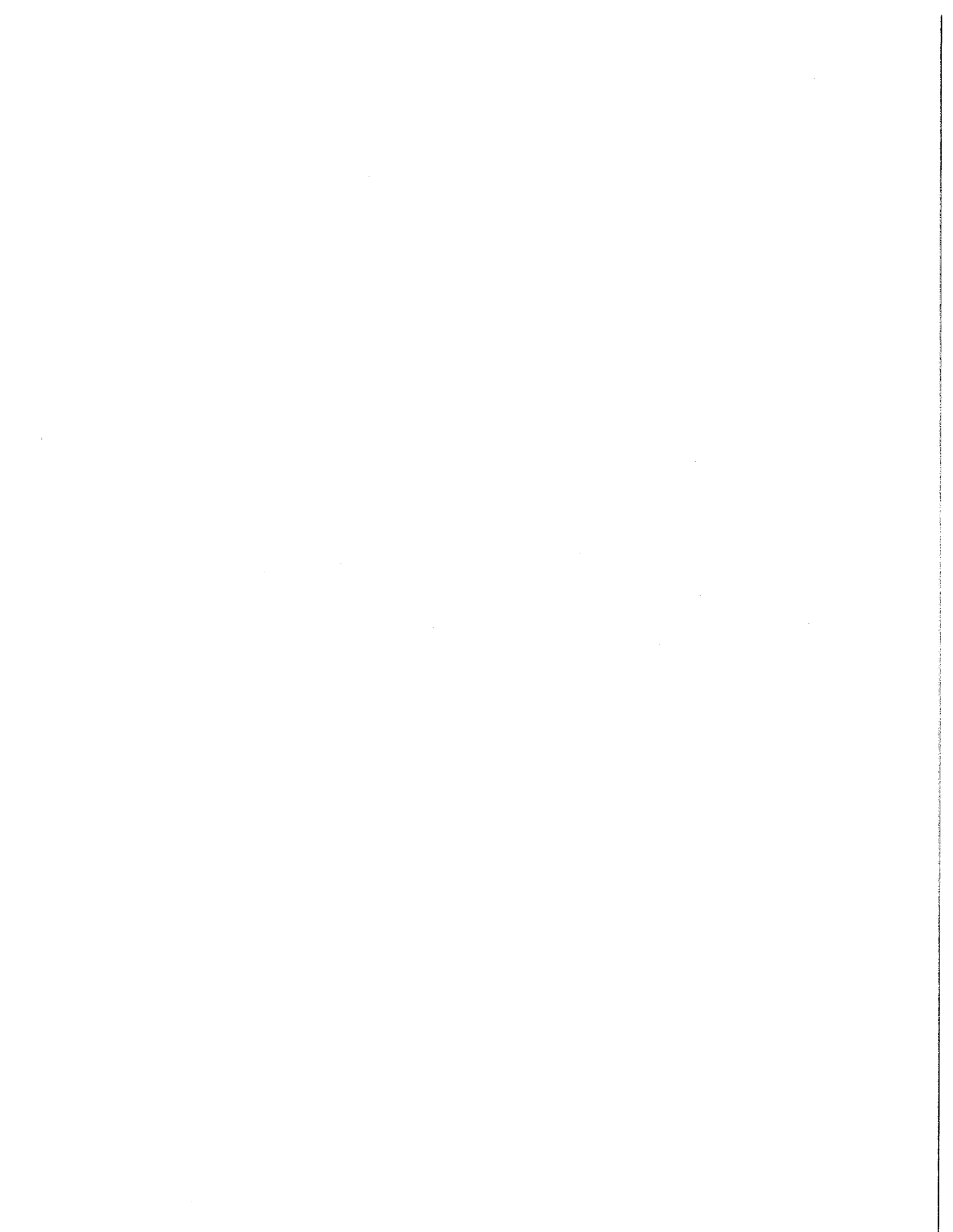




# Weekly Management Report

## February 9, 2024

- 1. Minutes**      Sustainable Burbank Commission  
Meeting on January 8, 2024  
**Public Works Department**
- 2. Memo**        CM Tracking List Item No. 2529: Sustainable Burbank  
Commission and Transportation Commission Meeting  
**Community Development Department**
- 3. Memo**        National Register of Historic Places Nomination for the  
Mariposa Street Bridge  
**Community Development Department**
- 4. Minutes**      Civil Service Board Meeting  
on January 3, 2024  
**Management Services Department**



**SUSTAINABLE BURBANK COMMISSION  
JANUARY 8, 2024, MINUTES**

**I. CALL TO ORDER**

The meeting of the Sustainable Burbank Commission was held in the Burbank Recycle Center, 500 S Flower St., on the above date. Chair Victoria Kirschenbaum called the meeting to order at 5:03 p.m.

**II. ROLL CALL**

**Members Present:**

Victoria Kirschenbaum (Chair)  
Robin Gemmill (Vice Chair)  
Alissandra Valdez  
Limor Zimskind  
Jason Bennett  
Adrine Der-Tavitian  
Kevin O'Brien  
Jenny Deahl  
Jared Cavagnuolo

**Members Absent:**

**Council Members, Liaisons, and Staff Present:**

Ken Berkman – Public Works Director  
John Molinar – Asst. Public Works Director - Streets & Waste Management  
Amber Duran – Recycling Coordinator  
Berenice Quintero – Senior Clerk – Recording Secretary  
Drew Johnstone – Sustainability Officer, Burbank Water & Power (BWP)  
Amy Hammes – Recycling Specialist  
Nikki Perez – City Council Member

**III. ORAL COMMUNICATIONS** (Limited to items on the printed agenda or items regarding the business of the Sustainable Burbank Commission. The Commission has adopted rules to limit oral communications to 3 minutes; however, the Commission reserves the right to shorten this time period.)

**A. Public Communication**

Kreigh Hampel spoke about his experiences with businesses providing reusable packaging for grocery items. He explained how these businesses use reusable packaging.

**B. Commission Member Communication**

Vice Chair Robin Gemmill informed that a meeting was held with Burbank Water and Power (BWP) staff and Burbank Valley Garden Club members for water conservation efforts. She announced the Burbank Sustainability event on January 24, 2024. She also provided information on an article written by Charles Miller on restoring habitat through native tree canopies.

Chair Victoria Kirschenbaum spoke about the Urban Forest Plan letter provided by Parks and Recreation and asked the Commission to stay updated with staff. She also thanked Commissioner Jenny Deahl for attending the Parks and Recreation Board meeting and for providing the Commission with notes. Ms. Kirschenbaum also informed the Commission about the Los Angeles City Council Energy and Environment Committee's pilot program for decarbonization of existing municipal buildings.

C. Staff Communication

Burbank Recycle Center Staff Amy Hammes provided information to the Commission about the Burbank Waste Warrior program.

Drew Johnstone provided an update on the tour at the Colorado River he took with Burbank stakeholders. He also provided information on the community event for the proposed changes to the current Sustainable Water Use ordinance and other sustainable efforts taken on by BWP.

Ken Berkman clarified the process of requesting special meetings.

John Molinar mentioned that the Sustainable Burbank Commission meetings held in the Community Services Building, Room 104 are recorded live.

**IV. APPROVAL OF MINUTES**

Ms. Gemmill moved, and Ms. Zimskind seconded a motion to approve the January 8, 2024, draft minutes with the exception that the dates on the upcoming sustainability related council agenda items be removed. The motion was approved by Ms. Kirschenbaum, Ms. Valdez, Mr. Bennett, Ms. Deahl, Ms. Der-Tavitian, Mr. O'Brien, and Mr. Cavagnuolo.

**V. REVIEW OF THE SUSTAINABLE BURBANK COMMISSION'S AD HOC SUBCOMMITTEES**

The Commission discussed how the ad hoc subcommittees could be updated to align with the goals of their work plan. Ad Hoc Native Landscaping in Public Spaces subcommittee has been updated to Ad Hoc Burbank Habitat Restoration subcommittee. Ad Hoc Community Engagement Phase 2 subcommittee has been updated to Ad Hoc Outreach subcommittee. Ad Hoc Greenhouse Gas Reduction Plan subcommittee has been updated to Ad Hoc Greenhouse Gas Reduction Plan Implementation subcommittee.

**VI. AD HOC SINGLE USE PLASTIC BAN IMPLEMENTATION SUBCOMMITTEE**

Amber Duran provided a presentation (attachment 1) in response to the Commission's draft letter to Council regarding the previously presented Burbank Foodware Policy draft. The Commissioners and staff discussed the updated draft policy. The first two motions brought forth failed to pass: the first by Ms. Kirschenbaum and the second by Mr. Bennett. The third motion was moved by Ms. Kirschenbaum and seconded by Ms. Gemmill for the Chair to remark to City Council when the draft ordinance is presented, include the following recommendations.

1. The ordinance includes a ban on all single-use plastics.
2. Exemptions should only be for undue hardships that does not include financial and space concerns.

The motion passed with an 8:1 vote. Ms. Kirschenbaum, Ms. Valdez, Ms. Deahl, Ms. Der-Tavitian, Mr. O'Brien, Ms. Zimskind, Ms. Gemmill, and Mr. Cavagnuolo approved the motion. Mr. Bennett denied the motion.

**VII. AD HOC GREENHOUSE GAS REDUCTION PLAN SUBCOMMITTEE**

Ms. Gemmill moved, and Ms. Kirschenbaum seconded a motion to approve the Recommendations Regarding the 2024 Integrated Resource Plan letter (attachment 2) to City Council. Ms. Kirschenbaum, Ms. Valdez, Ms. Deahl, Ms. Der-Tavitian, Mr. Bennett, Ms. Zimskind, Ms. Gemmill, and Mr. Cavagnuolo approved the motion. Mr. O'Brien abstained.

**VIII. AD HOC COMMUNITY ENGAGEMENT PHASE 2 SUBCOMMITTEE**

The subcommittee provided an update on the Go Green Electrification community event. They also discussed upcoming Go Green community events, including an Earth Day event.

**IX. DISCUSS UPCOMING SUSTAINABILITY RELATED COUNCIL AGENDA ITEMS**

1. Single-Use Foodware Regulations Ordinance – Introduction (January 30, 2024)
2. Single-Use Foodware Regulations Ordinance – Adoption (February 13, 2024)

**X. INTRODUCTION OF ADDITIONAL AGENDA ITEMS**

**FUTURE AGENDA ITEMS**

- Burbank Water & Power's Sustainable Water Use Ordinance Update (February 12, 2024)
- GGRP Carbon Sequestration Update (Community Development Department) (TBD)
- Urban Forestry Plan Presentation by Parks and Recreation (TBD)

**XI. ADJOURNMENT**

The meeting was adjourned at 6:55 p.m. The next meeting will be held on Monday, February 12, 2024, at 5:00 p.m. at the Community Services Building.

Respectfully submitted,

John Molinar, Assistant Public Works Director - Street & Waste Management  
JM: ad

Attachment 1

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# **Burbank Foodware Policy Update to the Sustainable Burbank Commission**

1/8/23

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## **SBC's position**

1. **This draft does not ban ALL single-use plastics.** Only non-recyclable single-use plastics are prohibited. This draft allows for all recyclable single-use plastics that can be sold by the Recycle Center. The result would be to support the plastics industry and the fallacy that we can recycle our way out of our plastics problem. Plastic was never meant to be recycled, a highly toxic and polluting process in and of itself, and can only be recycled once before it goes to the landfill (basically downcycled).

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## Staff response to #1 part 1

### Resin #1 PET Polyethylene

#### PROS:

lightweight - less GHG emissions to transport  
preconsumer and postconsumer

very recyclable - easy process, recycled content laws,  
not much downcycling

Doesn't break down in low temperatures - holds liquids

Inexpensive

#### CONS:

Derived from fossil fuel - limited resources, use of toxic  
chemicals

Doesn't break down - pollution issues, microplastics

Can leach toxins into hot foods



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## Staff response to #1 part 2

### Resin #5 PP Polypropylene

#### PROS:

lightweight - less GHG emissions to transport

recyclable

Doesn't break down in higher temperatures

Inexpensive

#### CONS:

Derived from fossil fuel – limited resources,  
use of toxic chemicals

Doesn't break down – pollution issues,  
microplastics

Often made in carbon black which is not  
identified by optical sorters

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## Staff response to #1 part 3

### Resin #6 PS Polystyrene

#### PROS:

lightweight - less GHG emissions to transport

Doesn't break down in higher temperatures

Least expensive

#### CONS:

Derived from fossil fuel – limited resources, use of toxic chemicals

Doesn't break down – pollution issues, microplastics

Not recyclable at scale – can't create a quality product from it

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## **SBC's position**

2. This draft shows a skewed opinion regarding compostable foodware, describing such products as toxic. The draft ignores AB1200, the state law which bans the sale and distribution of compostable foodware with added PFAS in CA, which went into effect Jan. 1, 2023.

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## Staff response to #2 part 1

### Bioplastics

#### PROS:

Not derived from fossil fuel

Breaks down eventually

#### CONS:

Made from primary crops not biproducts of corn, sugarcane, rice, soy, etc.

Can't be recycled – contamination in the recycling stream

Breaks down - Some contain forever chemicals PFAS, releases methane

Can't be composted– contamination in the organics stream, no valuable nutrients, PFAS

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## Staff response to #2 part 2

### Molded Fiber

#### PROS:

Not derived from fossil fuel

Breaks down quickly

#### CONS:

Made from primary crops not byproducts or recycled content of trees/paper

Can't be recycled – contamination in the recycling stream

Breaks down quickly - Some contain forever chemicals PFAS, releases methane

Can't be composted – contamination in the organics stream, no valuable nutrients, PFAS

Mass quantities not available – expensive



# Aluminum

**PROS**

- Easily recycled
- Can hold high heats and liquids

**CONS**

- Rainforest destruction during mining
- Expensive
- Usually requires a plastic lid



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## Staff response to #2 part 3

**PFAS Is A Particular Concern In Compostables.** The toxic chemicals noted above are a particular concern in compostable plastics as much compostable packaging relies on toxic per- and polyfluoroalkyl substances (PFAS) to repel water and oil. PFAS is a class of "forever chemicals" that a growing body of science suggests is linked to serious health problems. In recent years, testing has found the chemicals in a range of foods although the U.S. Food and Drug Administration (FDA) continues to allow companies to use PFAS in food packaging. But it's not just getting into our food when it comes in contact with the packaging. Researchers have shown that PFAS can also leach into compost when packaging materials containing the chemicals get tossed into green bins.

<https://www.beyondplastics.org/fact-sheets/bad-news-about-bioplastics#:~:text=PFAS%20is%20A%20Particular%20Concern,to%20repel%20water%20and%20oil>

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## **SBC's position**

**3. This draft limits the requirement for reusables for dine-in to restaurants with 31 seats and up.** There is no data to support this limitation, which would exempt 200 of the city's 600 food establishments. Recent case studies by ReThink Disposable clearly show significant net cost savings for all restaurants that transition to reusables for dine-in.



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## **Staff response to #3**

We have revised the proposed ordinance to have a phased-in approach. Restaurants with 31+ seats will have to use reusable dishes for dining on premises one year from adoption. Restaurants with less seating will need to comply 3 years from adoption.

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## **SBC's position**

**4. This draft bans distribution of polystyrene single-use foodware in restaurants, but does not ban the retail sale of polystyrene products. It does not ban polystyrene egg cartons, raw food trays, coolers or packaging materials. All of these items were banned in the March ordinance.**



## **Staff response to #4**

We have revised the proposed ordinance to include these additional items.

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## **SBC's position**

**5. The records requirement in this draft is unworkable.** A restaurant would be required to maintain compliance records for three years and have them available for city inspection. Instead, restaurants should certify that they are in compliance when they renew their business license.

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## **Staff response to #5**

The best way to implement and enforce this kind of policy is to provide direct assistance to the businesses. Staff will need to verify compliance through purchase records. Self-certifying is tricky when you don't understand how to comply.



## **SBC's position**

**6. Exemptions should only be for undue hardship**

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## **Staff response to #6**

Exemptions are for emergencies. A waiver process will be used for undue hardships including lack of space and financial hardships determined by the Public Works Director.



## **SBC's position**

**7. This draft does not comply with Council directive that the deadline for implementation be July 1, 2024, but instead states a deadline of January 1, 2025**



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## Staff response to #7

upon adoption	<ul style="list-style-type: none"><li>• Single-use foodware accessories only upon request</li></ul>
6 months	<ul style="list-style-type: none"><li>• Prohibition on expanded and rigid polystyrene</li><li>• Prohibition on water bottles at City events and facilities</li></ul>
1 year	<ul style="list-style-type: none"><li>• Prohibition on all other non-recyclable or non-compostable foodware</li><li>• Prohibition on single-use foodware for dine-in at restaurants with 31+ seats</li></ul>
3 years	<ul style="list-style-type: none"><li>• Prohibition on single-use foodware for all dine-in</li></ul>

Questions?

## Attachment 2

January 8, 2024

**TO:** Honorable Mayor and City Council  
**FROM:** Sustainable Burbank Commission  
**SUBJECT:** Recommendations Regarding the 2024 Integrated Resource Plan

### POSITION

The Sustainable Burbank Commission supports the scenario approved by Council for the Integrated Resource Plan (IRP) as being the best of the scenarios modeled. A representative from the Commission attended the Stakeholders Advisory Group presentations on the IRP, as well as the presentations for the public. The chosen scenario focuses on new transmission, which the Commission strongly supports. STAFF acknowledged that carbon capture and storage as well as renewable gas are not feasible for our local power plants. Going forward, however, additional modeling is needed as soon as possible, especially to evaluate the potential for a virtual power plant (coordinated local solar and battery installations).

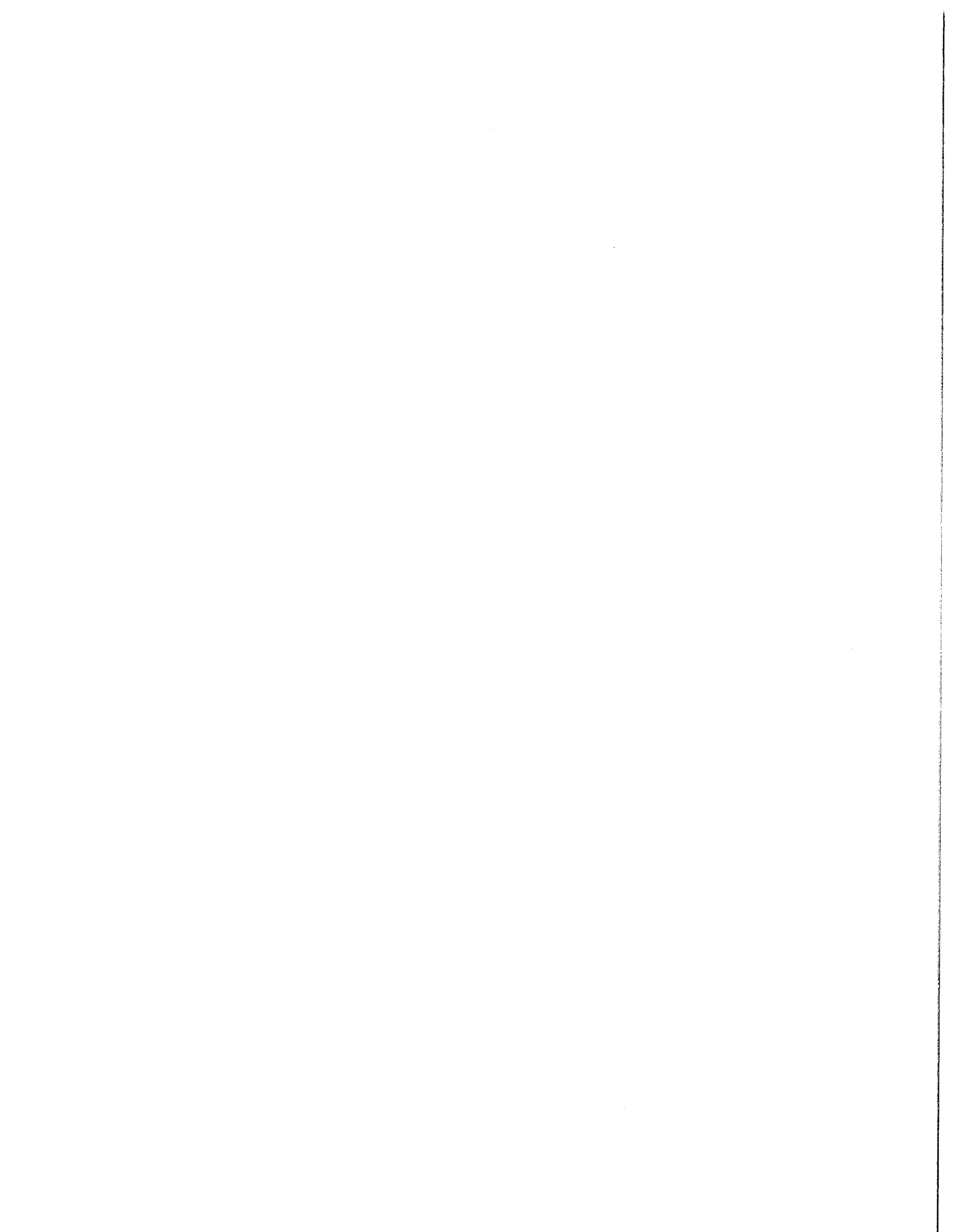
### CONCERNS

The Commission is concerned about the underlying assumptions for the chosen increased transmission scenario. These assumptions include energy from small modular reactors in Idaho and 100% green hydrogen at Intermountain Power Project (IPP), Magnolia and Lake.

The already behind schedule small nuclear reactors project in Idaho, the first such project with US approval, has been canceled due to spiraling costs.

As for 100% green hydrogen replacing gas at the planned 840mw IPP, this, too, is uncertain. This plant will be the first of its kind. Hydrogen at IPP has never made sense as hydrogen is better suited to shipping and long-haul trucking, rather than being burned in a power plant. The costs will be high. All new pipes and turbines will be required for green hydrogen. There will be high NOx emissions and increased danger of fire as hydrogen is far more flammable than gas. IPP will have to build renewable installations to make the green hydrogen; the energy loss to make hydrogen from renewables is 70%. The far better choice would be to put renewables straight into the grid or into storage. The same issues will come into play at Magnolia and Lake: all new pipes and turbines, high NOx emissions and high flammability in a residential area, new renewable procurements to make hydrogen with an energy loss of 70%.

The IRP (p.22) states that "more recent development in energy supply have resulted in a decreasing emphasis on traditional baseload resources. Instead, the use of large quantities of intermittent renewable resources such as wind and solar facilities, are providing portions of the energy previously provided by baseload power plants." This is a crucial acknowledgment of a new paradigm, yet no modeling was thus far requested on the potential for coordinated distributed energy resources to be part of Burbank's energy portfolio.



# MEMORANDUM




## COMMUNITY DEVELOPMENT



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**DATE:** January 23, 2024

**TO:** Justin Hess, City Manager

**FROM:** Patrick Prescott, Community Development Director   
BY: David Kriske, Assistant Community Development Director

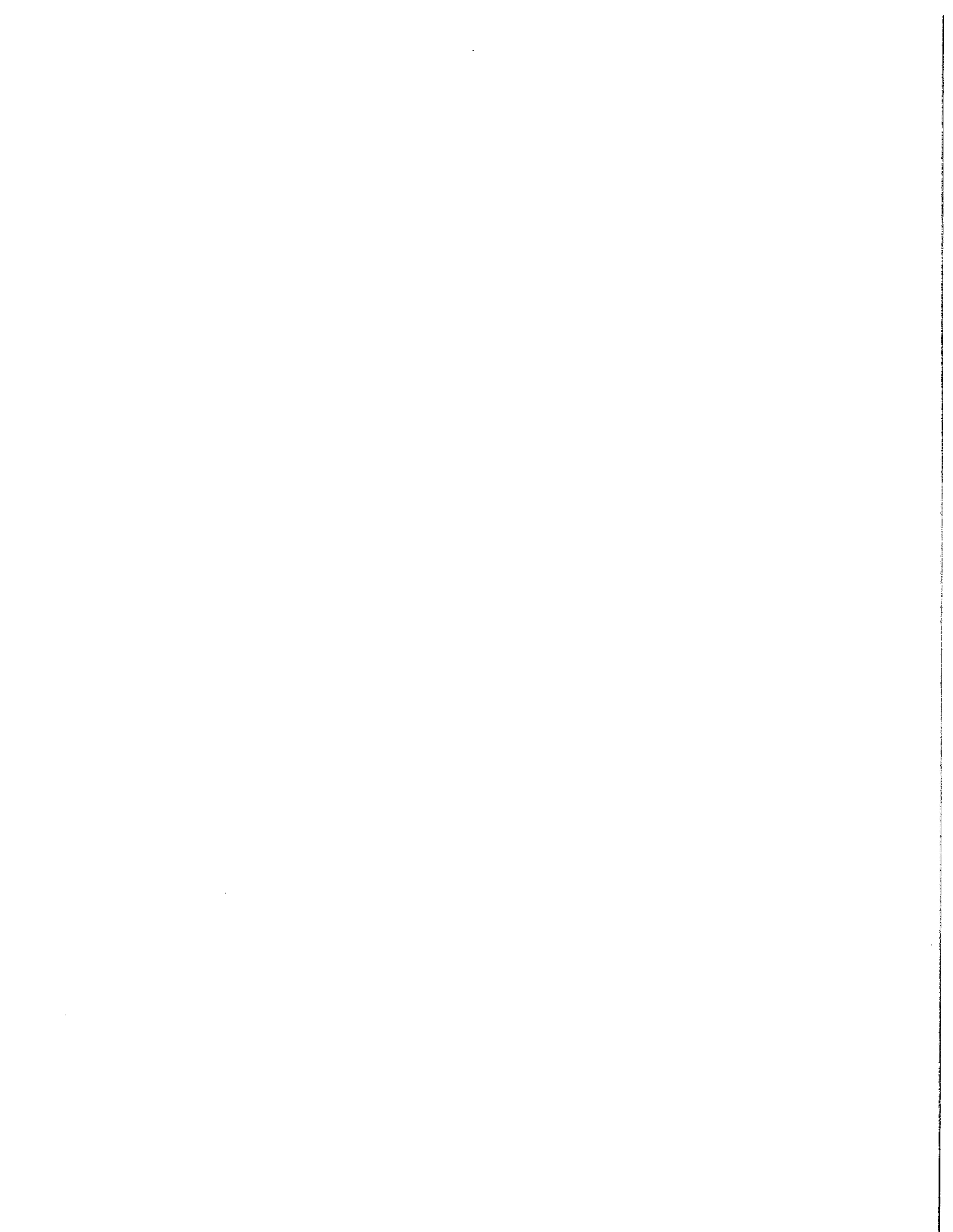
**SUBJECT:** City Manager Tracking List #2529: Sustainable Burbank Commission and Transportation Commission Meeting Schedule

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At the January 10, 2023 City Council meeting, Councilmember Takahashi requested information on meeting schedules of the Burbank Transportation Commission and the Sustainable Burbank Commission. The regular meetings of both Commissions currently occur on the third Monday of every month at 5:00 P.M., creating a conflict for members of the public who wish to attend both meetings.

Section 2-1-419 of the Burbank Municipal Code describes the powers and duties of the Transportation Commission. BMC 2-1-419(D) states that the Commission should meet at least one time per month at a time to be designated by the Commission. The Commission's current meeting date has been used for over 20 years but can be changed as long as meetings continue to occur once per month.

At their January 22, 2024 meeting, the Commission considered adjusting their meeting date and time to eliminate the conflict with the Sustainable Burbank Commission. The Commission considered maintaining the third Monday date but shifting the meeting time and also considered other meeting dates and times. Based on a calendar of other Boards and Commissions meetings that occur throughout the month, the Commission voted to move their meeting time to the fourth Wednesday of every month at 5:00 P.M. This date and time was set to eliminate conflicts with other Boards and Commissions while maintaining a 5:00 P.M. start time which allowed current Commission members to continue to participate. The Commission voted to make the new meeting date and time effective at the March 2024 meeting. The first meeting date and time on the new schedule will therefore be March 27, 2024 at 5:00 PM in Room 101 of the Community Services Building.



# MEMORANDUM



**COMMUNITY  
DEVELOPMENT**



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**DATE:** January 25, 2024

**TO:** Justin Hess, City Manager

**FROM:** Patrick Prescott, Community Development Director *for P. Prescott*  
**VIA:** Fred Ramirez, Assistant Community Development Director - Planning *FR*  
**BY:** Scott Plambaek, Planning Manager *for S. Plambaek*

**SUBJECT:** National Register of Historic Places Nomination for the Mariposa Street Bridge

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## **BACKGROUND**

The City received a notice on November 29, 2023 from the State Department of Parks and Recreation, Office of Historic Preservation (OHP) of a public meeting with the State Historical Resources Commission (SHRC) (Attachment 1) on February 2, 2024 to consider and recommend listing the Mariposa Street Bridge (Bridge) in the Burbank Rancho neighborhood (Attachment 2) on the National Register of Historic Places (National Register). If recommended by the SHRC, a recommendation will be provided to the National Parks Service (NPS) for consideration of listing the Bridge on the National Register.

## **DISCUSSION**

Constructed in 1939, the Bridge is a suspension bridge over the Los Angeles River that provides equestrian access from the Burbank and Glendale Rancho neighborhoods to the Griffith Park equestrian trails. On August 31, 2023, OHP notified the City that an application to nominate the Bridge on the National Register was received by their office (Attachment 3).

The Bridge is owned by the City and maintained by the City's Parks and Recreation and Public Works Departments. The Parks and Recreation Department is currently tasked with the weekly maintenance of the mulch covering the bridge deck surface. There is currently two inches of mulch on top of the rubber mats that sit on top of the wooden cross boards that make up the bridge deck surface. Park staff inspects the Bridge for mulch

cover at least once a week and notifies the Public Works Department of any maintenance issues.

The Public Works Department is currently tasked with the maintenance of the Bridge structure that includes, but is not limited to, the metal structure, cables, bolts, wood, and rubber mats. Most recently, on January 19, 2023, the County of Los Angeles Department of Public Works, Bridge Inspection Section, conducted an inspection of the Bridge on behalf of the City and prepared a Supplementary Bridge Report that included recommendations for future improvements, maintenance, and use of the Bridge (Attachment 4).

If the Bridge is listed on the National Register, it would also be listed on the California Register of Historical Resources (State Register), as well as on the City's Register of Historic Resources and afforded consideration of environmental review under the California Environmental Quality Act (CEQA) process for designated Historic Resources. This would require the City to complete an environmental assessment of any maintenance work prior to initiating the work. The environmental assessment would consider whether the proposed work to the Bridge would comply with the Secretary of the Interior Standards for the Treatment of Historic Properties (Secretary of the Interior Standards). If the work involves Federal funding or approvals, the City will also have to engage a parallel environmental process pursuant to the National Environmental Protection Act (NEPA). Any future proposed maintenance work and environmental assessment of the Designated Historic Resource would need to be reviewed by the City's Heritage Commission.

Post designation, any required environmental review process would add cost and time to future Bridge maintenance and work. The City would need to hire both an environmental and historic preservation consultant to assist with the CEQA and/or NEPA review process, which would need to be completed before work to the Bridge could commence. In addition, a "Preservation Plan" for a designated historic property may be necessary to integrate all preservation planning activities, structural assessments, and associated maintenance plans and associated technical reports. Further, the recommendation(s) and any mitigation measures resulting from future environmental assessment(s) and associated Preservation Plan may add cost to the maintenance of the Bridge.

### **FISCAL IMPACT**

Fiscal impact would include costs to hire consultants to complete environmental assessments for future Bridge maintenance. Additional cost and time to the maintenance of the Bridge may result based on the mitigation measures and recommendations of future environmental assessments. The total costs are unknown at this time as they would be derived from any future assessment and scope of work related to the Bridge's repair and/or maintenance.



## **CONCLUSION**

The City received a notice from OHP of a public meeting with the SHRC on February 2, 2024 to consider recommending to the NPS listing the Bridge on the National Register. If listed, the City would need to complete environmental assessment and associated Preservation Plan to consider whether future maintenance or improvement work on the Bridge would comply with the Secretary of the Interior Standards. Furthermore, future maintenance and improvement work to the Bridge would also require review and approval by the City's Heritage Commission in addition to any state or federal review and approval. Staff anticipates that listing the Bridge on the National Register has the potential to significantly increase the level of analysis, time, and cost to maintain the Bridge pursuant to the Secretary of Interior Standards, as well as potentially affect the equestrian community's ability to use the Bridge during periods of regular maintenance and capital improvement project activity.

## **ATTACHMENTS**

Attachment 1 – November 29, 2023 OHP Hearing Notification Letter

Attachment 2 – Mariposa Street Bridge Aerial

Attachment 3 – August 31, 2023 OHP Letter and Listing Application

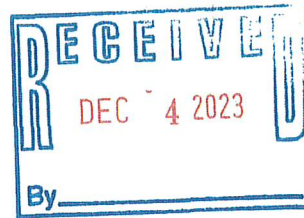
Attachment 4 – Supplementary Bridge Report



DEPARTMENT OF PARKS AND RECREATION  
OFFICE OF HISTORIC PRESERVATION

Armando Quintero, Director

Julianne Polanco, State Historic Preservation Officer  
1725 23rd Street, Suite 100, Sacramento, CA 95816-7100  
Telephone: (916) 445-7000 FAX: (916) 445-7053  
calshpo.ohp@parks.ca.gov [www.ohp.parks.ca.gov](http://www.ohp.parks.ca.gov)



November 29, 2023

Justin Hess, City Manager  
Office of the City Manager, Burbank City Hall  
275 E. Olive Avenue, PO Box 6459  
Burbank, CA 91510-6459

**RE: National Register of Historic Places Nomination for Mariposa Street Bridge**

Dear Mr. Hess

I write to inform you that the State Historical Resources Commission (SHRC) intends to consider and take action on the nomination of the above-named property to the National Register of Historic Places (National Register). Details regarding the meeting are enclosed.

The National Register is the United States' official list of historic properties worthy of preservation. Listing in the National Register assures review of federal projects that might adversely affect the character of the historic property. As of January 1, 1993, all National Register properties, including properties formally determined eligible for the National Register, are automatically listed in the California Register of Historical Resources and afforded consideration during the State (CEQA) environmental review process. Listing in the National Register does not mean that the federal or state government will attach restrictive covenants to the property or try to acquire it. Public visitation rights are not required of owners. National Register listed properties may qualify for state and federal benefits. Additional information may be found at our website at [www.ohp.parks.ca.gov](http://www.ohp.parks.ca.gov).

You may attend the public SHRC meeting, at which time the SHRC will consider and act upon the nomination. Written comments regarding the nomination may be submitted to California State Parks, Attn: Office of Historic Preservation, Julianne Polanco, State Historic Preservation Officer, P.O. Box 94296, Sacramento, California 94296-0001. So that the SHRC may have adequate time to consider the comments, it is requested that written comments be received by the Office of Historic Preservation fifteen (15) days in advance of the SHRC's meeting. A copy of the most recent draft of the nomination is available on our website at [http://www.ohp.parks.ca.gov/?page\\_id=24368](http://www.ohp.parks.ca.gov/?page_id=24368). **Please note that staff revises nominations throughout the nomination process.** Should you require a hard copy or have questions, contact the Registration Unit at (916) 445-7004.

Sincerely,

Julianne Polanco  
State Historic Preservation Officer



**DEPARTMENT OF PARKS AND RECREATION  
OFFICE OF HISTORIC PRESERVATION  
STATE HISTORICAL RESOURCES COMMISSION**

Julianne Polanco, State Historic Preservation Officer  
1725 23rd Street, Suite 100, Sacramento, CA 95816-7100  
Telephone: (916) 445-7000 FAX: (916) 445-7053  
calshpo.ohp@parks.ca.gov www.ohp.parks.ca.gov

Armando Quintero, Director

**COMMISSION MEMBERS**

Adam Sriro, Chair  
Lee Adams III  
Bryan K. Brandes  
Janet Hansen  
Alan Hess  
Luis Hoyos  
René Vellanoweth, PhD

## MEETING NOTICE

*Pursuant to Government Code Section 11133, board members/commissioners of a state body may participate in public meetings remotely. The public may observe, provide public comment during the public comment periods, and otherwise observe remotely in accordance with Bagley-Keene Open Meeting Act.*

**FOR:** State Historical Resources Commission Quarterly Meeting

**DATE:** Friday, February 2, 2024

**TIME:** 9:00 A.M.

**PLACE:** Stanley Mosk Library and Courts Building  
914 Capitol Mall, Room 500  
Sacramento, CA 95814

**The Commission Meeting will also occur through teleconference, available via Zoom through CAL\*SPAN. Dial-in access will also be available.**

**Information on how to log in or phone in to this meeting, including web address and passcodes, will be posted no later than February 19, 2024, at <http://ohp.parks.ca.gov>.**

If you need special accommodations pursuant to the Americans with Disabilities Act, please call Executive Secretary, Monica Newman, at (916) 445-7000. Questions regarding the meeting should be directed to the Registration Unit at (916) 445-7008. In accordance with the *Bagley-Keene Open Meeting Act* an agenda for this meeting will be published on the Office of Historic Preservation website no later than January 19, 2024.



**DEPARTMENT OF PARKS AND RECREATION  
OFFICE OF HISTORIC PRESERVATION**

Armando Quintero, Director

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**NATIONAL REGISTER OF HISTORIC PLACES  
HOW TO SUPPORT OR OBJECT TO LISTING**

Under federal law, a privately owned property may not be listed in the National Register over the objection of its owner or, in the case of a property with multiple owners, over the objection of a majority of owners. A district may not be listed in the National Register over the objection of a majority of owners of private property within the proposed district. Each owner or partial owner of private property has one vote regardless of what part of the property that person owns. Within a district, each owner has one vote regardless of how many buildings/parcels he or she owns.

If a private property owner, or a majority of private property owners, should object, the property or district will not be listed. In such cases, the State Historic Preservation Officer will not submit the nomination to the Keeper of the National Register for *listing* in the National Register and may submit the nomination for a *determination of eligibility* for the National Register. If the property or district is *determined eligible* for listing, although not formally listed, it will be given the same protection as a listed property in the federal environmental review process. A property determined eligible for listing is not eligible for federal tax benefits until the objections are withdrawn and the property is actually listed. The laws and regulations regarding this process are covered in the National Historic Preservation Act Amendments of 1980 and in 36 CFR (Code of Federal Regulations), Part 60.

**Supporting a National Register Nomination:**

Private owners who seek National Register listing for their properties are not required to submit statements of concurrence. However, letters of support, from owners or any others, are welcomed and become a permanent part of the nomination file.

**Objecting to a National Register Nomination:**

If you object to the listing of your property, you will need to submit either (1) a notarized statement certifying that you are the sole or partial owner of the property, as appropriate, and that you object to the listing, or (2) a letter with the same statement including the following language: "I declare (or certify, verify, or state) under penalty of perjury under the laws of the United States of America that the foregoing is true and correct. Executed on (date). (Signature)". Owners who wish to object are encouraged to submit statements of objection prior to the meeting of the State Historical Resources Commission at which the nomination is being considered. However, statements of objection may be submitted and will be counted up until the actual date of listing. Listing usually takes place 45 days after the nomination is mailed to the Keeper of the National Register following the State Historical Resources Commission meeting. Letters are added to the nomination file and become part of the public record.

**Send letters of support or objection to:**

State Historic Preservation Officer  
Office of Historic Preservation  
1725 23<sup>rd</sup> Street, Suite 100  
Sacramento, CA 95816-7100



**DEPARTMENT OF PARKS AND RECREATION  
OFFICE OF HISTORIC PRESERVATION**

Armando Quintero, Director

Julianne Polanco, State Historic Preservation Officer

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**NATIONAL REGISTER OF HISTORIC PLACES  
FACT SHEET**

The National Register of Historic Places is the nation's official list of buildings, structures, objects, sites, and districts worthy of preservation. The National Register was established by the National Historic Preservation Act of 1966. The purposes of the Act are: to insure that properties significant in national, state, and local history are considered in the planning of federal undertakings; and to encourage historic preservation initiatives by state and local governments and the private sector.

**The following benefits are associated with National Register listing:**

1. Listed properties may use the State Historic Building Code, a more flexible alternative to the Uniform Building Code. The use of this code may save owners money when repairing or rehabilitating their properties.
2. Under the Tax Reform Act of 1986, a privately owned building that is listed in the National Register or is a contributing building in a National Register historic district may be eligible for a 20% federal income investment tax credit based on the costs of a qualified rehabilitation of the building. These credits apply only to income-producing, depreciable properties, including residential rental properties. The credits do not apply to owner-occupied residential properties. Plans for the rehabilitation are reviewed by the State Historic Preservation Office and the National Park Service, and work on the building must meet federal rehabilitation standards.
3. The Tax Treatment Extension Act of 1980 provides federal tax deductions for preservation easements that result in a decline of fair market value, when conservation restrictions are placed on the property by the owner.
4. All properties and districts listed in or eligible for listing in the National Register are considered in the planning of federal undertakings such as highway construction and Community Development Block Grant projects. "Federal undertakings" also include activities sponsored by state or local governments or private entities if they are licensed or partially funded by the federal government. "Federal undertakings" do not include loans made by banks insured by the FDIC or federal farm subsidies. National Register listing does not provide absolute protection from federal actions that may affect the property. It means that if a federal undertaking is in conflict with the preservation of a National Register property, the California Office of Historic Preservation will negotiate with the responsible federal agency in an effort to eliminate, minimize, or otherwise take into account the undertaking's effect on the historic property. This review procedure applies to properties that are determined eligible for the National Register in the day-to-day environmental review process, as well as those actually listed in the National Register.
5. In California, a local tax assessor may enter into contracts with property owners for property tax reductions through the Mills Act.
6. Qualification for grants when funds are available.

7. Listed properties are recognized for their architectural or historic worth, an intangible benefit that is nonetheless valuable. Listing in the Register is primarily an honor, meaning that a property has been researched and evaluated according to established procedures and determined to be worthy of preservation.
8. Properties listed in, or officially determined eligible for listing in the National Register are automatically listed in the California Register of Historical Resources.

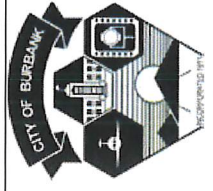
**The following may sometimes be regarded as restrictions on National Register listed properties:**

1. A project receiving federal assistance such as Community Development Block Grant funds must be reviewed by the Office of Historic Preservation to determine and hopefully avoid or lessen any potentially adverse effects on National Register properties. Any work undertaken using federal funds must generally use the Secretary of the Interior's Standards for Rehabilitation Projects. Please note, however, that if a property is not listed, but is eligible for listing, the same requirements apply. In other words, actual listing does not increase the owner's responsibility under the law.
2. If a project is subject to the California Environmental Quality Act (CEQA), then the National Register designation of a property (or the determination of its eligibility) would indicate its significance and the need to take into account any effects of the project on the property. Note - this is not necessarily a drawback, depending on the point of view of the owner/local agency. Note also that significance can also be evidenced by other state or local designation, surveys, or other professional evaluation.
3. A local agency may tie listing in the National Register to restrictions imposed locally, such as design review. This does not come automatically with listing, however, but must come about as a result of separate local action. Check with your local government.
4. If a property is listed in the National Register, either individually or as a contributor in a National Register district, the owner may not take the 10% federal investment tax credit available for rehabilitation projects on commercial buildings constructed prior to 1936. By following the Secretary of the Interior's Standards, however, the owner may take the 20% tax credit.
5. Proposals to demolish or significantly alter a National Register property damaged in an earthquake or other natural disaster may be subject to review by the Office of Historic Preservation. (See Section 5028 of the Public Resources Code.)

**There are some common misconceptions about the implications of listing:**

1. It is not true that the federal, state, or local government assumes any property rights in the building as a result of listing. Owners are not required to open their homes to the public. If a project is not subject to CEQA, to local preservation ordinances, or to the other environmental regulations outlined above, owners are free to make changes to their property. It is possible that the property could be so altered, however, that it would be removed from the Register.
2. Unfortunately, it is also not true that there are large sums of money available to assist owners and local agencies in rehabilitating National Register properties. Funds are very limited, with the federal tax credits being the most generally available financial assistance.

# Mariposa Bridge Aerial



0.1

SCALE 1: 2,000

0 0.1 Miles

Projection: NAD\_1983\_StatePlane\_California\_V\_FIPS\_0405\_Feet

## Legend

- Park
- School
- Library
- Airport
- City Boundary
- Address
- Road
- Freeways
- Major Boulevards
- Streets
- Railroad
- County Relief
- High : 254
- Low : 0

Map Documentation

Date Printed: 13 December 2023

Prepared By:

Issued For:

Project ID: General Purpose

Notes:

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

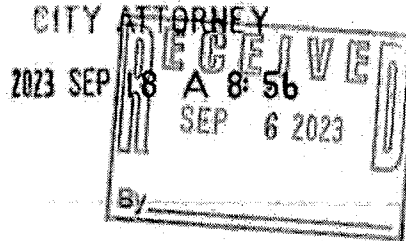
THIS MAP IS NOT TO BE USED FOR NAVIGATION



DEPARTMENT OF PARKS AND RECREATION  
OFFICE OF HISTORIC PRESERVATION

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copy: Council  
cc: J. McDugal  
P. Prescott  
K. Berkman

August 31, 2023

Justin Hess, City Manager  
Office of the City Manager, City Hall  
275 E. Olive Avenue  
PO Box 6459  
Burbank, CA 91510-6459

FYI

RE: **Mariposa Street Bridge Nomination to the National Register of Historic Places**

Dear Mr. Hess:

The Office of Historic Preservation (OHP) has received a nomination package to consider the above referenced property for the National Register of Historic Places (National Register). The National Register is the official list of the Nation's cultural resources worthy of recognition and preservation. The nomination identifies you as the property's owner of record.

A copy of the nomination is enclosed for your information. OHP will review the nomination for accuracy and completeness. The current nomination is a preliminary draft subject to change upon completion of the OHP review. The property will be reviewed in accordance with the eligibility criteria for the National Register program. If the nomination is complete and the property meets the National Register criteria, OHP will schedule the nomination for hearing by the State Historical Resources Commission (Commission). The Commission is a nine member body appointed by the Governor to evaluate the eligibility of properties for listing on registration programs. The Commission meets four times a year.

Please review the draft nomination. If you are opposed to the nomination, you are requested to submit a notarized letter of objection to the above address. Please see the enclosed instructions on how to support or oppose designation. If the nomination is presented to the Commission for hearing, this office will notify you of the date and location of the meeting. The meetings are open to the public and you may attend to present comments. Or, you may wish to submit written comments directly to OHP fifteen days before the Commission meeting.

Time, date, and location of scheduled Commission meetings are also posted on the OHP website at [www.ohp.parks.ca.gov](http://www.ohp.parks.ca.gov). Information on the National Register program is also posted on the website.

Please do not hesitate to contact the Registration Unit at (916) 445-7008 should you have further questions on the nomination or the National Register program.

Sincerely,

Julianne Polanco  
State Historic Preservation Officer

Enclosures: Nomination and How to Object/Support



**United States Department of the Interior  
National Park Service  
National Register of Historic Places Registration Form**

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

**DRAFT**

**1. Name of Property**

Historic name: Mariposa Street Bridge

Other names/site number: Swinging Bridge

Name of related multiple property listing:

N/A

(Enter "N/A" if property is not part of a multiple property listing)

**2. Location**

Street & number: roughly 10-ft. s. of junction of S. Mariposa St. and W. Valley Heart Dr.

City or town: Burbank State: CA County: Los Angeles County

Not For Publication:  Vicinity:

**3. State/Federal Agency Certification**

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this    nomination    request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property    meets    does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

   national    statewide   X   local

Applicable National Register Criteria:

  X   A    B    C    D

<p>_____ Signature of certifying official/Title:</p>	<p>_____ Date</p>
<p>_____ State or Federal agency/bureau or Tribal Government</p>	

Mariposa Street Bridge  
 Name of Property

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Site

Structure

Object

**Number of Resources within Property**

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>0</u>	<u>0</u>	buildings
<u>0</u>	<u>0</u>	sites
<u>1</u>	<u>0</u>	structures
<u>0</u>	<u>0</u>	objects
<u>1</u>	<u>0</u>	Total

Number of contributing resources previously listed in the National Register 0

**6. Function or Use**

**Historic Functions**

(Enter categories from instructions.)

Recreation and Culture/outdoor recreation/pedestrian-equestrian related

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**Current Functions**

(Enter categories from instructions.)

Recreation and Culture/outdoor recreation/pedestrian-equestrian related

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Mariposa Street Bridge  
Name of Property

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### **Narrative Description**

Although situated in a dense urban environment, the area immediately surrounding the Mariposa Street Bridge has a pastoral quality. The sound of the SR-134 Ventura Freeway, shielded by a concrete wall a short distance to the south of the bridge, is hardly perceptible through the mostly native chaparral vegetation with several mature pine trees. Hills of Griffith Park, south of the SR-134 Ventura Freeway, dominate the backdrop to the south, enhancing the rural atmosphere within the city. The boundary to the City of Los Angeles is located 10-feet to the east of the south side of the bridge. Northwest of the bridge is a residential neighborhood within the City of Burbank that is zoned to allow horse boarding in back yard stables. Northeast of the bridge are commercial horse stables. Dirt equestrian trails, restricted to horseback riding and hiking, line both sides of the river to the east and west (see maps in Figures A-C).

Generally oriented in a north-south direction, the Mariposa Street Bridge is a suspension type bridge, 169-feet and 9-inches long by 7-feet wide with three spans. The north approach span is 12-feet long while the south approach span is 24-feet long. The center span, 133-feet and 9-inches, consists of a timber deck on timber stringers. The timber deck is comprised of three layers of pressure-treated Douglas Fir, which were installed in 2001. Steel I-beams extend in regular intervals beyond the deck, creating a regular rhythm across the bridge when viewed from the east and west.

The center span is supported by steel stiffening trusses on either side. Lateral cross bracing at regular intervals connects to stiffeners that, in turn, connect to the steel I-beams. Steel towers frame the approach to the center span from both directions. Two, 2.25-inch diameter, 7x19 galvanized steel suspension cables<sup>1</sup> round the top of the towers are anchored into concrete blocks embedded in the soil on both sides of the bridge. Contemporary signage attached to the lower portion of the towers indicates load limits and prohibition of bicycles and smoking.

The deck of the bridge is covered in approximately 2-inches of fibrous, organic material - a 50/50 mix of recycled wood bark and shredded rubberized material - allowing horses to feel as if they were on a dirt path. Chain link fencing provides additional protection on either side of the bridge.

#### *Integrity*

The only alteration to the bridge since it was constructed in 1939 was completed in 2001 and included replacing all of the timber stringers and timber decking, as well as the fill surface. Original plans show the timber deck had two layers of 2-inch wood decking while contemporary wood stringers have slightly different dimensions. Despite the changes to the decking which increased safety and ensured continued functionality, the bridge retains a high degree of integrity and appears almost identical to how it appeared when it was constructed (See historic photos in Figures G-I as well as original drawings).

<sup>1</sup> A 7x19 steel cable indicates that the cable is made of 7 strands with 19 wires in each strand.

Mariposa Street Bridge  
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### 8. Statement of Significance

#### Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B. Property is associated with the lives of persons significant in our past.
- C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D. Property has yielded, or is likely to yield, information important in prehistory or history.

#### Criteria Considerations

(Mark "x" in all the boxes that apply.)

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

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**Statement of Significance Summary Paragraph** (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

Designed for conveyance of horses and people, the Mariposa Street Bridge is significant for its association with the equestrian history of Los Angeles County. Situated at the nexus of the cities of Glendale, Burbank, and Los Angeles, the Mariposa Street Bridge spans a channelized portion of the Los Angeles River, leading from a unique commercial-equestrian area historically known as the Riverbottom, a unique residential and commercial equestrian area that includes the cities of Burbank (Burbank Rancho) and Glendale, as well as the Los Angeles Equestrian Center, into Griffith Park. The Riverbottom has long provided equestrian support services like stables, feed stores, horse rentals, and riding academies. Griffith Park includes over fifty miles of bridle trails. The Mariposa Street Bridge has been in continuous use since its erection in 1939. It is an essential point of conveyance, and the only historic bridge providing equestrian access over the Los Angeles River into Griffith Park. The bridge supports the ongoing, historic equestrian use of the neighborhood and equestrian community more generally. Retaining a high degree of integrity to convey its significance from its date of construction, 1939, the Mariposa Street Bridge appears eligible for the National Register under Criterion A. Its period of significance begins with construction in 1939, extending through 1973, the arbitrary 50-year cut-off of the National Register.

**Narrative Statement of Significance** (Provide at least one paragraph for each area of significance.)

### **History of the Mariposa Street Bridge**

The Mariposa Street Bridge was constructed in response to flood-control work and channelization of the Los Angeles River. In the 1930s, destructive flooding of the river prompted a request for federal assistance, with the U.S. Army Corps of Engineers ultimately taking the lead in channelizing the waterway. Work on channelizing the river began in 1938 and continued for decades, completed in 1960. By that time, over 50 miles of waterway had been channelized.<sup>2</sup> While channelization prevented widespread flooding, channelization "eliminated crossings formerly used by riders," as "there was no way for horsemen north of the river to reach the Griffith Park bridle paths just across the stream."<sup>3</sup> One 1938 article explains the situation:

Several weeks ago riders and hikers accustomed to using the bridle trails and paths of Griffith Park found themselves stranded on the north banks of the river by flood-control work. Walls of concrete and mountainous piles of dirt scooped from the river bed cut off Griffith Park approaches, except over a heavily traveled automobile bridge.<sup>4</sup>

<sup>2</sup> Los Angeles County, Department of Public Works, "History of the Los Angeles River," available <https://ladpw.org/wmid/watershed/LA/History.cfm>.

<sup>3</sup> "Equestrian Span Across River Will Be Started," *Hollywood Citizen-News*, December 29, 1938, 2.

<sup>4</sup> "Riders Celebrate Approval of New Equestrian Bridge," *Los Angeles Times*, September 6, 1938.

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bridge as "a surrealistic creation of gleaming aluminum-coated bars and metal netting, anchored to the river banks with unconcealed spun cables..."<sup>16</sup>

*Los Angeles River*

The Los Angeles River is a 51-mile flood control channel passing through 17 cities, starting in Canoga Park and ending in Long Beach where it discharges into the San Pedro Bay.<sup>17</sup> With the exception of a few areas, the river is almost entirely lined with concrete.<sup>18</sup> The U.S. Army Corps of Engineers operates and maintains 22.5 miles of the Los Angeles River Channel spanning from Lankershim Boulevard in North Hollywood to Stuart and Grey Road in Downey, including the location under the Swinging Bridge. Ownership of the channel is multi-fold, including the County and City of Los Angeles, as well as private landowners.<sup>19</sup>

The City of Los Angeles grew up along the once free-flowing river, though it caused substantial flooding. In the 19<sup>th</sup> century, the river dramatically changed course multiple times, with the outflow moving from Long Beach to the Ballona Creek wetlands in 1815 and back to the original course in 1825,<sup>20</sup> shifting the river by 90 degrees and moving it 20 miles south.<sup>21</sup> Attempts were made at channelization in the late 19<sup>th</sup> century though flooding continued to be a big problem with a major flooding event in 1914. The Los Angeles Flood Control District was formed in 1915 in response. Dams were built in 1917 and 1924 though local funding to fully manage the destructive and costly flooding was lacking. In the 1930s, major flooding events proved costly and deadly.<sup>22</sup> In 1934, flooding in La Crescenta killed forty people and destroyed 483 homes; in 1938, flooding killed 113 people and resulted in \$45 million in damage. In response, the U.S. Army Corps of Engineers took the lead in channelizing the waterway.

The river was found eligible for listing in the National Register of Historic Places, as determined by the Corps in consultation with the State Historic Preservation Officer (SHPO), as part of a recent *Supplemental Environmental Assessment*. The channel was found eligible under Criterion A "for its significant association with the development of a comprehensive flood risk management program within Los Angeles County," and under Criterion C "for its role in the development of the metropolitan area and as the first implementation of a fully concrete lined

<sup>16</sup> "Riders of Three Cities Dedicate New River Span," *Los Angeles Times*, March 19, 1939, 30.

<sup>17</sup> Emily Guerin, "LA Explained: The Los Angeles River," *LAist*, June 22, 2018, <https://laist.com/news/climate-environment/los-angeles-river-explained>.

<sup>18</sup> The Corps stopped removing sediment and vegetation in the 1980s due to funding issues and now focuses on "removing non-native vegetation using both herbicide and mechanical means."

U.S. Army Corps of Engineers, "Los Angeles River," <https://www.spl.usace.army.mil/Missions/Asset-Management/Los-Angeles-River/>.

<sup>19</sup> U.S. Army Corps of Engineers, "Los Angeles River," <https://www.spl.usace.army.mil/Missions/Asset-Management/Los-Angeles-River/>.

<sup>20</sup> "Flood Controls," *Los Angeles Times*, March 26, 1995, 30.

<sup>21</sup> "Forget Earthquake, Think Flood; Why Los Angeles Is Hostage to an Ecology of Denial," *Los Angeles Times*, August 15, 1999, 272.

<sup>22</sup> Los Angeles County, Department of Public Works, "History of the Los Angeles River," available <https://ladpw.org/wmd/watershed/LA/History.cfm>.

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continuing for decades, was located just east of the Riverbottom along the Los Angeles River. This location featured a movie set known as the CBS Western Town, "used for famous television shows such as *Zane Grey Theatre*, *The Rifleman*, *Wanted Dead or Alive*, *Gunsmoke*, *Rawhide*, *The Big Valley*, and *Wild Wild West*.<sup>27</sup> Additionally, Universal Studios had a large ranch property nearby, in the foothills of Mt. Hollywood spanning the Los Angeles River near Barham Boulevard.<sup>28</sup> Early work of Universal Studios included Westerns starring prolific actor Harry Carey, known for his work in Western films. Warner Brothers Studios, founded in 1912, moved nearby in 1929, with their property located immediately north of the Los Angeles River near Barham Boulevard.<sup>29</sup> The Riverbottom was at the geographic center of these movie ranches, making it an important place for riding academies, horse stables, and related needs of studio horses and movie stuntmen. Historian and horseman Don Burt writes about life in the area in the 1930s:

In those days the River Bottom housed many famous horses and horsemen and became the learning area and watering hole for lots of the Hollywood stars of the era – especially those who made Westerns. I rode across that bridge for many years with Jocko Mahoney (The Range Rider), Wild Bill Elliott (Red Ryder...), Hoot Gibson (who had a club called The Painted Post Saloon), and Jerry Ambler (champion bronc rider who owned the Amble Inn)...<sup>30</sup>

As summarized by Hollywood historian Marc Wanamaker, "From then on, the Valley became Hollywood's backlot."<sup>31</sup> There were numerous Westerns filmed in Griffith Park. Famed Western actor John Wayne "grew up across the river from Griffith Park in Glendale," and could often be found filming in Griffith Park beginning in 1933.<sup>32</sup> Over several decades, from the 1930s through the 1960s, Griffith Park became the setting for numerous Westerns including: *The Great Adventures of Wild Bill Hickok* (1938), *Wolf Call* (1939), *The Leather Burners* (1943), *Split Second* (1952), *Pirates of Monterey* (1947), *Hellgate* (1952), *Thunder Pass* (1954), *Badlands of Montana* (1957), *Gun Glory* (1957), *Return to Warbow* (1958), *Ride the High Country* (1962), and *The Gun Hawk* (1963).<sup>33</sup> In addition, numerous non-Western films involving horses were also filmed in Griffith Park including: the Three Stooges film, *Ants in the Pantry* (1934), which involved "an ill-advised foxhunt on a Griffith Park bridle path." Other Western films shot in Griffith Park include *Manhattan Love Song* (1934), which involved a ride on the bridle trails; and *Julius Caesar* (1953), which saw the "Roman legions storm through Bronson Canyon."<sup>34</sup> According to a recent analysis, the park is still the most popular place to film in Los Angeles County, boasting 341 days of production in 2010.<sup>35</sup>

<sup>27</sup> Wanamaker, 104-105.

<sup>28</sup> Wanamaker, 107.

<sup>29</sup> Wanamaker, 101.

<sup>30</sup> Don Burt, *Horses & Other Heroes: Recollections and Reflections of a Life with Horses*. (Connecticut: The Lyons Press, 2002), 133.

<sup>31</sup> Wanamaker, 113.

<sup>32</sup> E.J. Stephens and Marc Wanamaker, *Images of America: Griffith Park*. (Charleston: Arcadia Publishing, 2011), 78.

<sup>33</sup> Stephens and Wanamaker, 83-125.

<sup>34</sup> Stephens and Wanamaker, 83-125.

<sup>35</sup> Stephens and Wanamaker, 127.

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### *Riverside Rancho*

The Riverside Rancho, as the residential neighborhoods were frequently referred to by real estate promotion, also referred to as the Rancho Neighborhood, is the broad residential-equestrian neighborhood within the cities of Burbank and Glendale that is northeast and northwest of the Mariposa Street Bridge. This area is notable for its historic "semi-rural" design with stables in the backyards of houses.<sup>40</sup> Situated on the rim of Griffith Park, property owners have close access to the equestrian trail system. It appears that while some properties were separately constructed in this area, other properties were part of a planned development referred to as the "Riverside Ranchos," originally established beginning in the 1930s by the Fritz B. Burns Company and described at the time as an "urban ranch."<sup>41</sup> These properties were especially unique at the time for their accommodation of the horse and connectivity to the local bridle trail system. As noted by historian and horseman Don Burt, "At one time, this area of Burbank was the focal point and home to nearly all of the famous horses and horsemen from the 1930s on."<sup>42</sup> Burt goes on to describe the uniqueness of the housing in the area, stating, "My family bought their first stable there when I was about five or six years old... During that time, there was a real estate development called Riverside Ranchos. If you bought a house, they gave you a horse, and to this day, instead of garages or swimming pools, there is a stable in every backyard on a lot consisting of 50 x 100 feet."<sup>43</sup> Burt is perhaps most poignant in his summary of the charmed local culture: "One of the most significant products generated from this area was the people. Those who grew up there or used it as a layover or watering hole have maintained a lifelong camaraderie. Many to this day stay in touch, from trainers, movie stars, and jockeys to business tycoons and champion cowboys. Horses, movies, and industry have a shared lifestyle, a common thread woven between glamour and nostalgia..."<sup>44</sup>

Early advertisements for homes in the Riverside Rancho focused on the primacy of equestrian amenities, noting a certain home was "right in the heart of horse district with 3,200 acres of park to ride in."<sup>45</sup> A 1949 advertisement even stated, "Corral? Of course. Why live in Riverside Ranchos if one is not an addict of spur and saddle!"<sup>46</sup> Articles about the development described the charms of "semi-rural" living in this "island of peace and quiet,"<sup>47</sup> noting, "the semi-rural home is part and parcel of our community planning," and that Los Angeles County was "ideally situated for this half-city, half-country living."<sup>48</sup> Playing on the romanticized notions of life in the American West, one 1937 advertisement for the Riverside Ranchos stated, "Have you seen Ranch O' Romance Number Two?"<sup>49</sup> The Riverside Ranchos featured several demonstration

<sup>40</sup> "Small-Farms' Lure Told," *Los Angeles Times*, June 13, 1937, E1.

<sup>41</sup> Jean Burden, "The House Moved Out to the Horse," *Los Angeles Times*, November 6, 1949, H8.

<sup>42</sup> Burt, 132.

<sup>43</sup> Burt, 132.

<sup>44</sup> Burt, 118.

<sup>45</sup> "Classified Ad 8 - No Title," *Los Angeles Times*, June 29, 1947, C10.

<sup>46</sup> Jean Burden, "The House Moved Out to the Horse," *Los Angeles Times*, November 6, 1949, H8.

<sup>47</sup> Jean Burden, "The House Moved Out to the Horse," *Los Angeles Times*, November 6, 1949, H8.

<sup>48</sup> "Small-Farms' Lure Told," *Los Angeles Times*, June 13, 1937, E1.

<sup>49</sup> Advertisement was for the property located at 1712 Riverside Drive, Burbank.

"Display Ad 23 - No Title," *Los Angeles Times*, December 19, 1937, A7.



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*Griffith Park*

Donated to the City of Los Angeles in 1896, Griffith Park was an essential early location for bridle trails in Los Angeles. Construction of trails began in the early 1900s. In 1911, 18,930 feet (or 3.5 miles) of bridle trails were constructed in the park.<sup>61</sup> By the 1920s, Griffith Park had become "a favored spot for equestrians,"<sup>62</sup> and "spurred the development of equestrian land uses in surrounding areas."<sup>63</sup> Mike Eberts' *Griffith Park: A Centennial History* establishes the important relationship between the Griffith Park bridle trails and the resources of the nearby Riverbottom area in the 1920s:

Busy businessmen particularly appreciated the park's close-in wilderness because it gave them a place to ride on weekday mornings before work. By fall 1924, a group of men prominent in the business, professional and social life of the region fell into an informal ritual. After their Friday morning rides, they'd eat breakfast in the park, gathering around a chuckwagon operated as a sideline by local banker Marco Hellman. Afterward, most would ride back to the Griffith Park Riding Academy on Riverside Drive.<sup>64</sup>

Signaling the ongoing importance of horses in the local community, a massive bridle trail system with over fifty miles of trails was established in Griffith Park beginning in the 1930s. This work was started in order to help put people back to work during the Great Depression. In 1931, the Los Angeles City Council passed a bond for public improvements that enabled construction of 13 miles of the park's bridle trail system.<sup>65</sup> In 1939, landscape architect Ralph D. Cornell was hired to design a master plan for the park. Eberts writes:

Cornell didn't forget the park's equestrians. He proposed a horse entrance paralleling Crystal Springs Drive. He suggested a half-mile-long path for carriages and sulkies along with more conventional equestrians. The path was designed to allow equestrians to enter the park from the stables near its south end without having to mingle with automobile traffic...<sup>66</sup>

A central trail leading from what is now Allen Avenue served as a feeder from the local equestrian commercial and residential areas of Glendale and Burbank into Griffith Park. However, access for equestrians has required ongoing work. As noted above, after the Los Angeles River along the Riverbottom was channelized due to constant problems with flooding, the Mariposa Street Bridge was subsequently constructed over the channelized river to allow continued access to the park. In 1954, patronage of the Griffith Park bridle paths was 625,520 during that single year.<sup>67</sup> After years of controversy, in 1955-1957, the I-5 Freeway was

<sup>61</sup> ICF Jones & Stokes, "Landscape Elements of Griffith Park," as requested by the Cultural Heritage Commission and Office of Historic Resources of the City of Los Angeles, October 20, 2008, 21.

<sup>62</sup> Mike Eberts, *Griffith Park: A Centennial History*, Los Angeles: The Historical Society of Southern California, 1996, 146.

<sup>63</sup> "Atwater Village Equestrian Historic District," SurveyLA, Northeast Los Angeles, Historic Districts, Planning Districts, and Multiple-Property Resources, prepared for City of Los Angeles, February 6, 2017, 2.

<sup>64</sup> Eberts, 146.

<sup>65</sup> Eberts, 152.

<sup>66</sup> Eberts, 165.

<sup>67</sup> Eberts, 230.

Mariposa Street Bridge  
Name of Property

Los Angeles County, CA  
County and State

## 9. Major Bibliographical References

**Bibliography** (Cite the books, articles, and other sources used in preparing this form.)

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- "Bid for Equestrian Span Approved by Co. Board." *Hollywood Citizen-News*, January 3, 1939, 6.
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- "Display Ad." *Los Angeles Times*, May 8, 1938, 14.
- Eberts, Mike. *Griffith Park: A Centennial History*. Los Angeles: The Historical Society of Southern California, 1996.
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- ICF Jones & Stokes "Landscape Elements of Griffith Park" Prepared for the Cultural Heritage Commission and Office of Historic Resources of the City of Los Angeles, October 20, 2008.
- "Ingenuity and Service." *America's Horse*, July/August 2003, 10.

Mariposa Street Bridge  
Name of Property

Los Angeles County, CA  
County and State

**Primary location of additional data:**

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other
- Name of repository: \_\_\_\_\_

**Historic Resources Survey Number (if assigned):** \_\_\_\_\_

---

**10. Geographical Data**

**Acreeage of Property** Less than one acre

Use either the UTM system or latitude/longitude coordinates

Mariposa Street Bridge  
Name of Property

Los Angeles County, CA  
County and State

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### 11. Form Prepared By

name/title: Jenna Snow and Kathryn McGee  
organization: \_\_\_\_\_  
street & number: 14900 Magnolia Blvd., P.O. Box 5201  
city or town: Sherman Oaks state: CA zip code: 91413  
e-mail: jenna@preservingbuildings.com  
telephone: 323-317-3297  
date: \_\_\_\_\_

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### Additional Documentation

Submit the following items with the completed form:

- **Maps:** A USGS map or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Current Map of Griffith Park (Figures A-B)

Historic Aerial Photographs (Figures C-F)

Historic Photographs (Figures G-I)

Original Drawings

### Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Mariposa Street Bridge

Name of Property

CA\_Los AngelesCO\_MariposaStreetBridge\_0011  
South approach from south riverbank, view north

Los Angeles County, CA  
County and State

**Paperwork Reduction Act Statement:** This information is being collected for nominations to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.). We may not conduct or sponsor and you are not required to respond to a collection of information unless it displays a currently valid OMB control number.

**Estimated Burden Statement:** Public reporting burden for each response using this form is estimated to be between the Tier 1 and Tier 4 levels with the estimate of the time for each tier as follows:

- Tier 1 – 60-100 hours
- Tier 2 – 120 hours
- Tier 3 – 230 hours
- Tier 4 – 280 hours

The above estimates include time for reviewing instructions, gathering and maintaining data, and preparing and transmitting nominations. Send comments regarding these estimates or any other aspect of the requirement(s) to the Service Information Collection Clearance Officer, National Park Service, 1201 Oakridge Drive Fort Collins, CO 80525.

United States Department of the Interior

National Park Service

National Register of Historic Places

Continuation Sheet

Mariposa Street Bridge

Name of Property

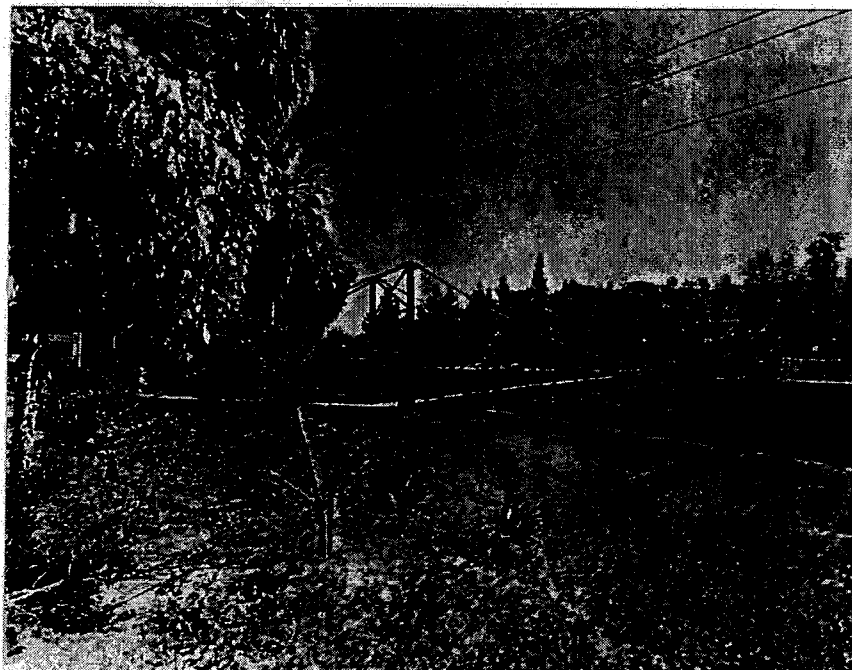
Los Angeles County, California

County and State



CA\_Los AngelesCO\_MariposaStreetBridge\_001

West side of bridge from north riverbank, view southeast



CA\_Los AngelesCO\_MariposaStreetBridge\_002

West side of bridge from north riverbank, view southeast

United States Department of the Interior

National Park Service

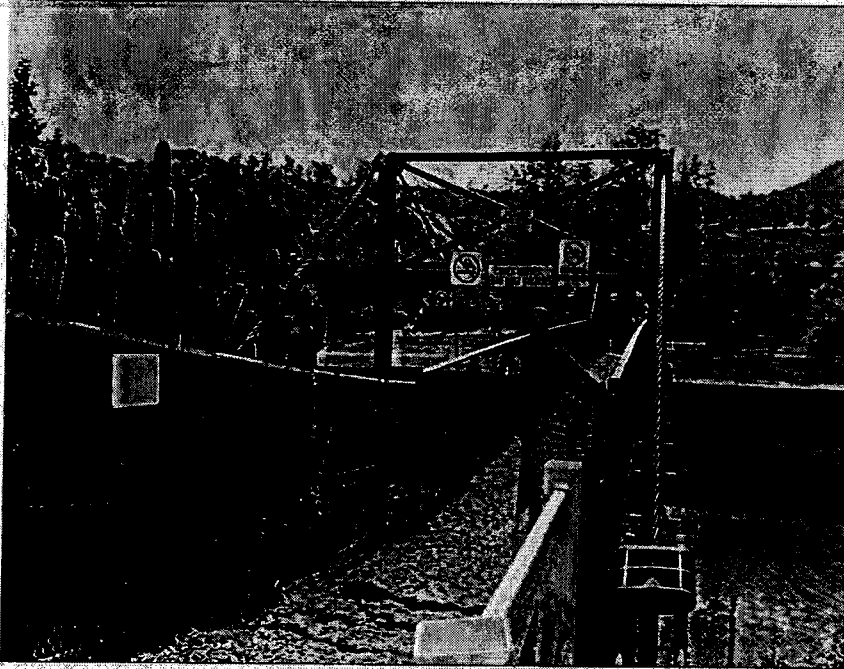
**National Register of Historic Places  
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CA\_Los AngelesCO\_MariposaStreetBridge\_005

Bridge from north river bank, north approach and north tower,  
view southeast



CA\_Los AngelesCO\_MariposaStreetBridge\_006

Detail of anchor

United States Department of the Interior

National Park Service

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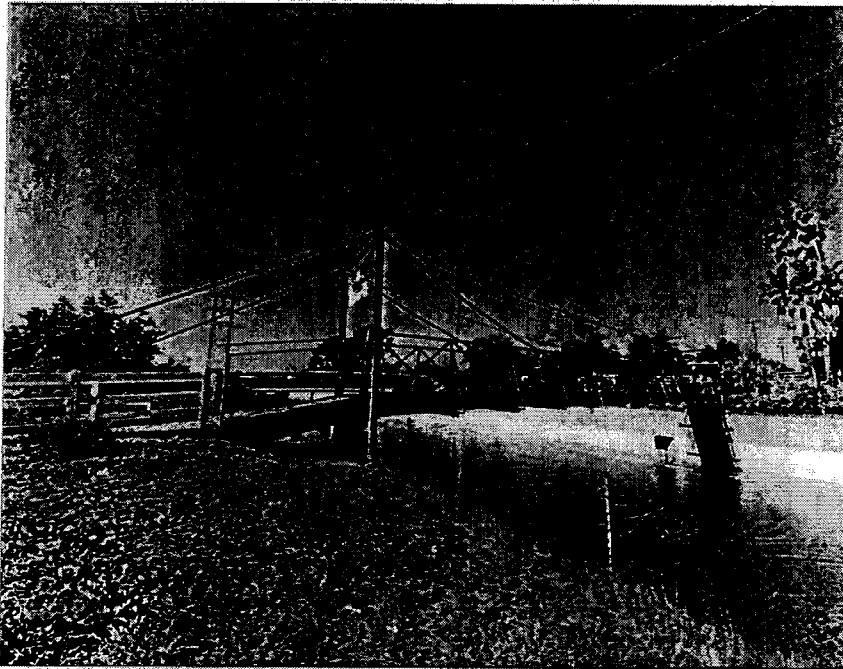
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CA\_Los AngelesCO\_MariposaStreetBridge\_009

East side of bridge from south riverbank, view northwest



CA\_Los AngelesCO\_MariposaStreetBridge\_0010

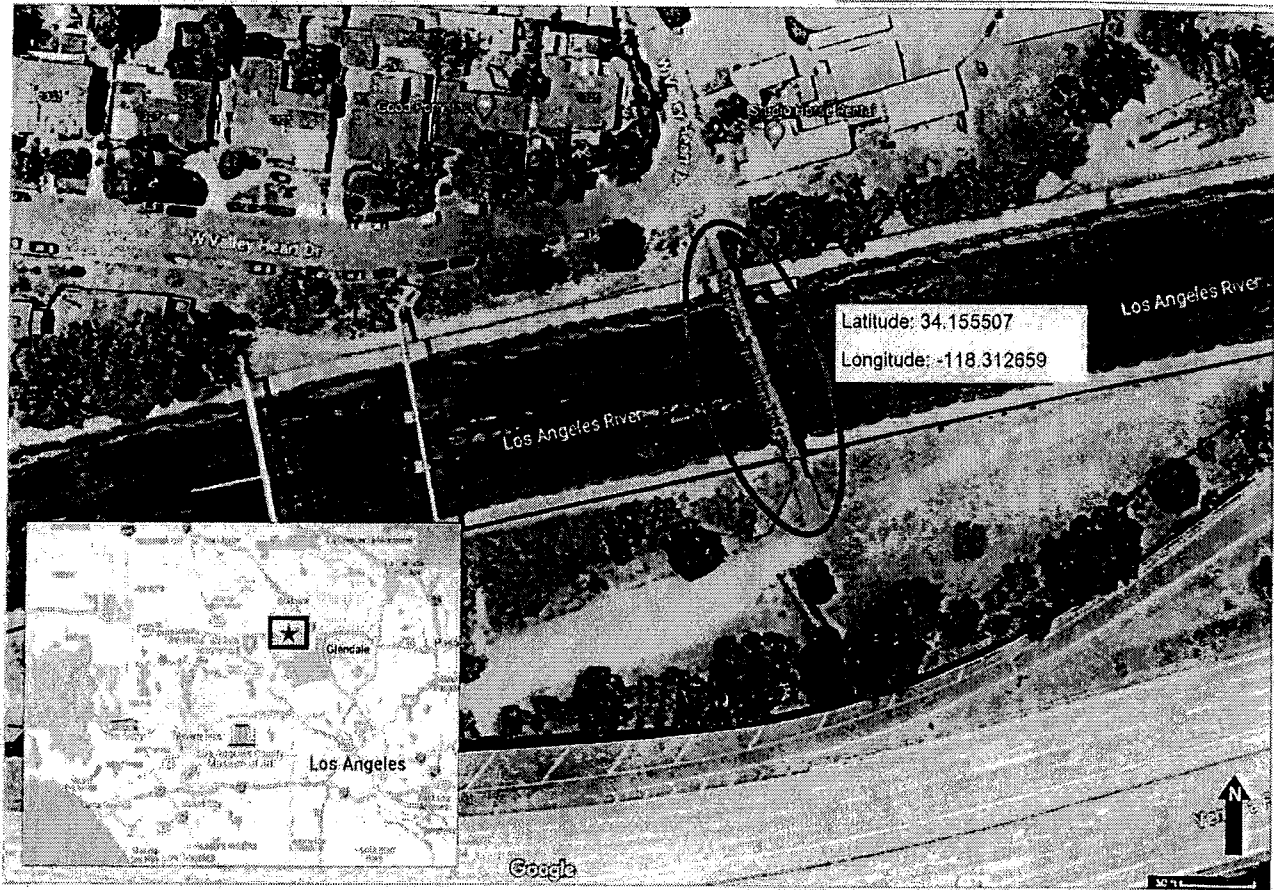
South approach from south riverbank, view northeast



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United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

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County and State

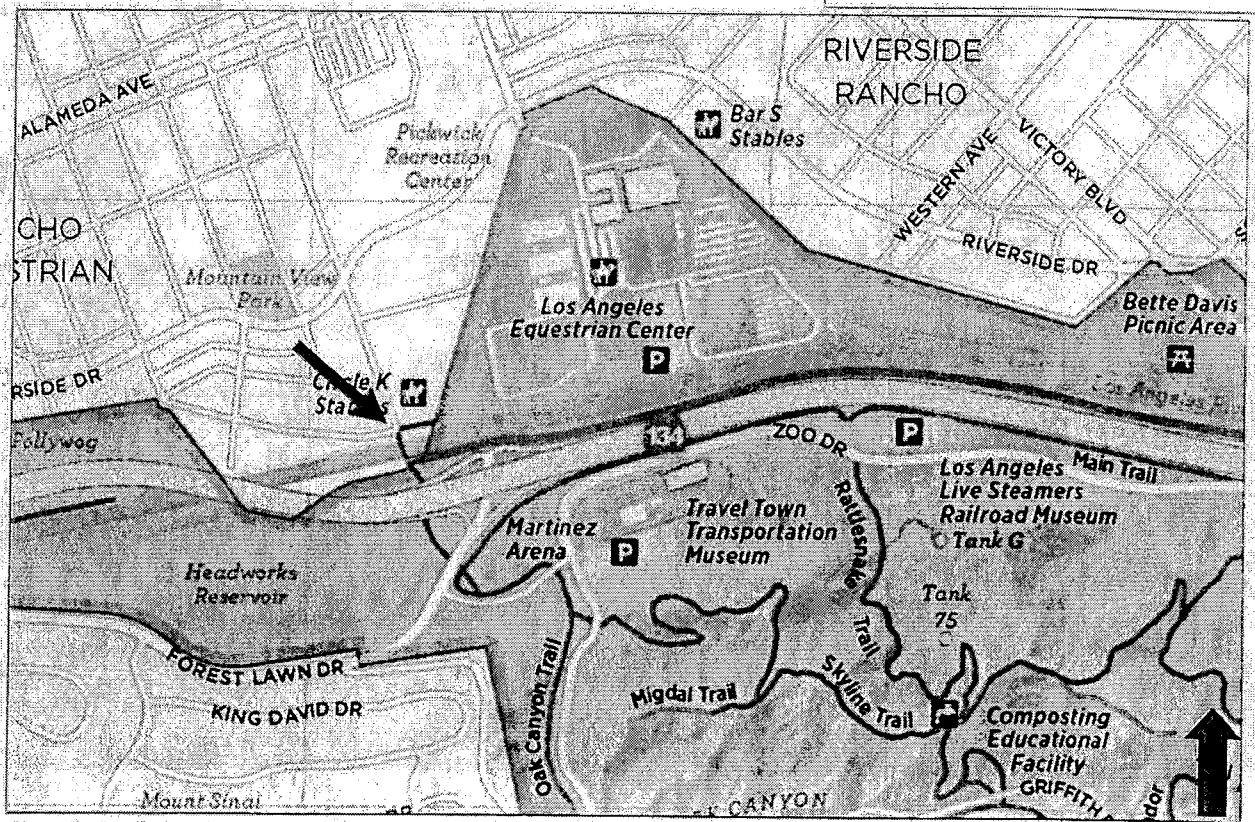


Figure B: Detail of previous map of Griffith Park zoomed in Mariposa Street Bridge (source: City of Los Angeles Department of Parks and Recreation)

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National Park Service

**National Register of Historic Places**  
**Continuation Sheet**

Mariposa Street Bridge

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Figure D: Historic aerial photo, Mariposa Street Bridge circled red (University of California Los Angeles Air Photo Archives, 1946)

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Mariposa Street Bridge
Name of Property
Los Angeles County, California
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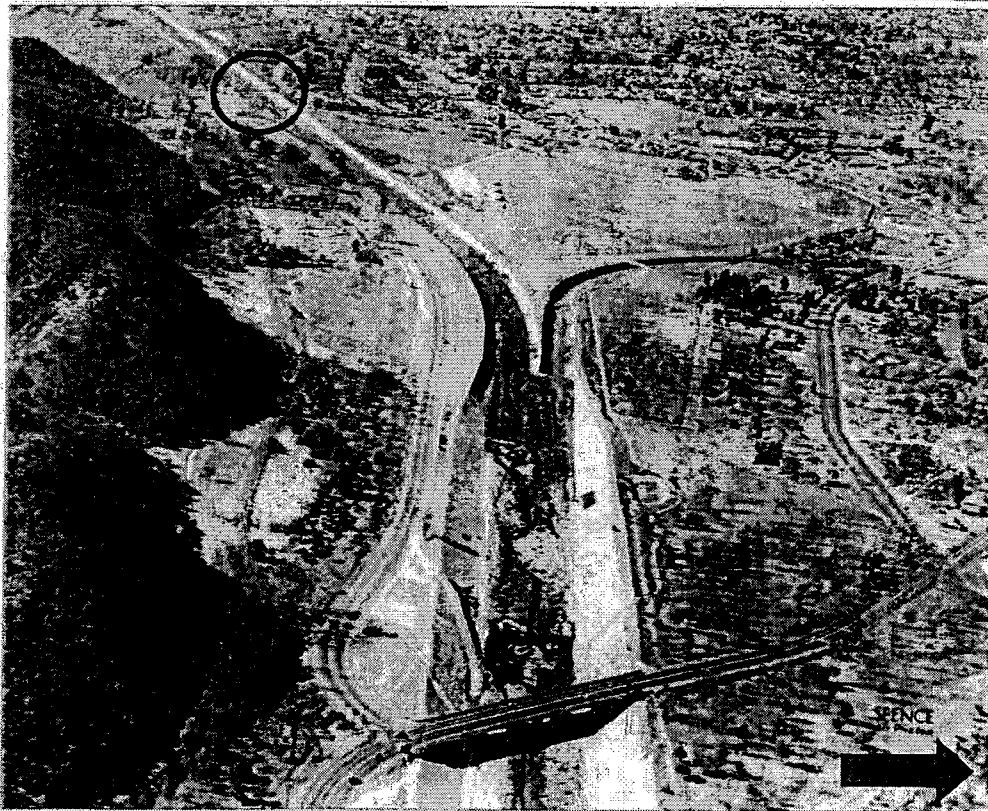


Figure F: Historic aerial photo, Mariposa Street Bridge circled red (University of California Los Angeles Air Photo Archives, 1947).

United States Department of the Interior

National Park Service

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Mariposa Street Bridge

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Los Angeles County, California

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Figure G: Photo accompanying article describing bridge dedication, photo caption reads, "Paula Palmer, left, and Helen Griffith were among the first riders to cross new \$13,000 suspension-type equestrian bridge near Burbank yesterday following its dedication. The span provides access to Griffith Park trails" (*Los Angeles Times*, March 19, 1939)

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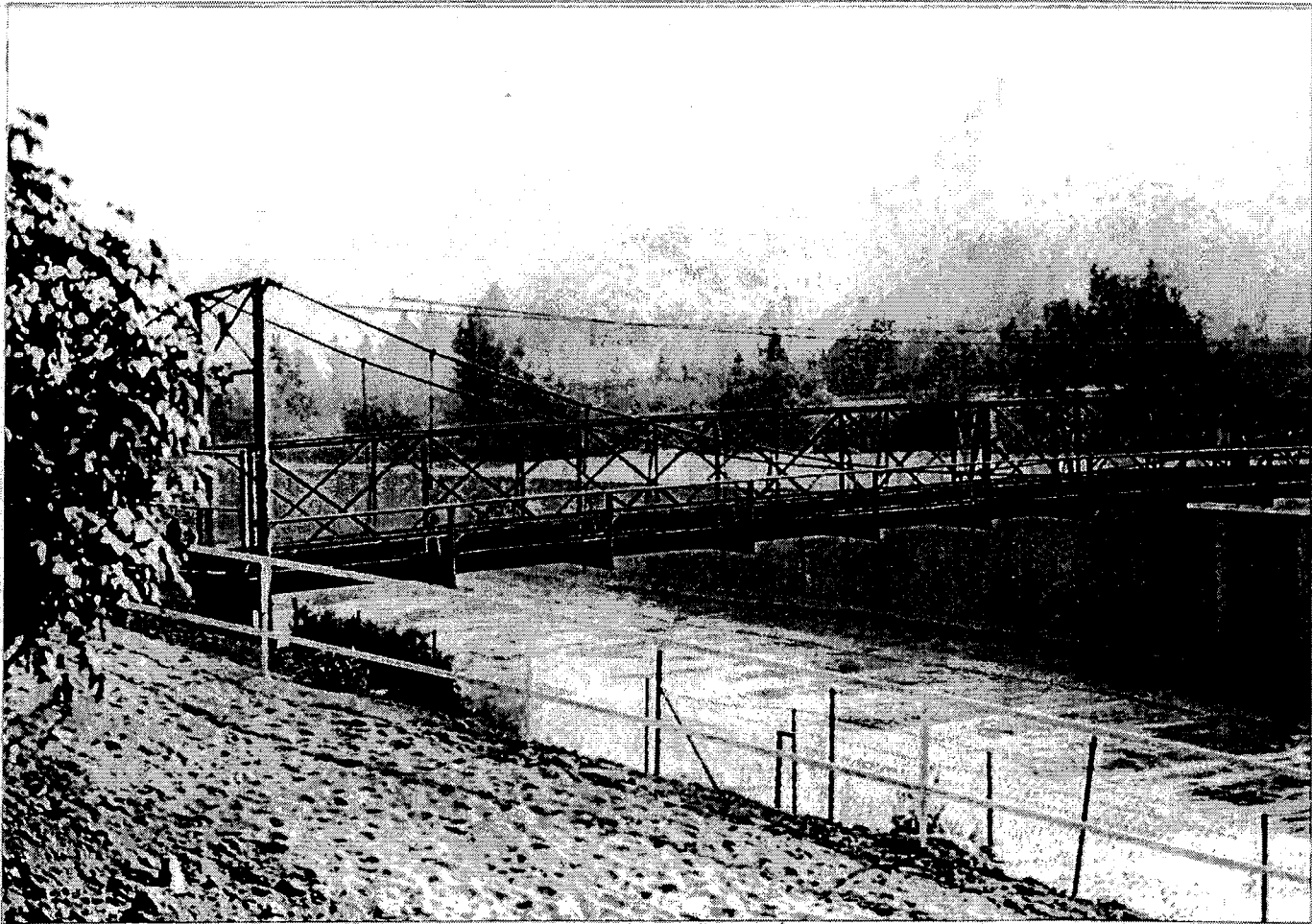
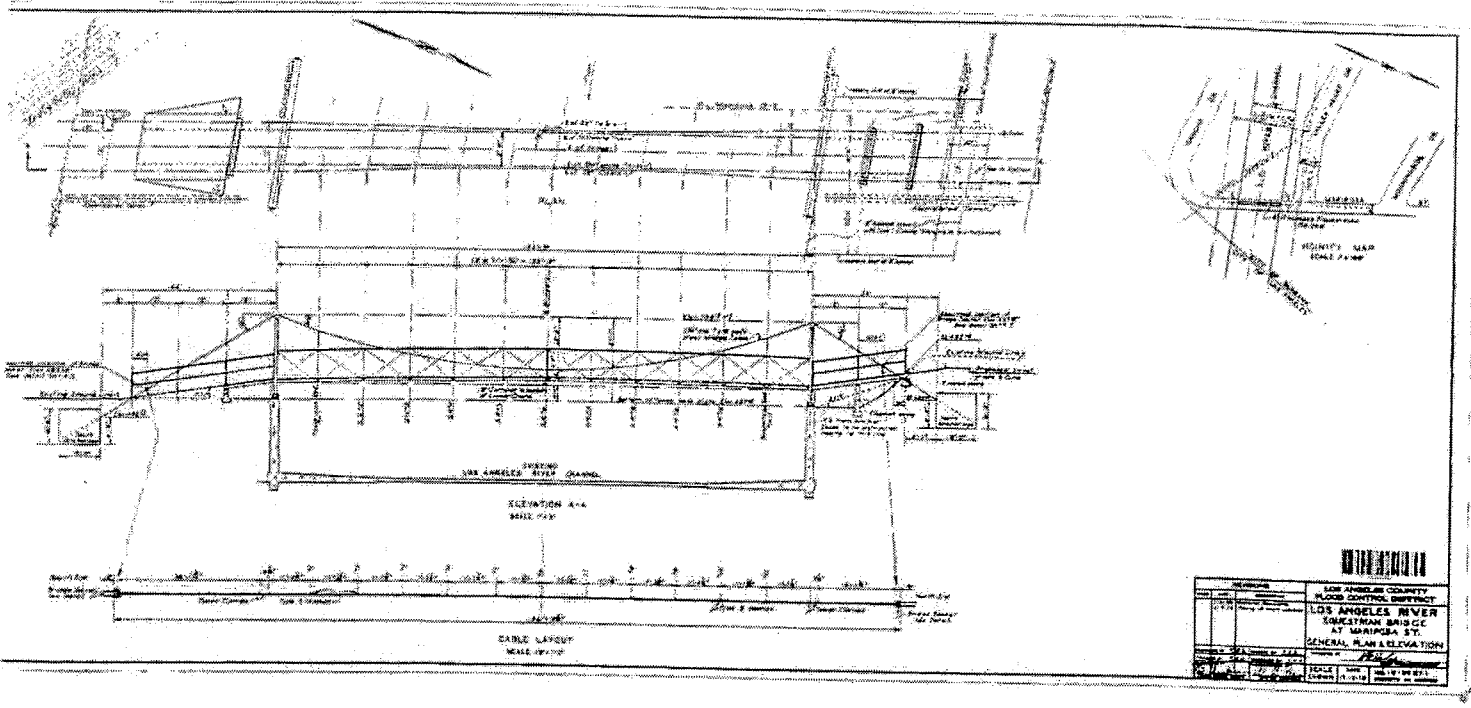
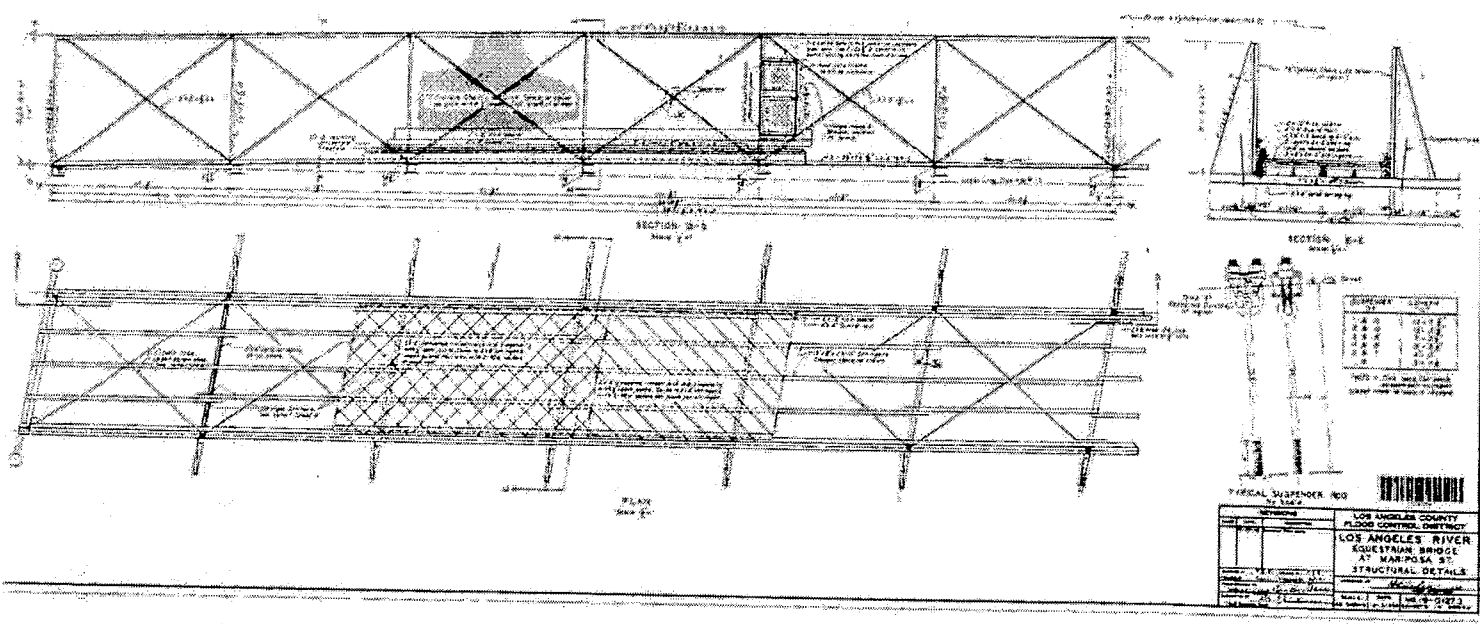
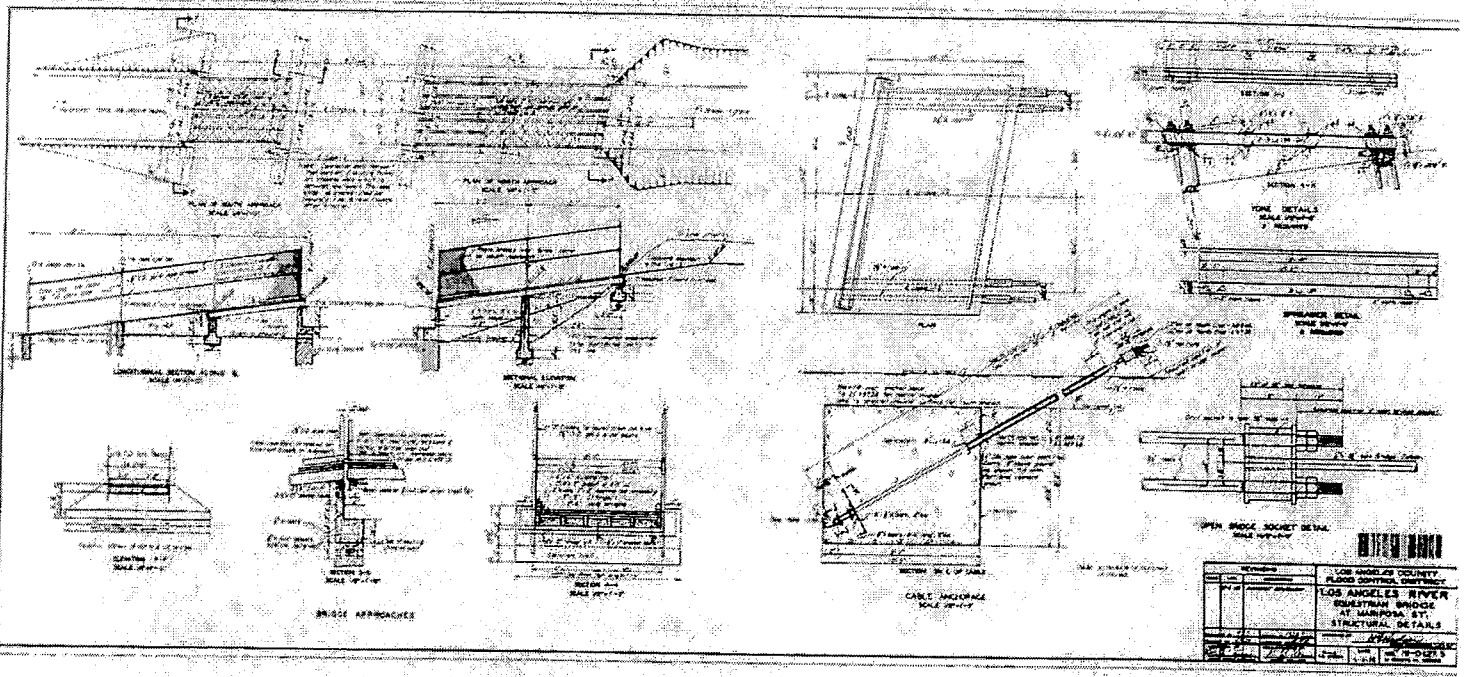


Figure I: Mariposa Street Bridge from north river bank, view southeast (Burbank Public Library, circa 1960s)









LOS ANGELES COUNTY	
PLANS CONTROL DIVISION	
LOS ANGELES RIVER	
SIDESTRAM BRIDGE	
AT MAINPOMA ST.	
STRUCTURAL DETAILS	
NO.	
DATE	
BY	
CHECKED	
APPROVED	

United States Department of the Interior

National Park Service

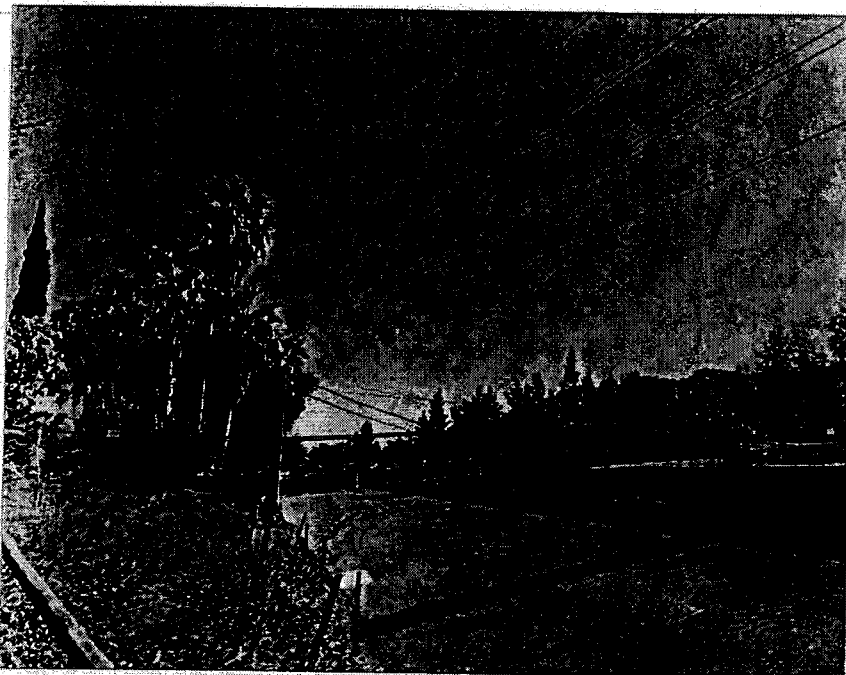
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Mariposa Street Bridge

Name of Property

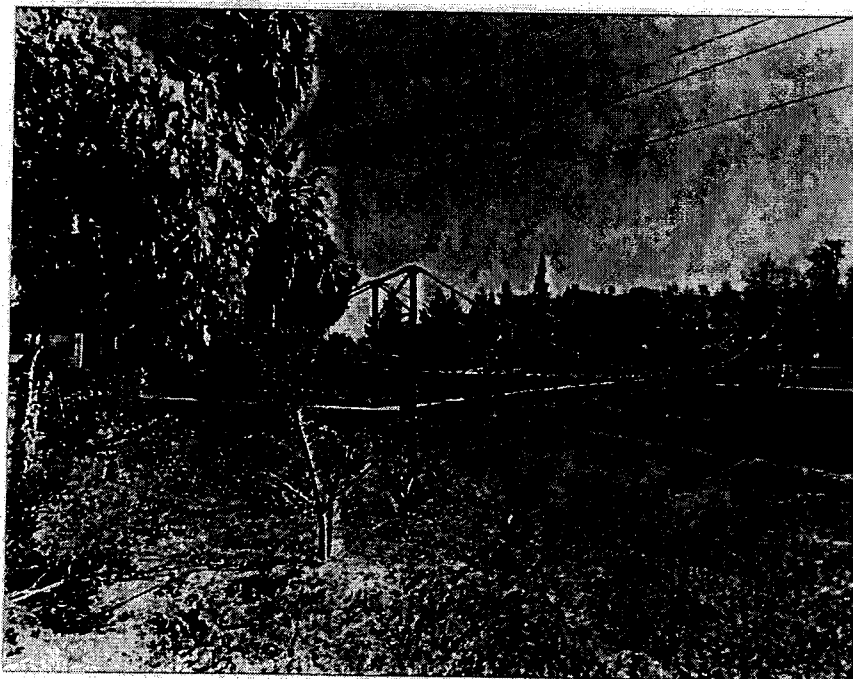
Los Angeles County, California

County and State



CA\_Los AngelesCO\_MariposaStreetBridge\_001

West side of bridge from north riverbank, view southeast



CA\_Los AngelesCO\_MariposaStreetBridge\_002

West side of bridge from **ATTACHMENT 3** view southeast

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National Park Service

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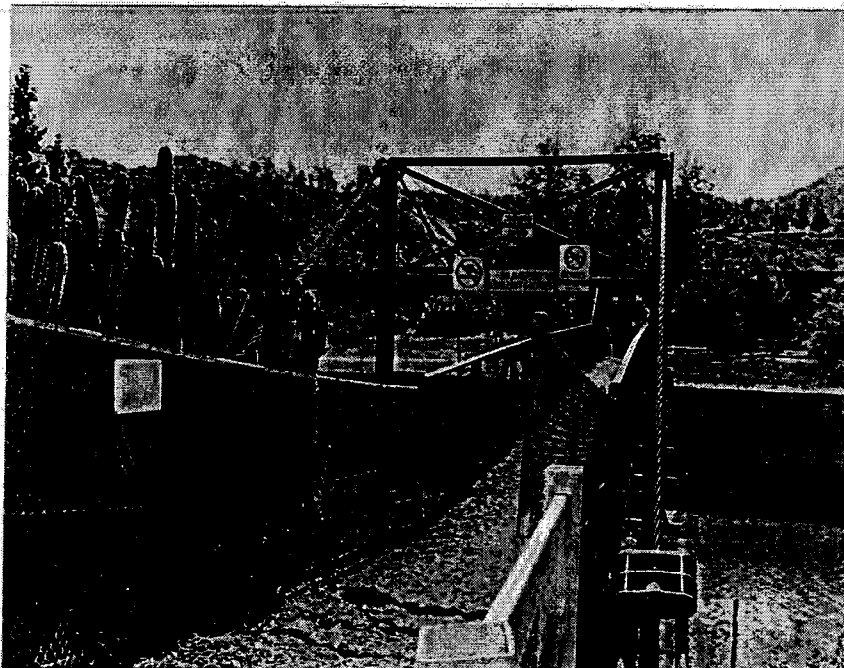
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CA\_Los AngelesCO\_MariposaStreetBridge\_005

Bridge from north river bank, north approach and north tower,  
view southeast



CA\_Los AngelesCO\_MariposaStreetBridge\_006

Detail of anchor

United States Department of the Interior

National Park Service

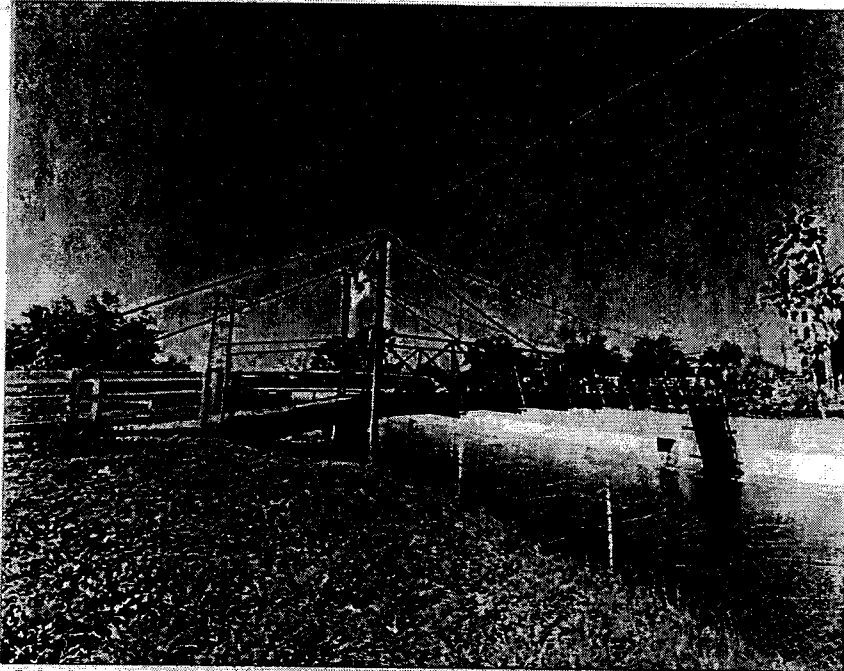
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Mariposa Street Bridge

Name of Property

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County and State



CA\_Los AngelesCO\_MariposaStreetBridge\_009

East side of bridge from south riverbank, view northwest



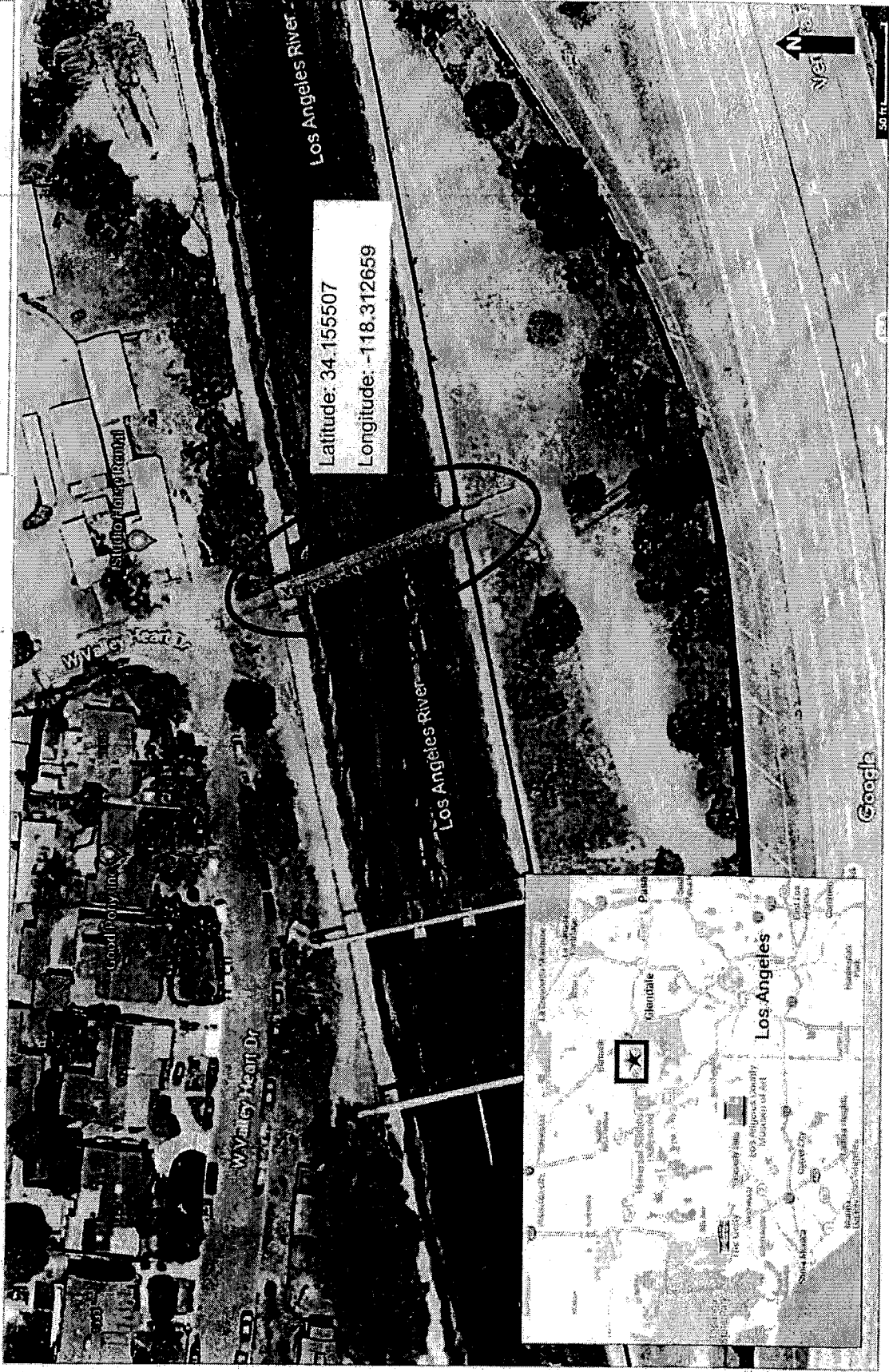
CA\_Los AngelesCO\_MariposaStreetBridge\_0010

South approach from **ATTACHMENT 10** view southeast

United States Department of the Interior  
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National Register of Historic Places  
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Los Angeles County, California
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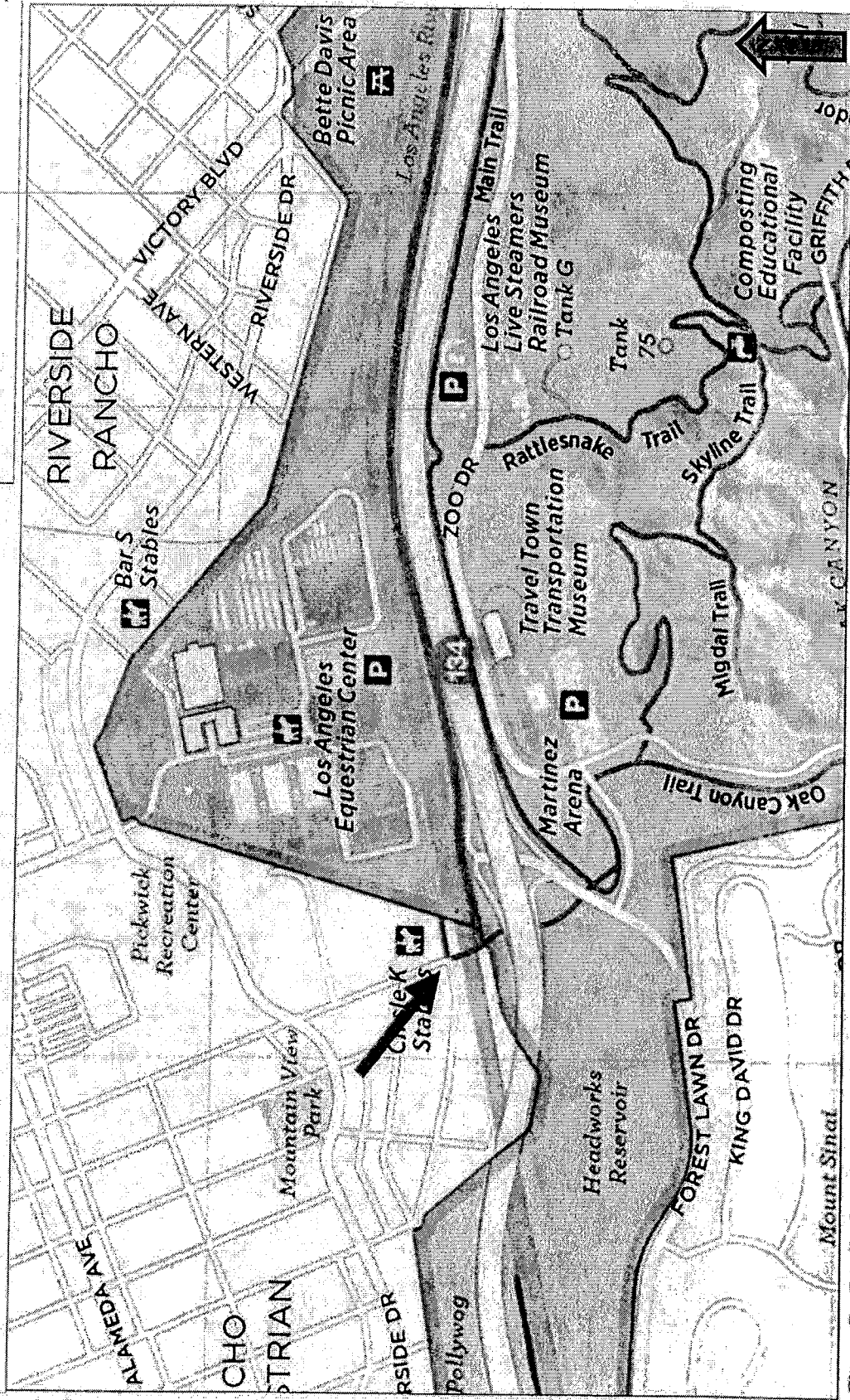


Figure B: Detail of previous map of Griffith Park zoomed in Mariposa Street Bridge (source: City of Los Angeles Department of Parks and Recreation)

United States Department of the Interior  
National Park Service

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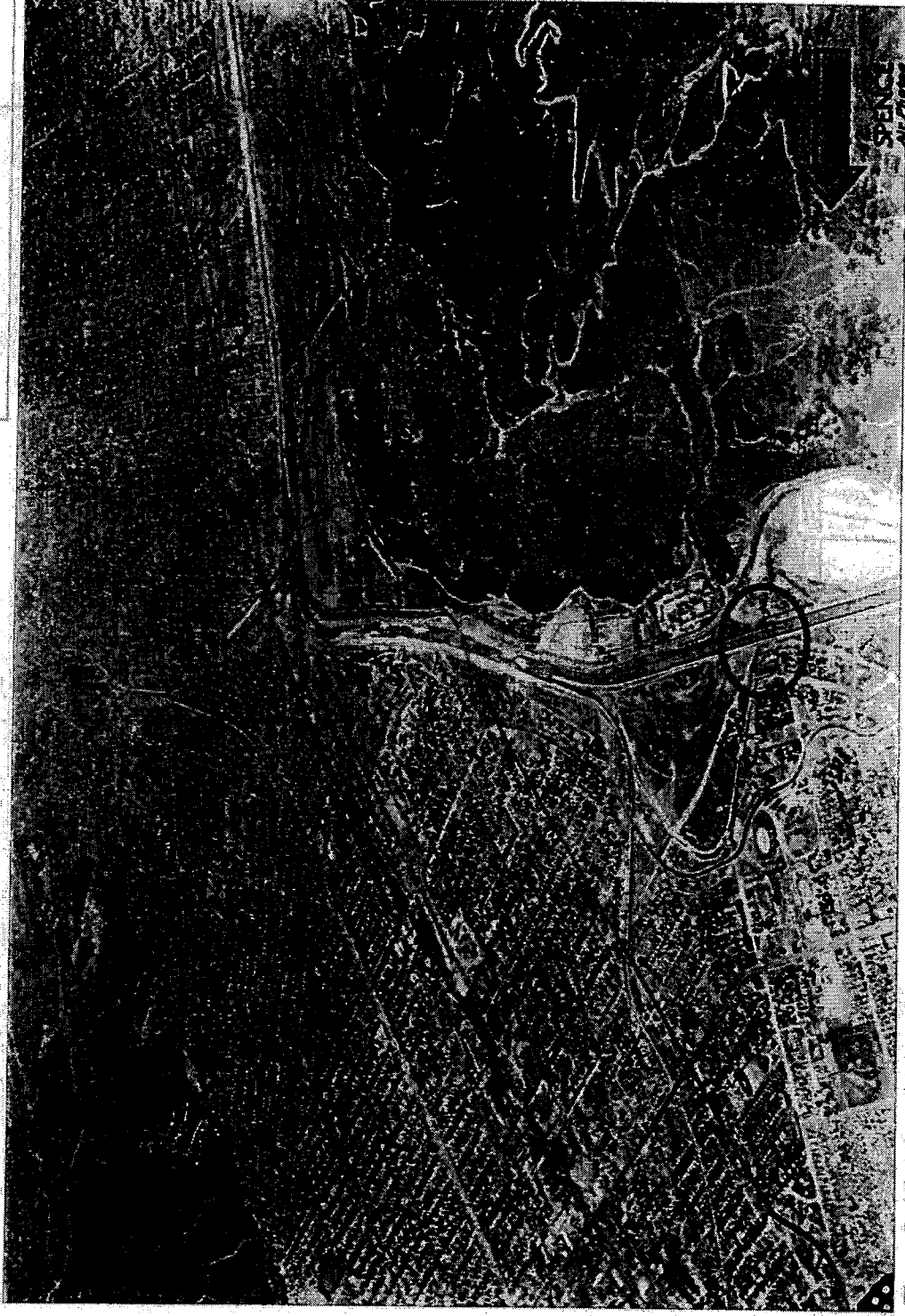


Figure D: Historic aerial photo, Mariposa Street Bridge circled red (University of California Los Angeles Air Photo Archives, 1946)

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<u>Mariposa Street Bridge</u>
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Figure F: Historic aerial photo, Mariposa Street Bridge circled red (University of California Los Angeles Air Photo Archives, 1947)



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National Park Service

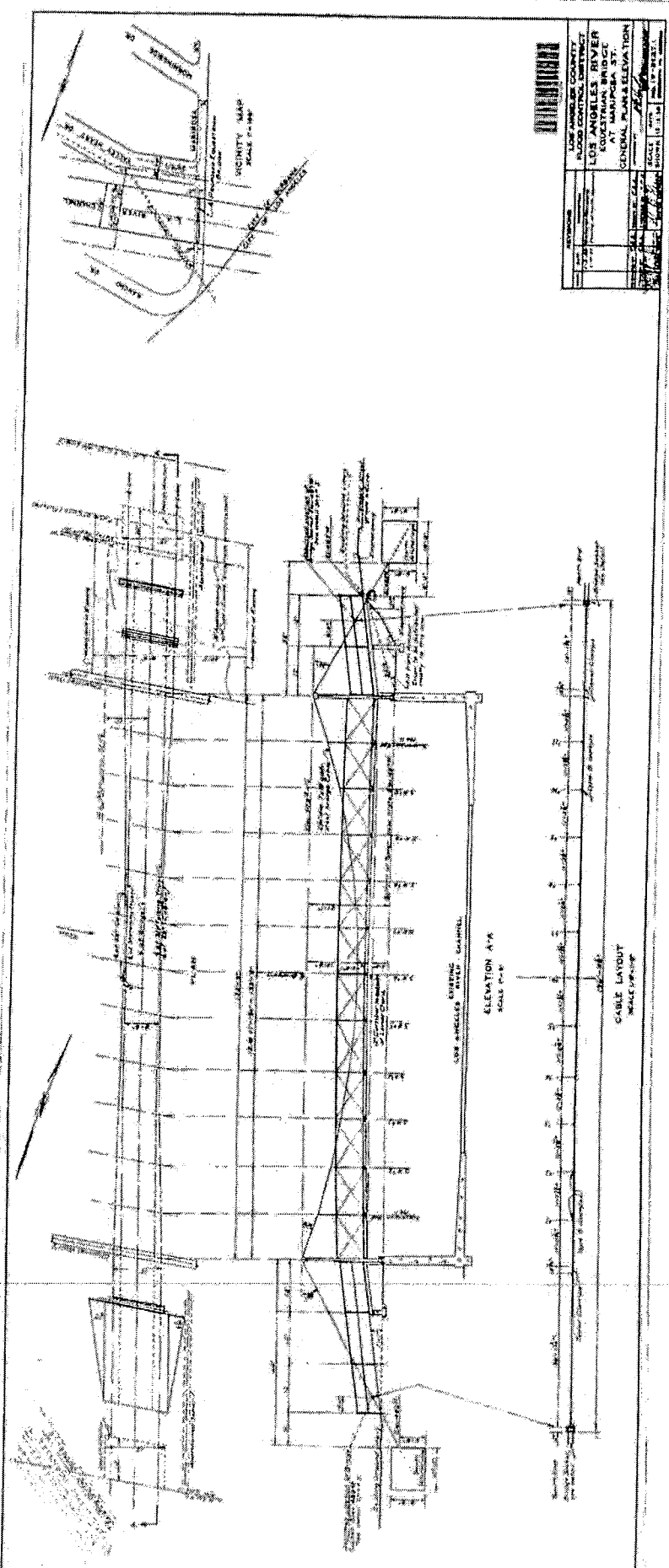
National Register of Historic Places  
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Original Drawing 1: General Plan and Elevation

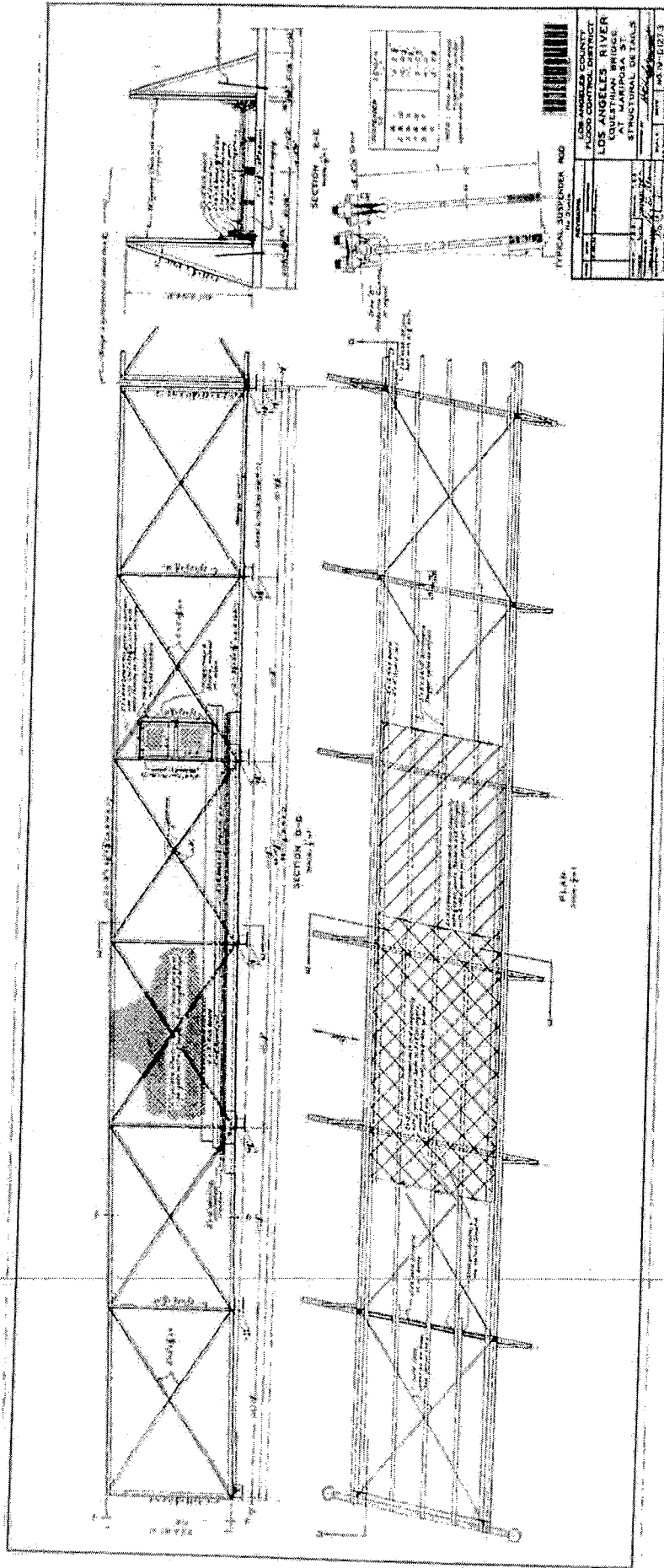
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Original Drawing 3: Structural Details

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National Park Service

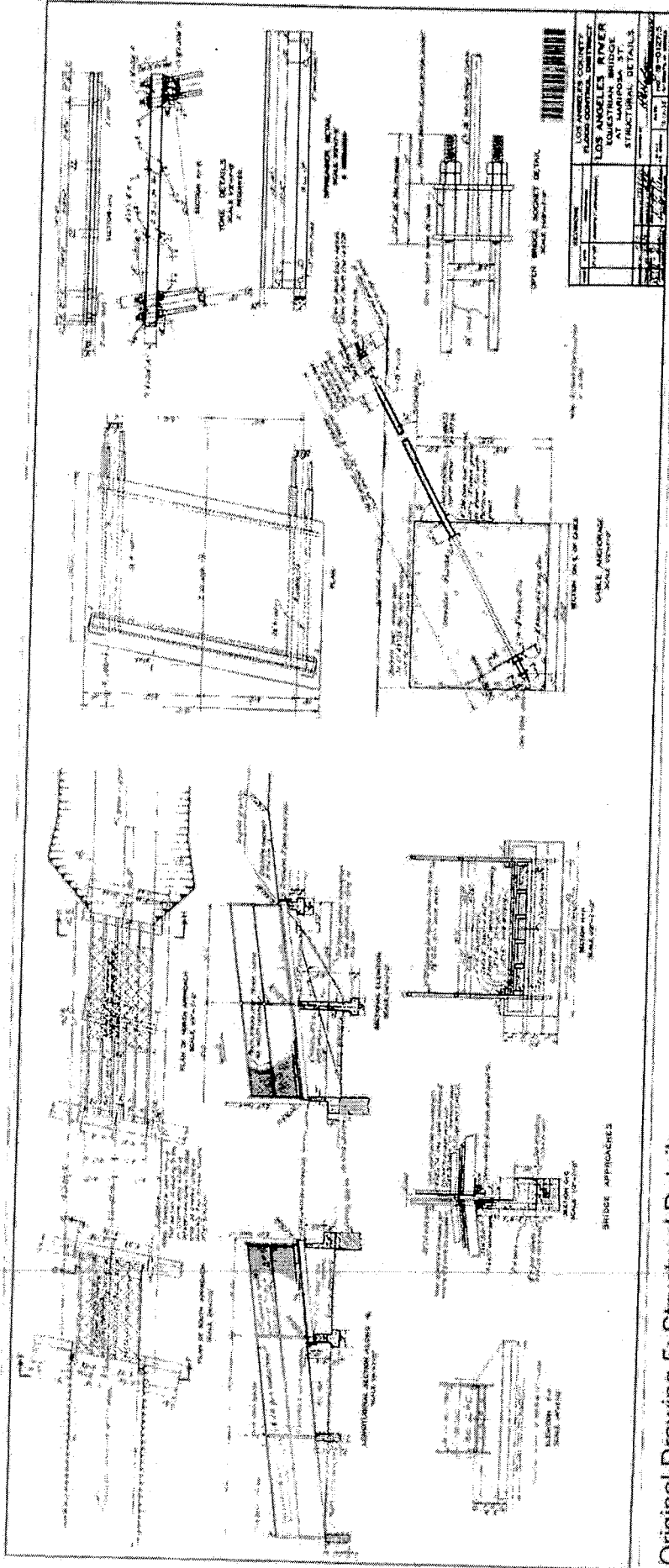
National Register of Historic Places  
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Mariposa Street Bridge

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Original Drawing 5: Structural Details

**NAME:** Mariposa St. Equestrian Bridge over Los Angeles River

**CHANNEL & CHANNEL PROTECTION:** 9

**TYPE OF INVESTIGATION:** Request from City of Burbank by City Service Request

**MISCELLANEOUS DISCUSSION:**

The bridge is assumed to run from south to north.

This is a suspension type bridge. The bridge was designed by Los Angeles County Flood Control District in 1938 and was constructed in 1939. The bridge has three spans with a total length of 169 feet and 9 inches.

**CONDITION OF STRUCTURE:**

The bridge was inspected according to AASHTO's 2008 First Edition of The Bridge Manual for Evaluation and related FHWA reports. Items observed during the visual inspection that appear to affect the bridge are listed below.

**Deck**

Deck was covered with a foreign fibrous material. This material has a tendency to retain moisture therefore increasing the dead load on the bridge. On 1-19-2023 there was approximately 12-16 inches of fibrous material (brown landscape mulch). Supervisor Pedro Munez from Burbank Forestry Division was notified about the excess mulch on the deck. It was explained at that time to maintain level of mulch at two inches maximum. He was to remove as soon as possible.

The deck is comprised of three layers of pressure treated lumber. Though the deck members were replaced and no deficiencies were found, bridge plans dating back to 1938 show a timber deck comprised of only two layers of lumber. A load rating analysis was completed by Los Angeles County, Department of Public Works Design Division in 2010 and given to Mr. Sean Corrigan, City Engineer for Burbank on August 12, 2010.

**CONDITION OF STRUCTURE: (CONTINUED)**

**Superstructure**

The west and east suspension cables measured 2.255 inches in diameter and are wrapped in lead at the top of each tower. A ladder was used to access the top of towers on 1-19-2023. There was minor oxidation and discoloration of the cables near the north tower. The cables appeared to be in satisfactory condition with no signs of bulging or fraying. (01/19/2023)

The vertical rods which support the floor beams measured 1.1 inches in diameter and were of various lengths. There was no visual cracking or deformation at these locations. Pack rust was found where the vertical rods enter the floor beams. There was minor pitting of the rod itself at these locations. Nuts and hardware were firmly in place. (01/19/2023).

There is an "eye" at the top of each vertical rod. It is this "eye" which is used to attach the rods to the suspension cables using u-bolts and saddles. The u-bolts measured 0.89 inches in diameter. The areas were checked for loose connections, elongation, rust, irregular wear, etc. Minor pitting and surface rust was found on the u-bolts near the north tower (approximately 4 in all). (01/19/2023).

The floor beams are made from small "I" beams. The thickness of the upper and lower flanges measured 0.280 inches thick at the outer edge and 0.515 inches near the web. The web thickness was 0.250 inches and the width of the upper and lower flange was 3.75 inches. The height of the beams was 7.0 inches. Peeling paint and surface rust was found throughout the floor beams. No section loss or deformation was found. (01/19/2023).

The floor beams are 11 feet 2 inches on center with lateral bracing placed between. The lateral bracing is made of steel round stock measuring 0.996 inches in diameter. The majority of lateral bracing was found to be loose. The washers moved freely and many of the braces had a slight sag. The loose connections have allowed for irregular wear of the section of rod that goes through the web of the floor beams. The lateral bracing was generally in satisfactory condition. (01/19/2023).

The stringers are made of 4 inch by 8 inch treated lumber measuring 24 feet long. They are placed 24 inches on center and were all in good condition. (01/19/2023).

**CONDITION OF STRUCTURE: (CONTINUED)**

**Substructure**

The structure has two main towers. The tower columns consist of steel pipe which measured 8.75 inches in diameter with horizontal and lateral bracing welded at the top. There was surface rust throughout the columns and bracing but no section loss was found. Visual inspection revealed no deficiencies at weld points. (01/19/2023).

There are four main bearings located between the towers and the top of the channel wall. The bearings matched the design of the original bridge drawings. Surface rust and minor pitting was found on each of the bearings. No substantial movement was found at the time of inspection. The bearings are in satisfactory condition. (01/19/2023).

The walls are made of reinforced concrete and are approximately 24 inches thick. All anchorage between the tower bearings and the top of the channel wall was sound and functioning as intended though there was minor section loss to the nuts of the anchor bolts (the bearings were covered with moist soil at the time of inspection). The south bearings and northwest bearings were partially dug out to inspect cables and anchor areas. (01/19/2023).

**Miscellaneous**

There is a horizontal chain link fencing pipe detached at the east side of span #1 due to a broken eye cup. (01/19/2023).

The pedestrian fence is attached to pre-fabricated panels made from steel angle stock. The stock material was placed back to back and then welded. Bulging caused by pack rust was found at various locations along the lower section of the panels (moist dirt and debris make their way through the fence fabric and come to rest on top of the steel). Minor section loss is present. (01/19/2023).

**Recommendations**

Pack rust should be removed from all locations. Elements with substantial section loss should be replaced.

Rust should be removed from all steel elements. The steel should then be primed and painted. Rust inhibitor primer is recommended then a finish coat.

Maintain fill material on bridge deck at an average maximum thickness of 2 inches

Post larger signs at both entrances saying "Load Limit of 6 horses"

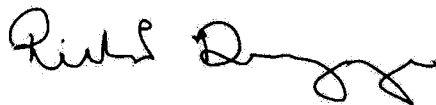
Send letters reminding all equestrian units, Horse rental stables and any other groups using this structure to only have 6 horses crossing at one time or less.

Design a box that prevents dirt soil from coming into contact were suspension cables meet soil at all four anchor areas. Construct gate at northeast section to inspect cables at soil area.

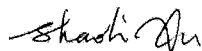
**Comments:**

Bridge Jurisdiction is 100% City of Burbank.

Bridge was inspected by Richard Dergazarian and Mi Chow  
(Los Angeles Department of Public Works, Bridge Inspection Section)



Shaoli Xu (Civil Engineer)  
54749



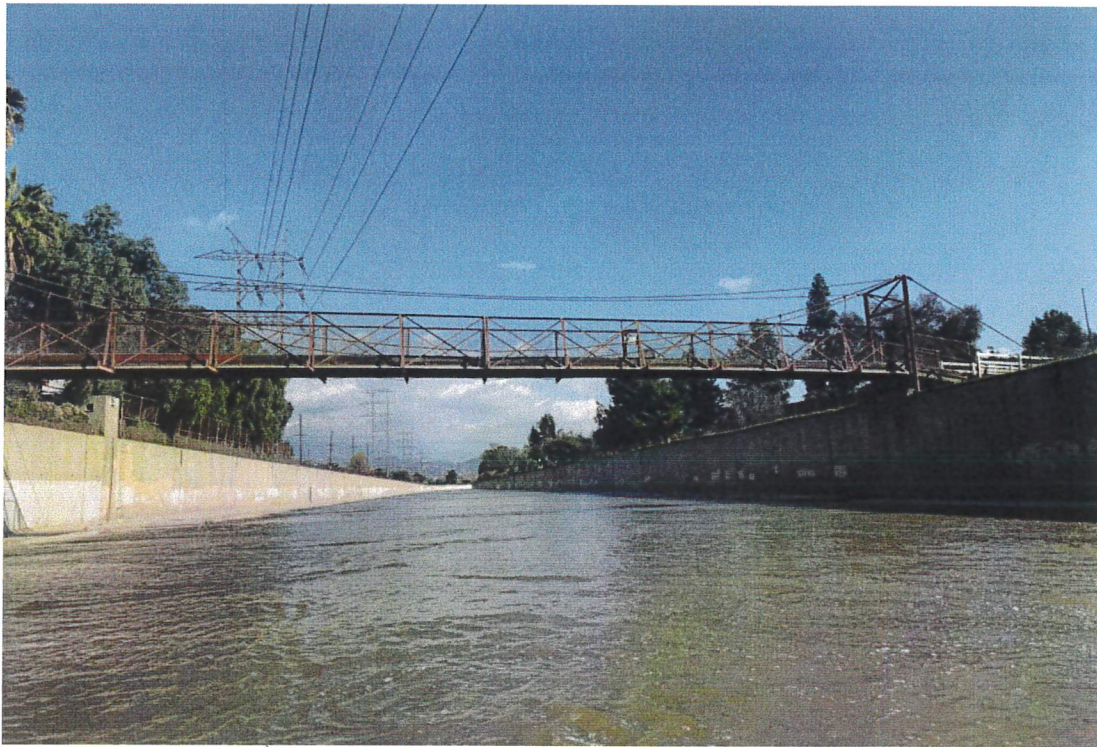


Photo 1\_Elevation Photo (Looking Southeast)



Photo 2\_Underside Photo





Photo 3\_Entry Gate Needed at NorthEast Suspension Cable Area for Inspection



Photo 4\_Top View of SouthEast Tower



Photo 5\_Ladder Used for Cable Inspections



Photo 6\_Ladder Used for Weld Inspections



Photo 7\_Examples of Surface Rust on all Four Towers



Photo 8\_Flaking Rust Examples



Photo 9\_Rusting at Tower Columns Anchor Points



Photo 10\_Surface Rusting at Suspension Cable Anchor Points

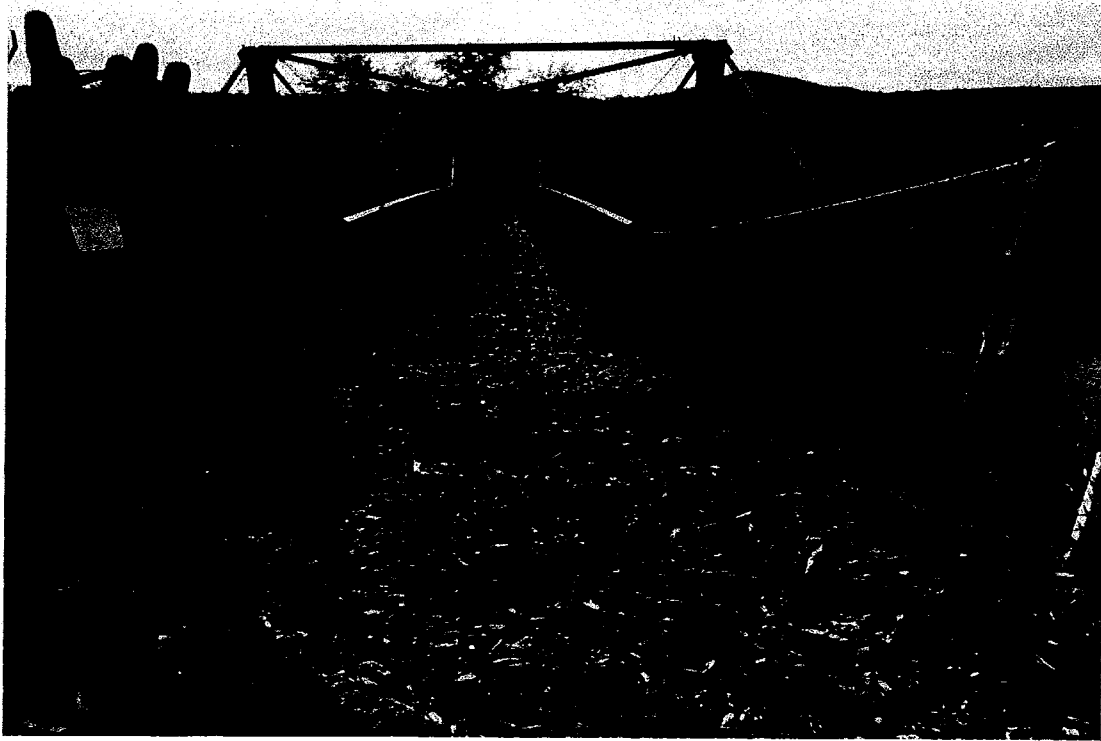
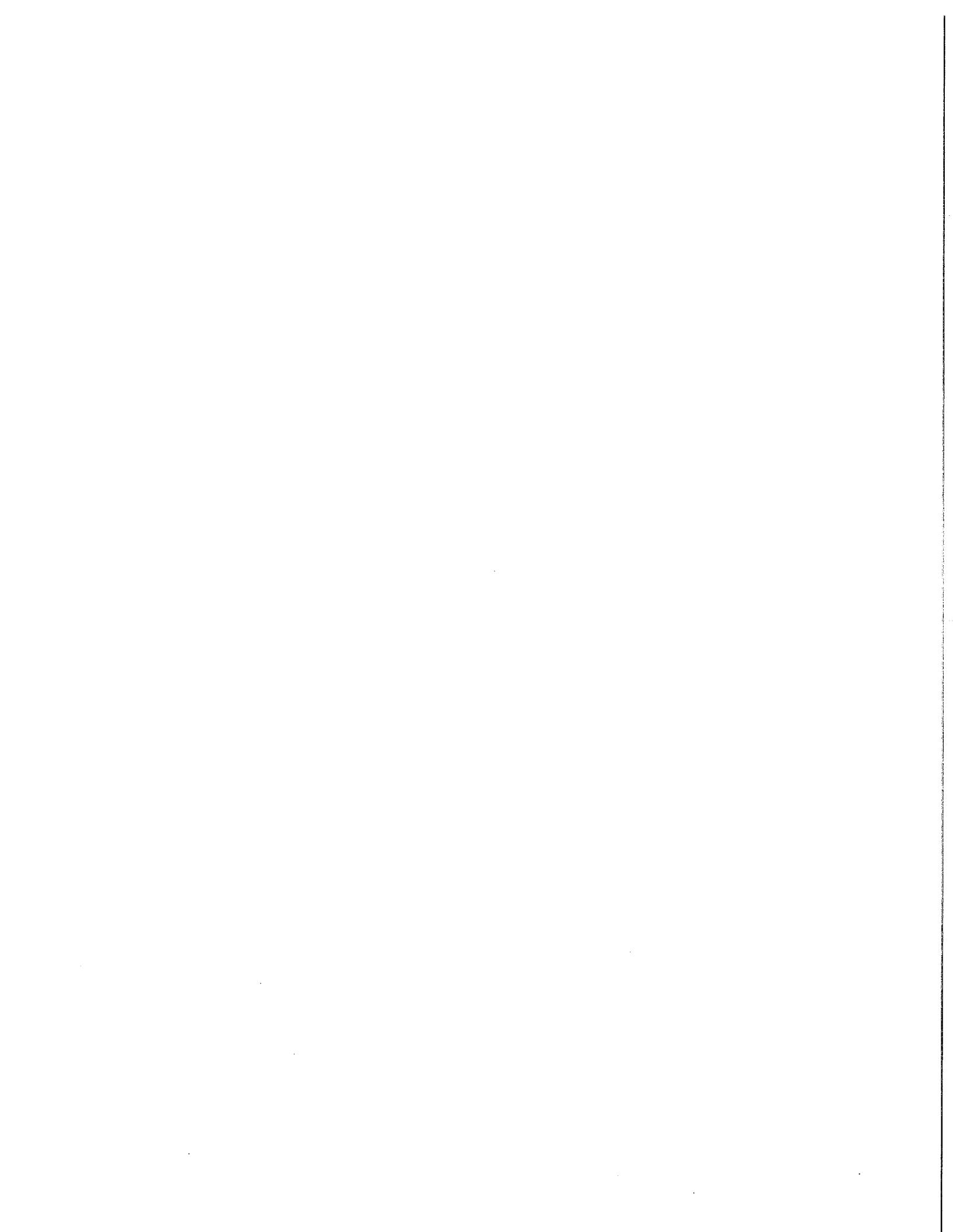


Photo 11\_2 inches on Mulch (2/2/2023)



January 3, 2024  
4:30 p.m.

The regular meeting of the Civil Service Board was held in the Council Chambers of City Hall.

**Roll Call**

Members present: Matthew Doyle, Vice-Chairperson  
Linda Barnes, Secretary  
Iveta Ovsepyan  
Jacqueline Waltman

Members not present: Richard Ramos, Chairperson

Also present: Daniel Amaya, Administrative Analyst I  
Brady Griffin, Human Resources Manager  
Stephanie Kandt, Senior Administrative Analyst  
Teresa Lord, Assistant Chief Information Officer  
Betsy McClinton, Management Services Director  
Jina Oh, Chief Assistant City Attorney  
April Rios, Human Resources Manager  
Jessica Sandoval, Executive Assistant  
Tamala Takahashi, Council Member

**Open Public Comment Period of Oral Communications**

There were two speakers, Mr. Joel Schlossman and Council Member Tamala Takahashi.

**Future Agenda Items**

None.

**Approval of Minutes**

MOTION CARRIED: It was moved by Ms. Ovsepyan, seconded by Ms. Waltman (with Mr. Doyle abstaining) and carried 3-0 to approve the minutes of the regular meeting of December 6, 2023.

**Proposed Amendments to Classification Plan**

None.

**Recruitment and Selection Report – December 2023**

RECOMMENDATION: Note and file.

**Expedited Recruitment Quarterly Report**

RECOMMENDATION: Note and file.

**Appointments and Assignments**

For the month of January 2024, there was one temporary appointment extension. The extension was being sought on behalf of the Information Technology Department.

MOTION CARRIED: It was moved by Ms. Waltman, seconded by Ms. Barnes and carried 4-0 to approve the Appointments and Assignments for the month of January 2024.

**Additional Leave Quarterly Report**

RECOMMENDATION: Note and file.

**Adjournment**

The regular meeting of the Civil Service Board was adjourned at 5:09 p.m.



Julianne Venturo  
Assistant Management Services Director

APPROVED:

\_\_\_\_\_  
Richard Ramos, Chairperson

DATE \_\_\_\_\_

\_\_\_\_\_  
Linda Barnes, Secretary

DATE \_\_\_\_\_