliance
- History of California
- Identification and evaluation of the built environment
- Historic American Building Survey (HABS) and Engineering Record (HAER) documentation
- Historic Property Survey Reports (HPSRs)
- Historical Resources Evaluation Reports (HRERs)

Years of Experience: 15 +

Relevant Experience

- Certified Oregon Transportation Investment Act (OTIA) III CS3 Technical Lead
- Historic Preservation Commissioner, City of Pasadena, CA
- Historic consultant for the Shangri La Hotel renovation project, Santa Monica, CA
- Principal Architectural Historian for the Interstate 10 (I-10) Corridor Project
- HABS/HAER documentation for Mission Control at NASA JPL in Pasadena, CA

Ms. Carrie Chasteen has more than 15 years of experience in the field of cultural resources management and the built environment, including project management, agency coordination, archival research, managing large surveys, preparation of Environmental Impact Statement / Environmental Impact Report (EIS/EIR) sections, peer review, and regulatory compliance. She meets and exceeds the Secretary of the Interior's *Professional Qualification Standards* in the fields of History and Architectural History.

Ms. Chasteen has served as Principal Investigator / Principal Architectural Historian on projects in Kern, San Bernardino, Riverside, Ventura, Los Angeles, Orange, Imperial, and San Diego Counties in Southern California. She has extensive experience with the California Office of Historic Preservation, the California Department of Transportation (Caltrans), San Bernardino Associated Governments (SANBAG), Los Angeles County Department of Parks and Recreation, the City of Los Angeles, and various other State, county, and local government agencies.

Ms. Chasteen served as the historic consultant for the design team for the renovation of the Shangri La Hotel, Santa Monica, California, which won a historic preservation award from the Santa Monica Conservancy. For the Shangri La Hotel project, Ms. Chasteen documented and ranked the character-defining features of the building and structures on the property; reviewed plans for consistency with the Secretary of the Interior's *Standards for the Treatment of Historic Properties*; assisted with developing creative solutions to meet the objectives of updating the hotel amenities while maintaining the historic character of the building; assisted with the entitlement process including presentations before the Planning Commission; and prepared Historic American Building Survey (HABS) documentation of the linoleum flooring which was set in unique patterns per room throughout the entire building. Additional experience includes serving as Principal Architectural Historian for the Interstate 10 (I-10) Corridor Project. For this project, Ms. Chasteen prepared a Historic Property Survey Report (HPSR), Historical Resources Evaluation Report (HRER), and a Finding of No Adverse Effect with Non-Standard Conditions (FNAE). As part of the FNAE, she conducted agency consultation with the Cities of Redlands, Upland, and Ontario, and with other interested parties including regional historical societies. Ms. Chasteen has also prepared Historic American Buildings Survey / Historic American Engineering Record (HABS / HAER) documentation for the former Caltrans District 7 headquarters building and the Space Flight Operations Facility, commonly referred to as Mission Control, a National Historic Monument, at the Jet Propulsion Laboratory (JPL) in Pasadena.

Ms. Chasteen is a member of the Society of Architectural Historians, National Trust for Historic Preservation, California Preservation Foundation, and Pasadena Heritage. Ms. Chasteen is also a Historic Preservation Commissioner for the City of Pasadena.

Donald M. Faxon, MA, BS

Architectural Historian Preservation Specialist

MA, Historic Preservation,
Savannah College of Art &
Design, Savannah, GA

BS, Public Communications,
Boston University, Boston,
MA

- Cultural resources management and legal compliance
- History of California
- Identification and evaluation of the built environment
- Archival documentation
- Historic preservation consultation
- Historic treatment planning, monitoring, and management.
- ADA assessment
- Historic structure reports and conditions assessment
- Scientific materials evaluation
- Architectural history

Years of Experience: 25 +

- *Society of Architectural Historians*
- *Former Cultural Heritage Commissioner, City of Sierra Madre*
- *Sigma Pi Kappa Historic Preservation Fellowship*
- *Former Historical Architect at a State Historic Preservation Office (SHPO)*
- *Section 106 reports*

Donald M. Faxon has professional experience as both an Architectural Historian and Architectural Preservation Specialist. He served as Senior Historical Architect at a state office of historic preservation (SHPO) and as a city Cultural Heritage Commissioner; and has worked for the National Park Service and the National Trust for Historic Preservation. He has explained, interpreted, applied, and/or enforced the Secretary of the Interior's Standards in positions on both coasts. His experience includes providing inventory, significance evaluations, re-use studies, and interpretation options. He also provides architectural technical expertise in design review, visual and scientific condition assessments, preservation and conservation treatments, historic structure reports, project monitoring, compatible integration design for code required elements, and accessibility planning for the disabled. Additional skills include architectural project planning and monitoring. He has prepared technical reports for historical built environment resources to satisfy compliance requirements under CEQA, Section 106, and local ordinances.

Mr. Faxon has more than 25 years of experience as a historic preservation professional on projects involving a wide variety of building, structure and landscape styles and types, including agricultural, maritime, industrial, residential, commercial, transportation, civic, religious, entertainment, and military related resources.

Mr. Faxon's selected project experience includes:

- Secretary of the Interior's Standards Conformance Review for Los Angeles Unified School District's Lincoln High School HVAC Project.
- Evaluation and recommendations for properties owned by the Preservation Society of Newport County (The Newport Mansions) for Americans with the Disabilities Act (ADA) accessibility, Newport, RI.
- Secretary of the Interior's Standards evaluation of "Old State House" buildings and other properties owned by the State Government of Rhode Island for repair, restoration, and ADA accessibility, Providence, RI, including design recommendations and implementation.
- Evaluation of the state-owned Veteran's Auditorium in Providence, RI for ADA accessibility.
- Evaluations and historic contexts for multiple County parks for the Los Angeles Department of County Parks and Recreation, including assessment for the NRHP, SRHP, and County Register.
- Cultural Resource Management Plan research and preparation for the Los Angeles Department of County Parks and Recreation.
- CEQA evaluation of historical significance and design review of a proposed rehabilitation, San Luis Obispo, CA.
- Administration and monitoring of Congressionally-funded seismic disaster grant projects at Castle Green Apartments, Pasadena, CA; Shrine Auditorium, 665 Western Boulevard, Los Angeles, CA; and Case Study House Number 18, 199 Chautauqua Blvd, Pacific Palisades, CA.
- Field evaluations and recommendations for endangered properties at Rocky Mountain National Park, CO.