

# Griffith Park Pony Ride Site Historic Structures Report

*Architecture  
Planning  
Conservation*

*Griffith Park, Los Angeles, CA | March 2024*



Architectural  
Resources Group

Opposite page: *Pony Ride, view north, undated but likely 1950s (Los Angeles Public Library).*

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# Table of Contents

## Introduction

Purpose of the Report.....	1
Preservation Objectives.....	2
Methodology.....	2

## Part I: Developmental History

Historical Background and Context.....	4
Chronology of Development and Use.....	10
Physical Description.....	17
Evaluation of Significance.....	37
Existing Conditions Assessment.....	43

## Part II: Treatment and Work Recommendations

Historic Preservation Objectives.....	71
Treatment Recommendations.....	73

## Bibliography

Bibliography.....	79
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## Appendices

Appendix A: Structural Report

Appendix B: Existing Conditions Drawings

Appendix C: Historic Drawings

Appendix D: Contributing and Non-Contributing Resource Maps

# Introduction

## Purpose of the Report

At the request of the City of Los Angeles Department of Recreation and Parks (RAP), Architectural Resources Group (ARG) has prepared this Historic Structures Report (HSR) for the Griffith Park Pony Ride Site, located at 4400 Crystal Springs Drive in Griffith Park, Los Angeles, California.

An HSR is a well-defined technical document that is used to inform the condition and future treatment of a historic property, as described by the National Park Service (NPS) in *NPS Preservation Brief 43: The Preparation and Use of Historic Structure Reports*, and by the California Office of Historic Preservation (OHP)'s recommended "Historic Structure Report Format".<sup>1</sup> ARG developed the HSR for the Griffith Park Pony Ride Site in accordance with these federal and state guidelines. The purpose of this HSR is to document the Pony Ride Site's history, significance, and existing conditions, and to appropriately guide the consideration and evaluation of potential future use options.

An HSR establishes a valuable foundation for the rehabilitation of historic properties. It is a technical planning tool that will assist in directing the future of the Pony Ride facility and grounds in a manner that retains significant features, materials, and spatial relationships to the extent feasible. The prevailing goals of this document are to provide a clear understanding of the Pony Ride's significance and condition, to establish a basic framework for decision making for use by current and future stewards of the facility, and to provide treatment priorities for future rehabilitation, restoration, and maintenance.

The Griffith Park Pony Ride Site opened in 1947 and is significant for its association with the early post-World War II expansion of the City of Los Angeles's recreational offerings at Griffith Park. The Pony Ride was a popular local attraction, enjoyed by generations of Angelenos until the facility closed in 2022. The site is currently vacant, and RAP is exploring options for its future use.

Griffith Park, in its entirety, was designated Los Angeles Historic-Cultural Monument (HCM) No. 942 in 2009, and as part of this designation the Pony Ride Site was listed as a contributing feature of the HCM.<sup>2</sup>

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<sup>1</sup> Deborah Slaton, National Park Service, *Preservation Brief 43: The Preparation and Use of Historic Structure Reports*, April 2005; California Office of Historic Preservation, "Historic Structure Report Format," February 2003.

<sup>2</sup> Refer to the Evaluation of Significance section under Part 1: Developmental History for an overview of the historical significance of Griffith Park and the Pony Ride Site.

## Preservation Objectives

According to *Preservation Brief 43: The Preparation and Use of Historic Structure Reports*, an HSR provides documentary, graphic, and physical information about a property's history and existing conditions. Broadly recognized as an effective part of preservation planning, an HSR also provides a thoughtfully considered argument for selecting the most appropriate approach to treatment prior to the commencement of work. An HSR serves as an important guide for all changes made to a historic property and outlines a scope of recommended work.

This HSR is intended to provide recommendations to assist in guiding the rehabilitation, restoration, and maintenance of the Pony Ride facility and grounds.

## Methodology

This HSR has been developed using information gathered through background document review, primary and secondary source research, and field investigation. The methodology that was employed for this report ascribes to the guidelines, standards, and best professional practices that are enumerated in the following reference materials:

- *Preservation Brief 43: The Preparation and Use of Historic Structure Reports*
- *The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings*
- *National Register Bulletin 39: Researching a Historic Property*

The report conveys information about the subject property in two parts: 1) Developmental History and 2) Treatment and Work Recommendations.

Part 1, Developmental History, comprises a historical background and context; a chronology of development and use; a physical description and list of character-defining features; and a summary of significance. Part 1 also provides an analysis of the existing conditions of the Pony Ride buildings and structures.

Part 2 provides a comprehensive set of treatment and use recommendations for the facility, including the conservation of significant materials. The proposed treatment was developed in accordance with *The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings*.

### ***Conditions Assessment and Document Review***

ARG conducted a site visit on June 26, 2023, along with representatives from Silman, structural engineers, and Department of Recreation and Parks staff. The conditions of the buildings, structures, and surrounding site were examined and documented with digital photographs and field measurements.

## ***Research***

ARG reviewed primary and secondary source materials related to the history and development of the Pony Ride. Sources included historic drawings and photographs; historic building permits available online through the City of Los Angeles Department of Building and Safety web portal; reference materials from the Los Angeles Public Library; various online repositories; and the Griffith Park HCM nomination. These materials aided in the preparation of the Developmental History section of this report.



# Part I: Developmental History

## Historical Background and Context

### *Early History and Establishment of Griffith Park*

The land that would become Griffith Park was originally inhabited by the Gabrielino-Tongva people. The Gabrielino-Tongva are believed to have arrived in the Los Angeles Basin approximately 7,000 years ago.<sup>3</sup> Their traditional territory included the majority of Los Angeles County, the northern portion of Orange County, the western sections of San Bernardino and Riverside Counties, and the southern Channel Islands.<sup>4</sup> The Gabrielino-Tongva were hunter-gatherers and inhabited permanent settlements located near stable food and water supplies. Prior to European contact, their population numbered around 5,000, and they occupied nearly 100 villages throughout the region. Villages were reportedly most abundant in the San Fernando Valley, the Glendale Narrows area north of downtown, and land surrounding the Los Angeles River's coastal outlets. Sources indicate that the Gabrielino-Tongva village of Maungna (or Maawnga) encompassed the land that later fell within Rancho De Los Feliz, a portion of which now comprises Griffith Park.<sup>5</sup> While the Gabrielino-Tongva's first contact with European settlers occurred in the mid-1500s, it was not until the 1770s that the area was explored by the Spanish in earnest. The impact of the Spanish mission system on California's indigenous population was devastating. The Gabrielino-Tongva and other coastal tribes were forced to re-settle around the missions in filthy, disease-ridden, and overcrowded labor camps. Roughly one third of the state's indigenous population died as a direct consequence of the mission system and forever changed California native cultures.<sup>6</sup>

The land encompassing Griffith Park was historically part of Rancho Los Feliz, a 6,647-acre land grant that the Spanish Crown had gifted retired corporal Jose Vicente Feliz sometime between 1795 and 1800. The earliest extant building in the park is an adobe residence built in the 1830s by Feliz's son, Jose Paco Feliz. The rancho changed hands several times over the next several decades. In 1882, then-rancho owner Thomas Bell sold 4,071 acres of the property to Colonel Griffith J. Griffith.<sup>7</sup>

Fueled by a fare war between the major transcontinental railroad companies, Los Angeles experienced a tremendous population influx in the late 19<sup>th</sup> century, from 11,183 residents in 1880 to 50,395 in 1890. This population increase subsequently led to a real estate boom that lasted until 1888. During the boom years,

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<sup>3</sup> "History," *Gabrielino-Tongva Indian Tribe*, accessed August 2023, <https://gabrielinotribe.org/history/>.

<sup>4</sup> Sean Greene and Thomas Curwen, "Mapping the Tongva Villages of L.A.'s Past," *Los Angeles Times*, accessed August 2023, <https://www.latimes.com/projects/la-me-tongva-map/>.

<sup>5</sup> ESA, "Silver Lake Reservoir Complex Master Plan Project: Draft Environmental Impact Report," prepared for City of Los Angeles Bureau of Engineering, Department of Public Works, October 2022, 3.17-2 to 3.17-3.

<sup>6</sup> Edward D. Castillo, "Short Overview of California Indian History," *State of California Native American Heritage Commission*, accessed August 2023, <https://nahc.ca.gov/resources/california-indian-history/#:~:text=About%20100%2C000%20or%20nearly%20a,managed%20to%20maintain%20tribal%20cohesion.>

<sup>7</sup> ICF Jones & Stokes, Los Angeles Historic-Cultural Monument Application, "Griffith Park," 2008, 6.

Griffith made a sizable profit selling off portions of the former rancho for housing development, including land now comprising residential neighborhoods in present-day Los Feliz and Silver Lake. However, Griffith was also a proponent of the ideals set forth by the City Beautiful Movement, including the philosophy that the creation of parks, green space, and other forms of leisure and recreation were critical to the health and well-being of a city's residential population. Correctly predicting that Los Angeles would one day be a vast metropolis, Griffith made plans to set aside a large portion of his rancho landholdings for use as a public park.<sup>8</sup> In December 1896, Colonel Griffith and his wife, Mary Agnes Christina (Tina) Griffith, announced their intention to donate 3,015 acres of the rancho to the City of Los Angeles to be made available as a city park.<sup>9</sup> The donation was particularly momentous in the city's history, not solely because of the park land, but primarily for the free and clear water rights that came with it—water rights that would contribute to the city's growth and development during the late 19<sup>th</sup> and early 20<sup>th</sup> centuries.<sup>10</sup> Official transfer of ownership was completed in 1898. In addition to mandating that the land always be used as a public park, Griffith required that the property always be known as Griffith Park.<sup>11</sup>

### *Early 20<sup>th</sup> Century Development of Griffith Park*

Since its founding, Griffith Park has been a site for recreation, with early forms including horseback riding and hiking. One of the first park trails to be constructed by the City was a footpath up to Mt. Hollywood, the highest peak in the park (built 1909). In the 1910s and 1920s, new recreational amenities were introduced in the park. These recreational offerings “marked a new manner of experiencing the park: away from simple being-in the rustic landscapes of the City Beautiful movement and toward pro-active physical activities.”<sup>12</sup> Among these amenities were the Riverside Golf Course (later renamed the Warren G. Harding Golf Course), the park's first municipal golf course (developed in 1900 and improved in 1914); the Wilson Golf Course (built 1923); the development of boys and girls overnight camps (added 1926); the construction of a municipal plunge facility, which included recreational courts and fields, horseshoe pits, a playground, and a pool (built 1927); and the construction of new hiking and equestrian trails throughout the park.<sup>13</sup>

Following Colonel Griffith's death in 1919, Van Griffith, his only son, assumed the role of park developer. The younger Griffith continued to carry out his father's original vision for the park, “seeking new ways to expand the park's offerings to the public while preserving open space.”<sup>14</sup> Among Van Griffith's notable contributions to the park include the creation of its first irrigation system and the construction of a municipal nursery, which raised plants for reforestation efforts in the park.<sup>15</sup>

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<sup>8</sup> Ibid, 11-12.

<sup>9</sup> Additional surrounding land was donated as well as acquired by the city since the park's initial founding, and today the park encompasses 4,210 acres.

<sup>10</sup> ICF Jones & Stokes, “Griffith Park,” 6-10.

<sup>11</sup> Ibid, 10.

<sup>12</sup> Ibid, 16.

<sup>13</sup> Ibid, 15-16, 19.

<sup>14</sup> Ibid, 23.

<sup>15</sup> Ibid.

Griffith Park witnessed a period of increased development and use in the 1930s and 1940s. Early in the Great Depression, the City passed a \$5 million unemployment relief bond measure, which included \$1 million for the parks. Through this bond measure, Griffith Park received new bridle trails, new and improved picnic areas, and expanded automobile parking. Federal assistance programs also helped to further develop the park during this period. Federally funded projects included trail and road improvements, weed clearing, planting, and construction of recreational fields by the Reconstruction Finance Corporation (RFC); construction of the Roosevelt Golf Course (relocated to the southeast portion of the park in the 1960s to make way for the new zoo), flood control improvements, and expansion of the zoo (first opened in 1912) by the Works Progress Administration (WPA); and firebreak clearance, pool upgrades, and development of new trails, roads, picnic areas, and campgrounds by the Civilian Conservation Corps (CCC).<sup>16</sup> The 1930s also represented the development of two of the park's most iconic projects—the Greek Theatre (completed 1930) and Griffith Observatory (completed 1935). While less iconic, the park's Merry-Go-Round was also installed during this period and represented a reasonably inexpensive form of amusement for Depression-era parents and children.<sup>17</sup>

With the beginning of America's involvement in World War II, Griffith Park became a major destination for Angelenos. Due to gasoline rationing during wartime, longer trips to the beach or the mountains were cost prohibitive to many residents, and the park represented a close-by recreation alternative.<sup>18</sup> The park served other purposes beyond recreation during the war, including strength training exercises and swim lessons for servicemen at the pool and in various locations throughout the park; a Prisoner of War (POW) camp for Japanese, German, and Italian prisoners established near of the current location of Travel Town; and Red Cross convalescent hospitals set up at the Greek Theatre and Griffith Observatory. Immediately following the war, Rodger Young Village, a temporary residential neighborhood comprising 1,500 Quonset huts, was built to alleviate the housing shortage resulting from returning GIs.<sup>19</sup>

### ***Park Development in the Immediate Post-World War II Period***

While recreational amenities had existed at Griffith Park since the early 1900s development of the Riverside Golf Course, the park experienced an even greater expansion of recreational offerings in the postwar period. As described by author Mike Eberts:

By the time World War II ended, the notion that urban parks should be quiet, sylvan sanctuaries of meandering walkways, expansive lawns and secluded benches had undergone substantial revision. Recreation—playgrounds, athletic fields and organized attractions—had become an increasing part of what parks were supposed to be about.<sup>20</sup>

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<sup>16</sup> Ibid, 28-31.

<sup>17</sup> Ibid, 32-34.

<sup>18</sup> Ibid, 36.

<sup>19</sup> Ibid, 37.

<sup>20</sup> Mike Eberts, *Griffith Park: A Centennial History* (Los Angeles: Historical Society of Southern California, 1996): 265.

Following the war, the Park Department and Playground Department merged to form the Recreation and Parks Department. Headed by General Manager George Hjelte, who had a background in recreation, the newly formed department was charged with the development of new and expanded recreational opportunities at Griffith Park.<sup>21</sup> Early postwar recreational amenities included the Griffith Park Pony Ride Site (developed 1947); a nine-hole pitch-and-putt course called the Coolidge Golf Course (now the Marty Tregnan Golf Academy; built 1947); a miniature train ride named the Griffith Park and Southern Railroad (added 1947); and the Travel Town Transportation Museum, a vast collection of early locomotives and an old Southern Pacific Railroad depot (developed 1952).<sup>22</sup>

Griffith Park underwent a few significant changes in the late 1950s and early 1960s. In 1957, the Interstate 5 freeway was completed along the eastern edge of the park, severing the park's historic relationship with the Los Angeles River. Construction of Interstate 5 was soon followed by the development of State Route 134 along the northern boundary of the park in the 1960s. In 1958, Toyon Canyon, located in the northern section of the park, was developed as a landfill, handling much of the city's municipal waste.<sup>23</sup> These events signified the mounting pressures the city's postwar growth and expansion had placed on its largest public open space. It also represented a shift in park planning and development.

The mid-1960s brought additional, significant changes to the park, including development of the new 133-acre zoo (1966) and the construction of the new nine-hole Roosevelt Municipal Golf Course (1966). According to the 1968 Griffith Park Master Plan, the City had a responsibility to develop the park to "its fullest potential" including the construction a several large new roads, parking lots, golf courses, and overnight camping facilities.<sup>24</sup> However, these ambitious plans were relatively short-lived. In 1978, a revised master plan was created, which provided for a more ecologically and preservation-minded approach to the park's management, in keeping with Colonel Griffith's original goals for the park.<sup>25</sup> There have been a few smaller changes to the park since the late 1970s, including the construction of the Autry National Center (1987) as well as smaller park buildings and structures such as the Marty Tregnan Golf Academy building (2000).

### *Development of the Griffith Park Pony Ride Site*

The origins of the Griffith Park Pony Ride Site date to the late 1930s when Thomas Wright and his wife Hazel began operating a pony ride at Lincoln Park.<sup>26</sup> In 1946, it was announced that a new pony ride facility would be constructed in Griffith Park, adjacent to the proposed miniature train ride.<sup>27</sup> Plans for the new facility were prepared by the Department of Parks in May 1946, and the Wrights relocated their pony ride operation to Griffith Park by 1947. The original development included a pergola shelter, a riding ring with walking, trotting,

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<sup>21</sup> Eberts, 265.

<sup>22</sup> ICF Jones & Stokes, "Griffith Park," 37-39.

<sup>23</sup> The landfill ceased operation in 1985 and fully closed in 2008.

<sup>24</sup> Los Angeles Department of Recreation and Parks, Griffith Park Master Plan, 1968.

<sup>25</sup> Eberts, 329.

<sup>26</sup> "Former Fairburians Have World's Largest Pony Ride Concession," *Fairbury Journal-News* (Fairbury, NE), March 11, 1954.

<sup>27</sup> "Park Board Gets Sketches of Proposed Griffith Park Railway," *Los Angeles Evening Citizen News*, December 28, 1946.

running, and buggy ride tracks, and a 30'-diameter pony sweep, located to the north of the pergola and ring (not extant).<sup>28</sup> The ticket booth was installed by 1952.<sup>29</sup> From its inception, the Pony Ride Site was well received by Angelenos, appealing especially to families with young children. A 1953 *Los Angeles Mirror* article deemed the Pony Ride Site a “mecca for the hundreds of small fry who visit the park with their parents,” many of whom had little to no prior equestrian experience growing up in Los Angeles’ urban environment.<sup>30</sup> In its first few years of operation, the Wrights hired a dozen employees to keep up with the attraction’s expanding demand. Among them was their daughter Joyce who helped sell tickets and saddle children, as well as eight high school boys and three men who kept the ponies and maintained the grounds. Since moving from Lincoln Park to the new Griffith Park site, the Wrights had become the second largest breeders of Shetland ponies in California. By the mid-1950s, the Griffith Park Pony Ride was purportedly the largest pony ride concession in the world, with 92 ponies giving approximately 3,000 kids a ride on any given Sunday.<sup>31</sup>

The Pony Ride experienced a number of changes beginning in the late 1950s through the mid-1960s. In 1957, the City’s Board of Recreation and Park Commission approved the extension of Thomas Wright’s contract to operate the lucrative Pony Ride concession for three more years.<sup>32</sup> That same year, Interstate 5 was constructed directly east of the facility. While the buildings and structures within the Pony Ride area were not impacted by the construction, a road accessing the grounds from Riverside Drive was demolished, and the open space to the south and east of the developed area, the current location of the barn and corrals, was reconfigured. A paved parking lot was also added around this time, north of the facility, and a new vehicular/maintenance drive (leading to the barn and corral area) was constructed, resulting in the removal of an original grass training ring south of the miniature train tracks.<sup>33</sup> Additional changes during this time period included the construction of a snack stand with restrooms in 1960, and the construction of a new barn and corrals between 1964 and 1965.<sup>34</sup>

In 1979, the Department of Recreation and Parks issued a request for bids for the Pony Ride concession contract, which was re-awarded to Thomas Wright.<sup>35</sup> Under the terms of the ten-year contract, the owner

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<sup>28</sup> Department of Parks, City of Los Angeles, Board of Park Commissioners, “Plot Plan of Pony Ride,” May 3, 1946. Based on aerial photographs, the existing pony sweep was added between 1989 and 2003.

<sup>29</sup> Aerial photograph, 1952, “Frame Finder,” Special Research Collections, UCSB Library, University of California Santa Barbara, accessed August 2023, [https://mil.library.ucsb.edu/ap\\_indexes/FrameFinder/](https://mil.library.ucsb.edu/ap_indexes/FrameFinder/).

<sup>30</sup> “Small Fry Find ‘Old West’ Still Lives,” *Los Angeles Mirror*, June 25, 1953.

<sup>31</sup> “Take a Peek, Fellers, That New Pony’s Here,” *Los Angeles Mirror*, November 16, 1949; “Former Fairburians Have World’s Largest Pony Ride Concession;” “Small Fry Find ‘Old West’ Still Lives,” .

<sup>32</sup> “Pony Ride Concession,” *Los Angeles Evening Citizen News*, August 9, 1957.

<sup>33</sup> Aerial photographs, 1952 and 1960, “Frame Finder,” Special Research Collections, UCSB Library, University of California Santa Barbara, accessed August 2023, [https://mil.library.ucsb.edu/ap\\_indexes/FrameFinder/](https://mil.library.ucsb.edu/ap_indexes/FrameFinder/); Department of Recreation and Parks, Planning and Engineering Division, City of Los Angeles, California, “Roadway to Pony Stables: Pony Ride Area, Griffith Park,” September 1957.

<sup>34</sup> “Griffith Construction Contract Awarded,” *Los Angeles Evening Citizen News*, August 2, 1960; Aerial photographs, 1964 and 1965, “Frame Finder,” Special Research Collections, UCSB Library, University of California Santa Barbara, accessed August 2023, [https://mil.library.ucsb.edu/ap\\_indexes/FrameFinder/](https://mil.library.ucsb.edu/ap_indexes/FrameFinder/) and “Historic Aerials,” *NETRONLINE*, accessed August 2023, <https://historicaerials.com/>.

<sup>35</sup> “Bids Wanted,” *Los Angeles Times*, March 5, 1978; Board of Recreation and Park Commissioners, “Griffith Park Pony Ride Concession Request for Proposals.”

was responsible for various facilities improvements, including repairing the Site's picket fences and posts, adding metal water trough covers and support posts, fortifying and painting the pergola's support posts, and other minimal routine updates to the riding ring, barn, and corrals (i.e. resealing open joints and tightening loose hinges where necessary).<sup>36</sup> However in 1980, just one year after obtaining the new concession contract, Wright developed health problems and requested a transfer of contract to his longtime colleague, Hank Williams Bronk. After immigrating to Los Angeles from the Netherlands in 1955, Bronk worked alongside Wright raising ponies and operating the Pony Ride concession for over 15 years. The Board of Recreation and Park Commission approved the contract transfer, and Bronk acquired the property in July 1980, thus ending Wright's three-decade tenure as concessioner.<sup>37</sup>

By the mid-1980s, Bronk had expanded the Pony Ride operation to include over 100 Shetland and Welsh ponies.<sup>38</sup> But despite its continued popularity, the concession attraction suddenly faced the threat of closure in 1986 after abruptly losing its insurance liability coverage.<sup>39</sup> Los Angeles Mayor Tom Bradley was among the advocates who expressed support for the Park's pony attraction, stating that:

...the problems of obtaining affordable liability coverage for local governments and municipal services has reached a critical stage for many cities, but never did I think that the children of Los Angeles and surrounding areas would have to bear the ultimate sacrifice of losing the park pony rides forever because an insurance carrier can't be found to offer an adequate policy.<sup>40</sup>

The Pony Ride concession was rescued later that year after the Board of Recreation and Park Commissioners unanimously voted to allow the City of Los Angeles to create a payout fund that would cover and settle future claims against the business.<sup>41</sup> Bronk and his family operated the Pony Ride until 2016 and do not appear to have made any substantial changes to the facility.<sup>42</sup>

In 2016, Los Angeles Pony Rides, Inc., led by Steve Weeks, was awarded the concessioner contract for the facility. Under the contract agreement, the concessioner was required to make several improvements, including repair/replacement of water troughs, repair of concrete flooring and footings at the pergola,

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<sup>36</sup> Board of Recreation and Park Commissioners, "Concession Agreement Between the City of Los Angeles and Thomas T. Wright," June 28, 1979, 11-12. It is unknown whether Wright made any of the improvements listed in the contract agreement, however it is likely the improvements were completed incrementally during the tenure of his successor Hank William Brock, who obtained the concession contract just one year later.

<sup>37</sup> Board of Recreation and Park Commissioners, "Griffith Park Pony Ride Concession Request for Proposals;" Board of Recreation and Park Commissioners, "Griffith Park Pony Ride Concession – Award of Contract to Los Angeles Pony Rides, Inc., Authorization to Develop Concession Agreement," Board Report No. 16-108, May 4, 2016; Board of Recreation and Park Commissioners, "Griffith Park Pony Ride Concession – Assignment of Contract," Board Report No. 233-80, March 20, 1980; Board of Recreation and Park Commissioners, "Assignment of Concession Agreement," July 24, 1980; "Pony Ride Robber Escapes with \$5,000," *Los Angeles Times*, July 16, 1991.

<sup>38</sup> "Ponies in Peril: Insurance Woes Threaten Griffith Park Ride," *Los Angeles Times*, February 11, 1986.

<sup>39</sup> "Save the Pony Rides," *Los Angeles Times*, February 12, 1986; "Ponies in Peril: Insurance Woes Threaten Griffith Park Ride."

<sup>40</sup> "Mayor Tom Bradley," *Los Angeles Times*, February 14, 1986.

<sup>41</sup> "Griffith Park Pony Ride Escapes Last Roundup," *Los Angeles Times*, February 15, 1986.

<sup>42</sup> Board of Recreation and Park Commissioners, "Griffith Park Pony Ride Concession Request for Proposals;" Board of Recreation and Park Commissioners, "Griffith Park Pony Ride Concession – Award of Contract to Los Angeles Pony Rides, Inc., Authorization to Develop Concession Agreement," Board Report No. 16-108, May 4, 2016.

repair/replacement of the barn's roof and gutters, repainting of the ticket office, pergola, fence, and barn, and new landscaping in the pony corrals.<sup>43</sup> The concessioner proposed several other modifications, including remodeling the ticket office, adding a petting zoo and a sales kiosk, constructing a birthday pavilion, installing artificial turf in the pony ring, and installing a video security system. Total improvements were expected to cost \$83,000.<sup>44</sup> While the artificial turf, sales kiosk, and video security system do not appear to have been added, the birthday pavilion ("Oak Grove" birthday pavilion) was added in 2016.<sup>45</sup> A second birthday pavilion ("Coyote Meadow" birthday pavilion), located west of the riding ring, was installed between 2018 and 2019.<sup>46</sup> The petting zoo feature was added at some point during Weeks' tenure as well. In 2022, the Department of Recreation and Parks chose not to renew the concessioner contract, and the Griffith Park Pony Ride ceased operation.<sup>47</sup>

## Chronology of Development and Use

- 1946: Plans were announced for the construction of a pony ride at the southeast end of Griffith Park.<sup>48</sup> Drawings prepared by the Department of Parks indicated the new development would include a pergola shelter, a riding ring with walking, trotting, running, and buggy ride tracks, and a 30'-diameter pony sweep (sweep not extant).<sup>49</sup>
- 1947: Thomas Wright and his wife, Hazel, moved their pony ride operation from Lincoln Park to the new facility in Griffith Park. The Wrights operated the Griffith Park Pony Ride until 1980.<sup>50</sup>
- 1947-52: Based on historic drawings and aerial photographs, the ticket booth was added between 1947 and 1952.<sup>51</sup>

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<sup>43</sup> Agreement for the Operation and Maintenance of the Griffith Park Pony Ride Concession between the City of Los Angeles Department of Recreation and Park and Los Angeles Pony Rides, Inc., 2016.

<sup>44</sup> Board of Recreation and Park Commissioners, "Griffith Park Pony Ride Concession – Award of Contract to Los Angeles Pony Rides, Inc., Authorization to Develop Concession Agreement."

<sup>45</sup> Board of Recreation and Park Commissioners, "Griffith Park Pony Ride Concession – Proposal by Los Angeles Pony Rides, Inc. for the Construction of a Birthday Part Pavilion – Exemption from the California Environmental Quality Act (CEQA) Pursuant to Article III, Section 1, Class 3(3) and Class 11(6) of the City CEQA Guidelines," Board Report No. 16-254, December 14, 2016.

<sup>46</sup> Aerial photographs, Google Earth, 2018 and 2019, "Google Earth Pro," accessed August 2023, <https://earth.google.com>.

<sup>47</sup> Laura Newberry, "Long-running Griffith Park Pony Rides to Close this Year," *Los Angeles Times*, December 5, 2022.

<sup>48</sup> "Park Board Gets Sketches of Proposed Griffith Park Railway."

<sup>49</sup> Department of Parks, City of Los Angeles, Board of Park Commissioners, "Plot Plan of Pony Ride;" Per a 1956 site plan, a new pony sweep appears to have been added just east of the pergola, in the approximate location of the existing sweep, by 1956. This sweep was removed by 1977. The existing pony sweep was added between 1989 and 2003.

<sup>50</sup> Board of Recreation and Park Commissioners, "Griffith Park Pony Ride Concession – Award of Contract to Los Angeles Pony Rides, Inc. (CON-M16-001)," Board Report No. 16-147, July 13, 2016.

<sup>51</sup> Department of Parks, City of Los Angeles, Board of Park Commissioners, "Plot Plan of Pony Ride;" aerial photograph, 1952, "Frame Finder," Special Research Collections, UCSB Library, University of California Santa Barbara, accessed August 2023, [https://mil.library.ucsb.edu/ap\\_indexes/FrameFinder/](https://mil.library.ucsb.edu/ap_indexes/FrameFinder/).

- 1954: By the mid-1950s, the Griffith Park Pony Ride was considered the largest pony ride concession in the world, with 92 ponies giving approximately 3,000 kids a ride on any given Sunday.<sup>52</sup>
- 1957: Thomas Wright was awarded a three-year contract expansion as concessioner of the Pony Ride Site.<sup>53</sup>
- The Interstate 5 freeway was completed just east of the Pony Ride Site. While the developed portion of the facility was not impacted by the freeway construction, a road that connected the Pony Ride Site to Riverside Drive was demolished, and the open space to the south and east of the facility was reconfigured. The parking lot to the north of the site was likely added during this time.<sup>54</sup>
- A vehicular/maintenance drive was added, leading from Crystal Springs Drive to the barn and corral area, resulting in the removal of a grass training ring to the south of the miniature train tracks.<sup>55</sup>
- 1960: The City Recreation and Park Commission awarded a \$38,263 contract for the construction of a concession building and sanitary facility (snack stand and restroom) at the Pony Ride Site to John Hofius of El Monte. The building was to be 46' wide by 48' long and made of concrete block with a steel roof.<sup>56</sup> Paving around the snack stand appears to have been added at this time.
- 1964-65: Per historic aerial photographs, the barn was built southeast of the pergola, ticket booth, and riding ring.<sup>57</sup>
- 1980: The concessioner contract was transferred to Hank William Bronk. Bronk and his family operated the Pony Ride until 2016. With the exception of adding a new pony sweep (see below), no substantial improvements appear to have been made to the facility under Bronk's ownership.<sup>58</sup>

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<sup>52</sup> Ibid.

<sup>53</sup> "Pony Ride Concession."

<sup>54</sup> Aerial photographs, 1952 and 1960, "Frame Finder," Special Research Collections, UCSB Library, University of California Santa Barbara, accessed August 2023, [https://mil.library.ucsb.edu/ap\\_indexes/FrameFinder/](https://mil.library.ucsb.edu/ap_indexes/FrameFinder/).

<sup>55</sup> Department of Recreation and Parks, Planning and Engineering Division, City of Los Angeles, California, "Roadway to Pony Stables: Pony Ride Area, Griffith Park," September 1957.

<sup>56</sup> "Griffith Construction Contract Awarded."

<sup>57</sup> Aerial photographs, 1964 and 1965, "Frame Finder," Special Research Collections, UCSB Library, University of California Santa Barbara, accessed August 2023, [https://mil.library.ucsb.edu/ap\\_indexes/FrameFinder/](https://mil.library.ucsb.edu/ap_indexes/FrameFinder/).

<sup>58</sup> Board of Recreation and Park Commissioners, "Griffith Park Pony Ride Concession Request for Proposals," Report of General Manager No. 05-174, June 15, 2005; Board of Recreation and Park Commissioners, "Griffith Park Pony Ride Concession – Award of Contract to Los Angeles Pony Rides, Inc., Authorization to Develop Concession Agreement."



- 1986 Bronk had expanded the Pony Ride operation to include over 100 Shetland and Welsh ponies.<sup>59</sup>
- The Pony Ride Site faced the threat of closure as a result of Bronk’s sudden loss of liability insurance coverage but was subsequently saved by an insurance agreement after the Board of Recreation and Park Commissioners unanimously voted to allow the City of Los Angeles to create a payout fund that would cover and settle future claims against the business.<sup>60</sup>
- 1989-2003: Based on aerial photographs, the existing pony sweep appears to have been added between 1989 and 2003.<sup>61</sup>
- 2016: A new concessioner contract was awarded to Los Angeles Pony Rides, Inc., led by Steve Weeks. Under the contract agreement, the concessioner was required to make several improvements to the facility, including repair/replacement of water troughs, repair of concrete flooring and footings at the pergola, repair/replacement of the barn’s roof and gutters, repainting of the ticket office, pergola, fence, and barn, and new landscaping in the pony corrals.<sup>62</sup>
- The Recreation and Park Commission approved of the construction of a birthday pavilion (“Oak Grove” birthday pavilion, built south of the riding ring).<sup>63</sup>
- 2018-19: Per aerial photographs, a second birthday pavilion (“Coyote Meadow” birthday pavilion), located west of the riding ring, was added between 2018 and 2019.<sup>64</sup>
- 2022: The Department of Recreation and Parks chose to not renew the Pony Ride concessioner contract, and the facility closed to the public.<sup>65</sup>
- Dates unk. Chain-link fencing was added around the riding ring.
- A wood structure was added around the light pole in the riding ring, sometime after 1991.
- A petting zoo attraction was added sometime after 2016.
- Wood fencing and guide rails have been replaced in the riding ring, likely multiple times over the years.

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<sup>59</sup> “Ponies in Peril: Insurance Woes Threaten Griffith Park Ride.”

<sup>60</sup> “Griffith Park Pony Ride Escapes Last Roundup.”

<sup>61</sup> Aerial photographs, 1989, 1994 and 2003, “Google Earth Pro,” accessed August 2023, <https://earth.google.com>. Based on historic aerials and a 1956 site plan, the existing sweep was built in the location of an older sweep that had been removed by 1977.

<sup>62</sup> Agreement for the Operation and Maintenance of the Griffith Park Pony Ride Concession between the City of Los Angeles Department of Recreation and Park and Los Angeles Pony Rides, Inc., 2016.

<sup>63</sup> Board of Recreation and Park Commissioners, “Griffith Park Pony Ride Concession – Proposal by Los Angeles Pony Rides, Inc. for the Construction of a Birthday Part Pavilion – Exemption from the California Environmental Quality Act (CEQA) Pursuant to Article III, Section 1, Class 3(3) and Class 11(6) of the City CEQA Guidelines.”

<sup>64</sup> Aerial photographs, 2018 and 2019, “Google Earth Pro,” accessed August 2023, <https://earth.google.com>.

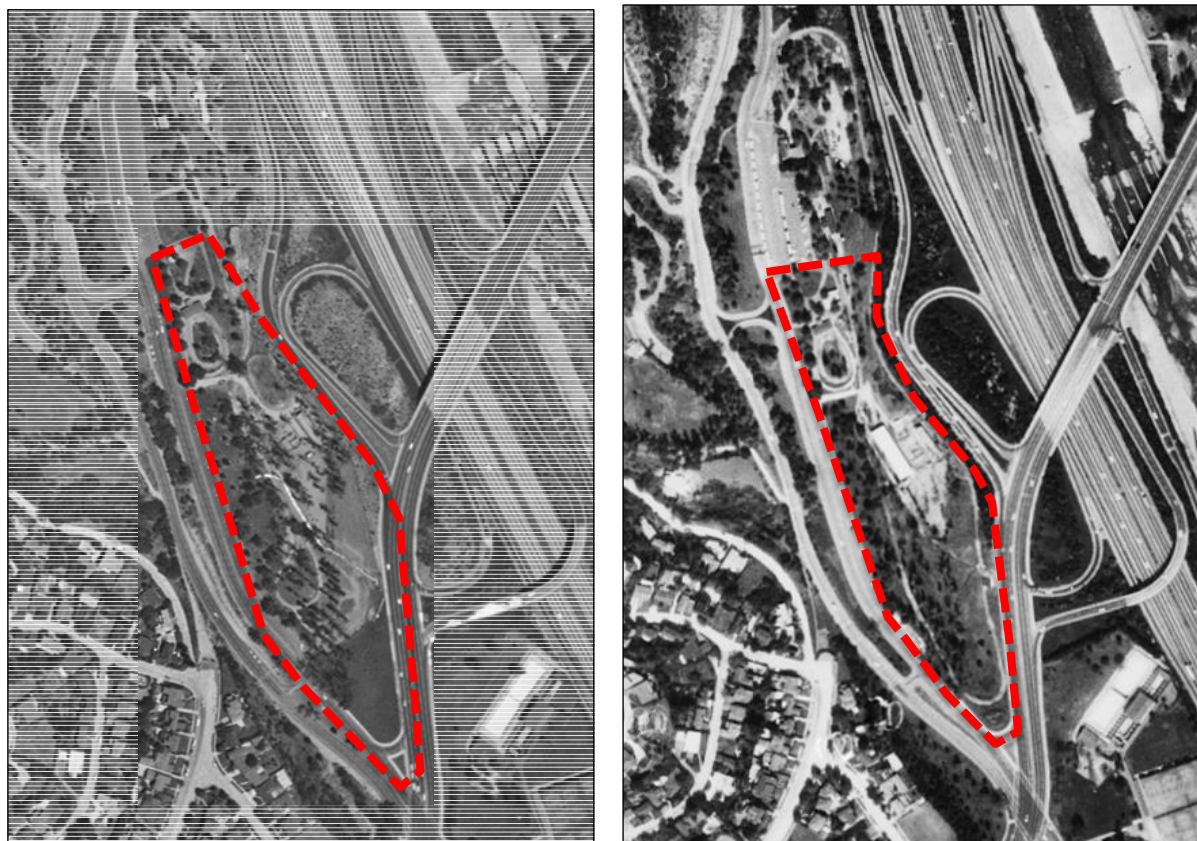
<sup>65</sup> Newberry, “Long-running Griffith Park Pony Rides to Close this Year.”

Shade structures were added in the riding ring.

Stanchions, a shade structure, and various conduits were added to the pergola.

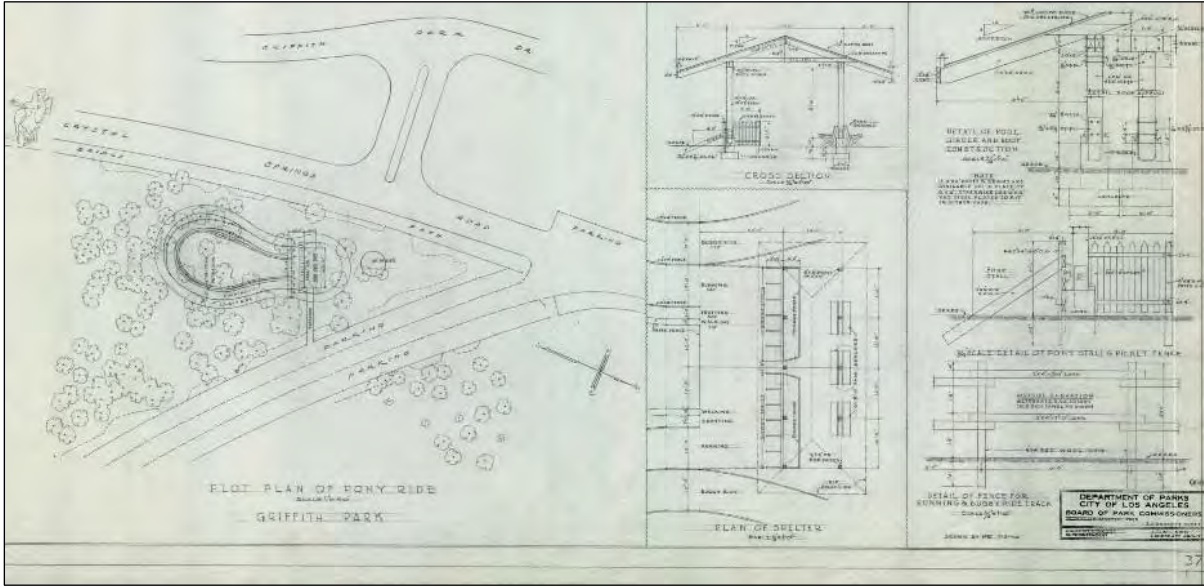
New trees have been added to the site over the years. Some species include carrotwood, gold medallion, palm, and jacaranda. Other species such as sycamore and elderberry were removed from the site (see 1956 “Griffith Park Pony Ride Area” site plan, in Appendix C: Historic Drawings).

### *Historic Photographs and Drawings<sup>66</sup>*

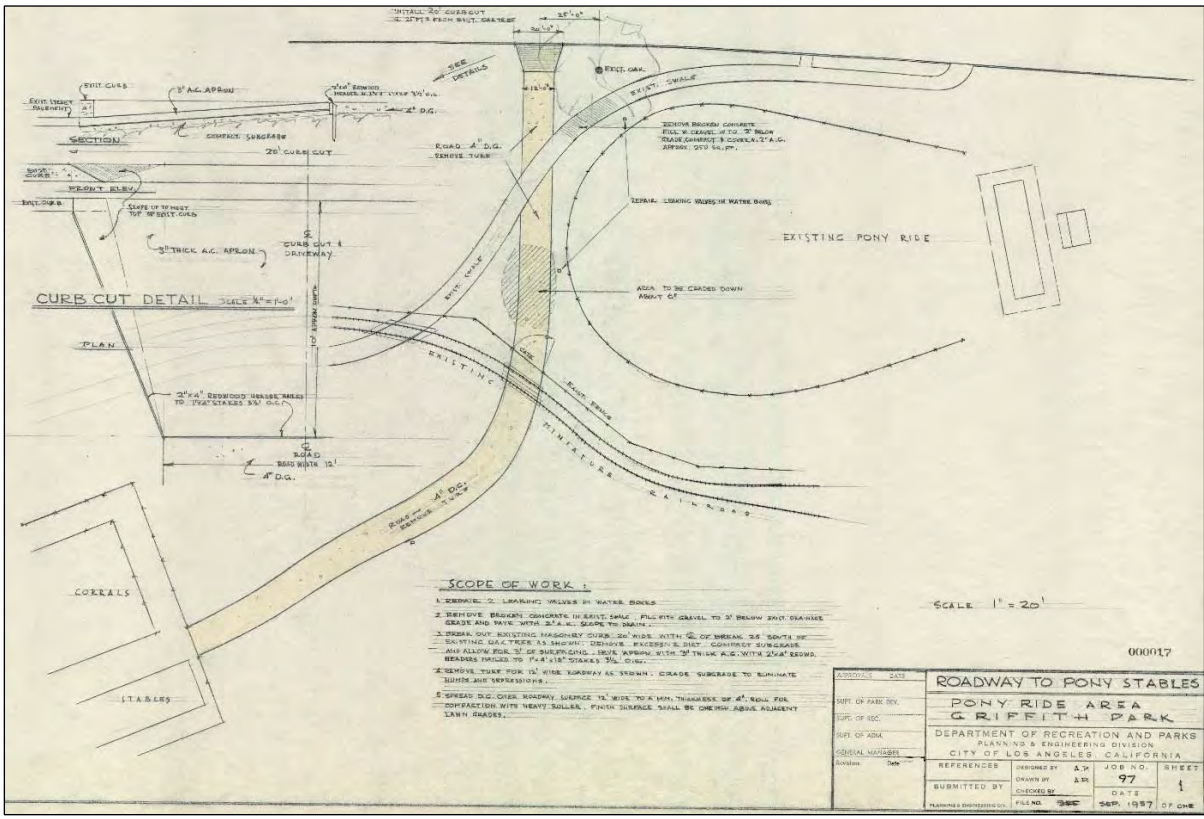


*Aerial views of the Pony Ride Site (outline in dashed red line), 1960 (left) and 1965 (right). Note presence of barn and corrals in the right image (UCSB Frame Finder).*

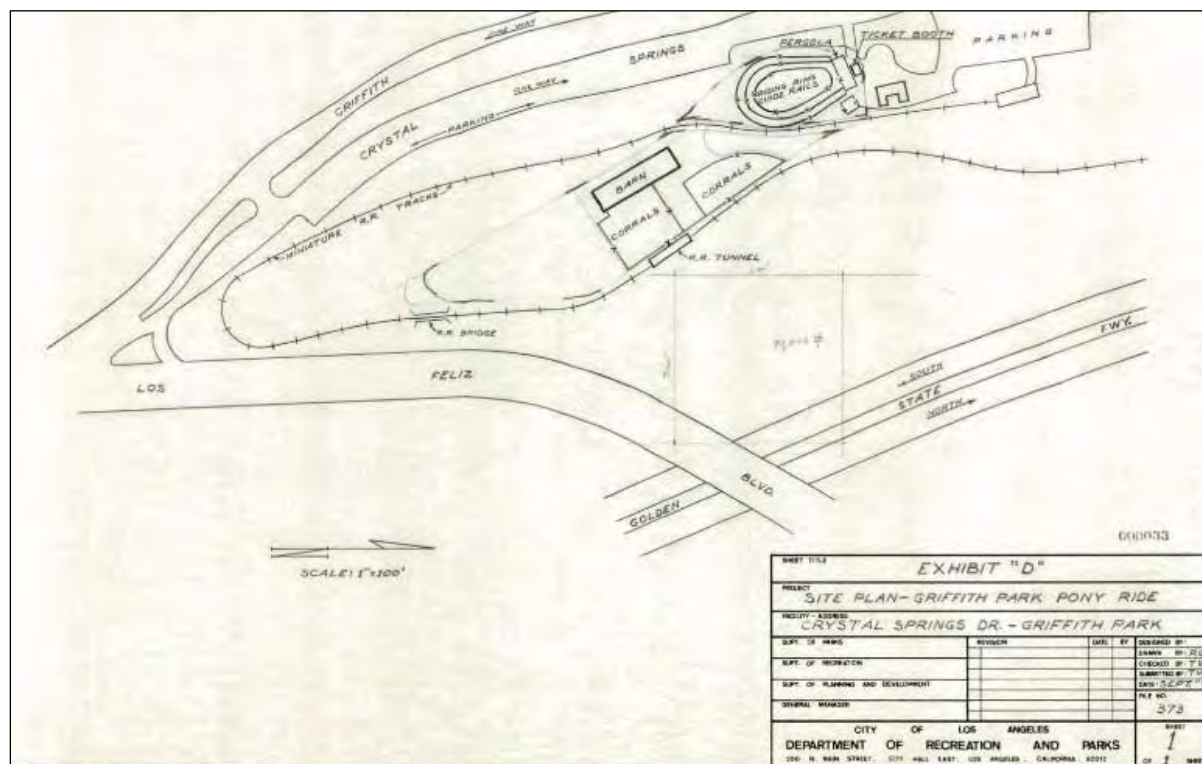
<sup>66</sup> Refer to Appendix C for larger copies of the historic drawings.



Griffith Park Pony Ride Plot Plan and plan, section, and details of pergola, 1947 (Department of Parks, City of Los Angeles, Board of Park Commissioners).



Roadway to Pony Stables: Pony Ride Area, 1957 (Department of Recreation and Parks).



Griffith Park Pony Ride Site Plan, 1977 (Los Angeles Department of Recreation and Parks).



Pony Ride pergola and riding ring, no date but likely 1950s. Note configuration of historic fencing and presence of light pole without look-out structure at the base (Los Angeles Public Library).



*Pony Ride pergola and riding ring, no date but likely 1950s. Note sycamore trees in background (replaced by carrotwood trees, date unknown) (Los Angeles Public Library).*



*Pony Ride riding ring with pergola in the background, no date but likely 1950s. Note sycamore trees within and surrounding ring (removed at unknown date) (Los Angeles Public Library).*

## Physical Description

### *Site and Setting*

The Pony Ride Site is located at the southeast corner of Griffith Park, on the east side of Crystal Springs Drive and just north of Los Feliz Boulevard. A heavily vegetated strip of land provides a buffer between the facility and Interstate 5. The southern end of the site is also heavily vegetated with oaks, sycamores, and other shade trees. The Pony Ride comprises an irregularly shaped site, approximately 3-and-one-half acres in size. The main vehicular entrance is located at the north end of the site and leads to a paved surface parking lot (added in 1957) shared with the miniature train ride. A second vehicular entrance (added in 1957) is located to the south of the riding ring and provides maintenance/park vehicles access to the barn and corrals. A paved pedestrian entrance and walkway provides egress between the sidewalk and the entrance to the Pony Ride.

Most of the Pony Ride buildings and structures are concentrated at the north end of the site, to the west of the miniature railroad tracks.<sup>67</sup> The snack stand (constructed in 1960) is the northernmost building in the Pony Ride Site. The building is fronted by two areas of lawn planted with gold medallion trees and containing picnic tables. The lawns are bisected by a paved pedestrian path that accesses a parking lot to the north. The snack stand is surrounded by non-historic asphalt paving. South and southwest of the building are two circular brick planters (added at an unknown date) holding a jacaranda tree (south) and coast live oak tree (southwest).

To the southwest of the snack stand is the ticket booth (built between 1947-1952) and pergola (built 1947). The ticket booth is located directly north of the pergola, and the pergola overlooks the riding ring (built 1947) to the south. To the east of the pergola and riding ring is the pony sweep (built between 1989 and 2003). To the west of the riding ring is another fenced area and pavilion used for birthday parties (added between 2018 and 2019).

A vehicular drive for maintenance vehicles separates the riding ring from another fenced birthday pavilion (added 2016). At the end of the driveway is a gate that accesses the barn (built between 1964-1965) and corrals (built between 1964-1965).

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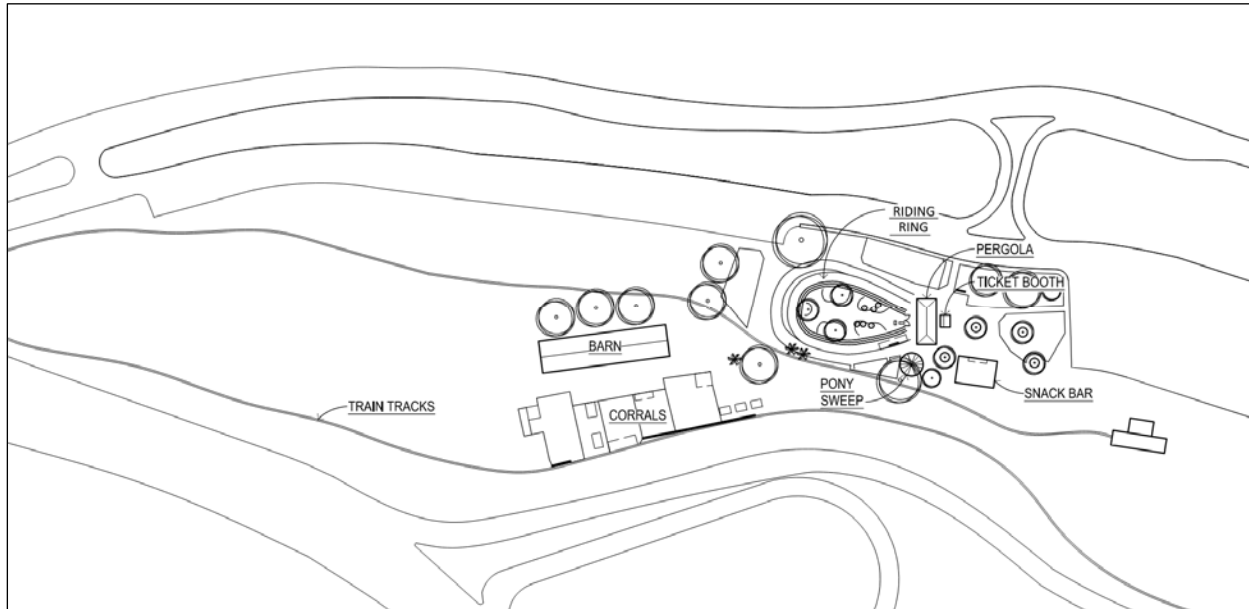
<sup>67</sup> The train tracks are outside of the scope of this report.

## Existing Conditions Photographs and Site Plans<sup>68</sup>

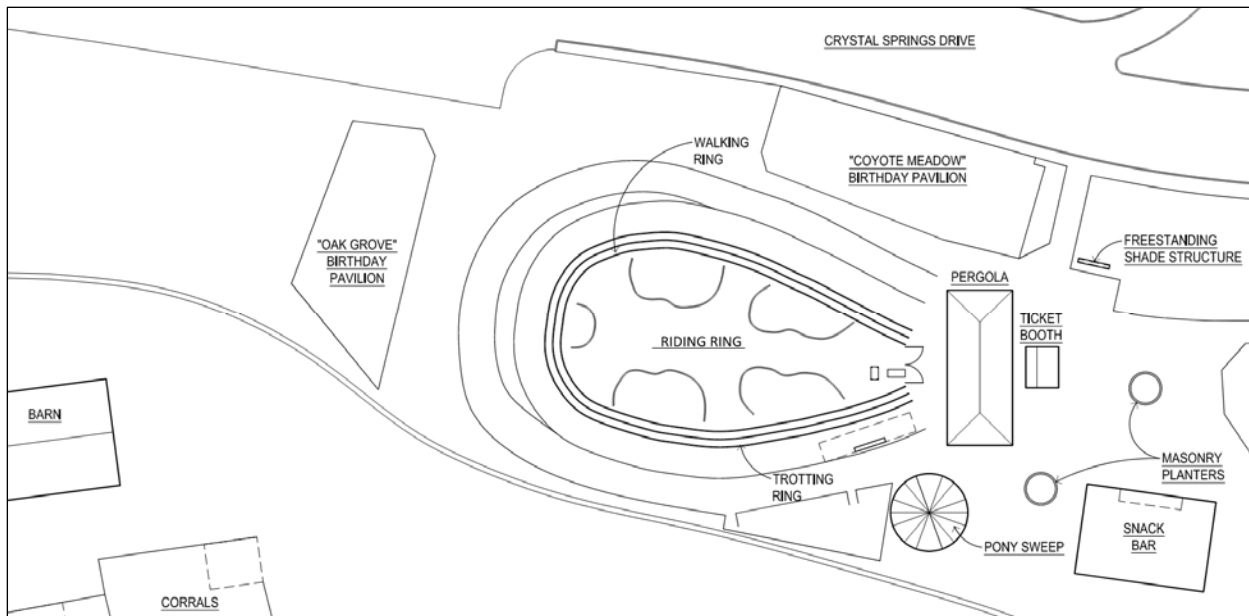


Aerial view of Griffith Park (boundary outlined in dashed red line), with location of the Pony Ride Site noted (Google Maps, adapted by ARG, 2023).

<sup>68</sup> Refer to Appendix B for larger copies of the existing conditions Site Plan and Tree Identification Site Plan.



Griffith Park Pony Ride Context Site Plan (ARG, 2023).



Griffith Park Pony Ride Site Plan (ARG, 2023).

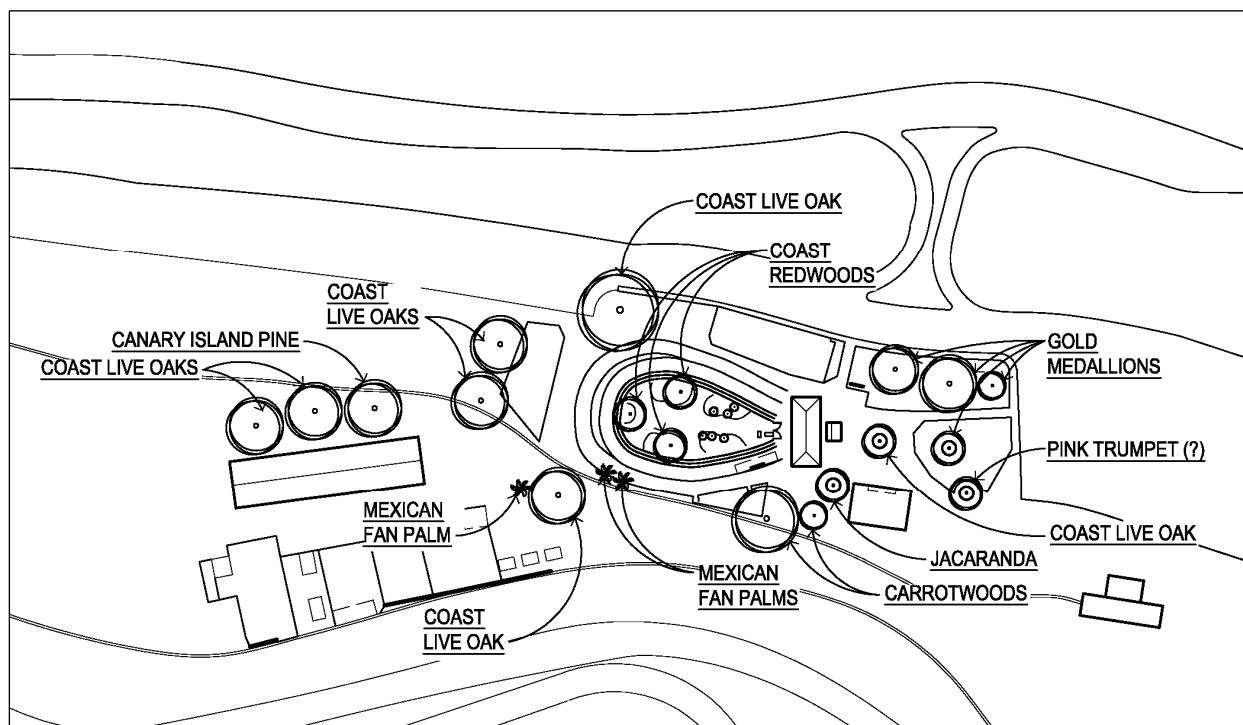


## Contributing Resources

Following is a description of the buildings, structures, and features that contribute to the significance of the Pony Ride Site. See the below Evaluation of Significance section for a complete list of the site's contributing and non-contributing resources.

### Vegetation

The site contains numerous trees, including coast live oak, coast redwood, Mexican fan palm, carrotwood, jacaranda, gold medallion, and Canary Island pine trees (see Tree Identification Site Plan for location of tree species). The coast live oak and coast redwood trees are the only trees that appear to have been present on the Pony Ride Site during the period of significance (1947-1956) and thus contribute to its historic significance. Furthermore, one coast live oak, in a planter to the west of the snack stand, is identified as a Heritage Tree on the City's Navigate LA website.<sup>69</sup> See the below Evaluation of Significance section for a complete list of the site's contributing and non-contributing resources.



Griffith Park Pony Ride Tree Identification Site Plan (ARG, 2023).

<sup>69</sup> Refer to the City's Navigate LA website for more information about Heritage Trees: <https://navigatela.lacity.org/navigatela/>.



*View of the three historic coast redwood trees in the riding ring (ARG, 2023).*



*View south of two historic coast live oak trees in the south birthday pavilion (ARG, 2023).*



*View west of the historic coast live oak at the vehicular staff/maintenance entrance (ARG, 2023).*



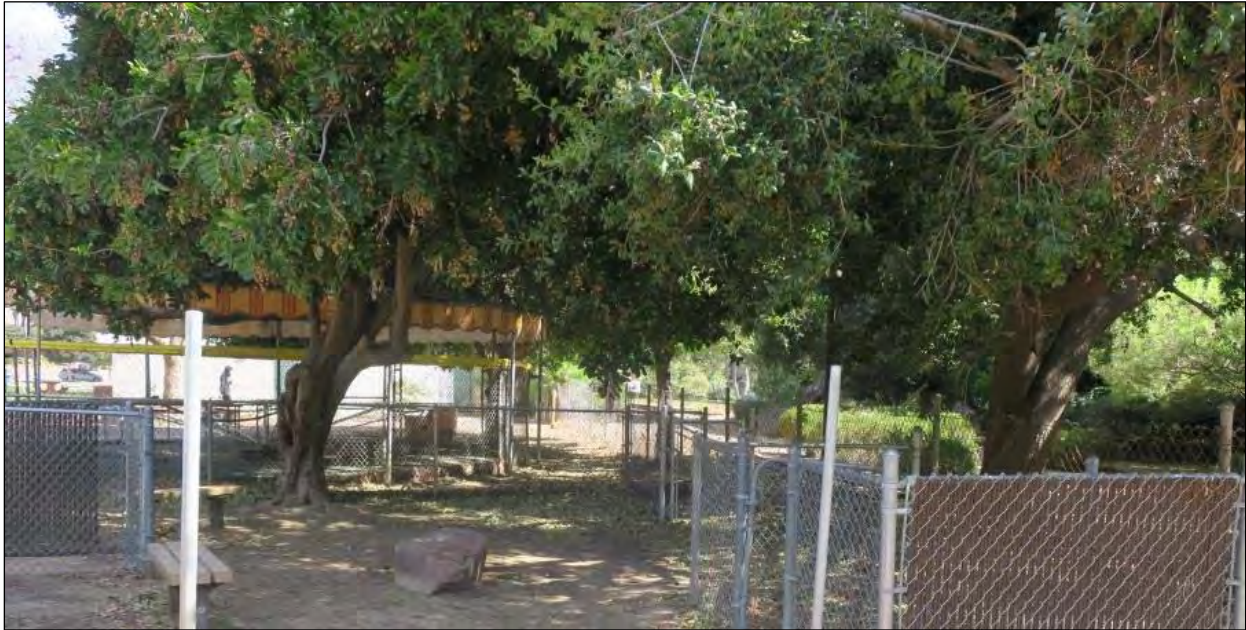
*View of historic coast live oak (left; identified by City of Los Angeles as a Heritage Tree) and jacaranda (right) in planters adjacent to the snack stand. Note non-historic paving surrounding the trees and snack stand (ARG, 2023).*



*View of non-historic Mexican fan palm trees to the southeast of the riding ring (ARG, 2023).*



*View north of the non-historic gold medallion trees near the pedestrian entrance (ARG, 2023).*



*View of the non-historic carrotwood trees along the east end of the site, next to the pony sweep (ARG, 2023).*

## **Pergola**

Constructed in 1947, the pergola is original to the Pony Ride Site and contributes to its significance. The structure provided shelter for patrons who waited in line for a pony ride. It consists of an open, hipped roof structure with asphalt composition shingle roofing and exposed rafters and sheathing. The roof is supported by ten wood columns atop concrete footings (five on each side). Surface-mounted pipe conduits, outdoor paging/announcement speakers, and lights with jelly-jar style shades are located at the pergola ceiling. Below the roof are fixed pipe metal stanchions where patrons would queue up. Based on historic drawings and photographs, the stanchions are not original to the structure. Historically there were park benches placed along the north side of the pergola, and a wood picket fence enclosed the south side. The south side was also originally divided by diagonal wood railings into 12 pony stalls, with six to each side and a central pass-through between the pergola and pony area. The benches, picket fence and stall dividers are no longer extant, but the center pass-through remains. Along the south side of the structure are two long metal water troughs sitting on wood framing where ponies would be tethered and given water. A chain-link fence has been installed (date unknown) between the queue area and the water troughs. Metal tube framing with a synthetic covering has been mounted to the south edge of the pergola roof to provide additional shade to the ponies.

## Existing Conditions Photographs, Pergola



*View southeast of the pergola (ARG, 2023).*



*View north of the pergola from the riding ring. Note light pole in the foreground (ARG, 2023).*



*Close-up of south side of the pergola and water troughs (ARG, 2023).*

## **Ticket Booth**

Built between 1947 and 1952, the ticket booth was part of the original development of the Pony Ride Site and contributes to its significance. The ticket booth sits directly north of the pergola. It is a small one-story building capped with an asymmetrical gable roof with asphalt composition shingle roofing and exposed rafter tails. The south plane of the roof shelters an open porch where visitors buy their tickets. The south edge of the roof is supported by wood posts with a wood railing. The north roof plane covers an enclosed booth. The building is clad in vertical wood siding with a non-historic plywood wainscot (likely covered original horizontal cladding beneath). A service window enclosed by two wood shutters is centered on the south façade of the building. The ticket window consists of a wood-framed opening with exterior shutters and an interior acrylic infill panel. The acrylic infill panel has a vented opening for speaking through more easily, and an arched opening at bottom center to exchange money/tickets. A wood door centered on the north façade of the building leads to the interior of the booth.

The interior of the building consists of a concrete slab floor, painted gypsum board walls and ceiling, and simple wood base and ceiling trim. The ceiling is flat and cants down to follow the roof rafters along the north side. The south side contains built-in lower cabinets with a countertop and opening below the ticket window. The countertop continues along the west interior wall. Open shelving is located on the other walls.

## Existing Conditions Photographs, Ticket Booth



*View west of the ticket booth (ARG, 2023).*



*View southeast of the ticket booth (ARG, 2023).*



## Riding Ring

Originally developed in 1947, the riding ring is original to the Pony Ride Site and contributes to its significance. Located south of the pergola, the ring is horseshoe shaped with its narrower end terminating at the pergola. The inner ring consists of two narrow riding tracks—the inner track was historically used for walking and the outer for trotting. The tracks are divided by three guide rails, which are located approximately 14 inches off the ground and consist of square wood posts supporting horizontal wood rails. A two-foot-tall wood fence surrounds the walking and trotting tracks and forms a third track, which was historically the running track. The running track is surrounded by a 3-foot-tall fence with buggy wheels along the exterior of the fence; this historically formed the buggy track. The entire riding ring is surrounded by a metal chain-link fence (added at unknown date). Based on historic drawings and photographs, the running track fence and buggy fence replaced original fences that were 3'-10" high, with alternating stacked wood railings. The inner track guide rails appear to have been replaced in kind.

Near the north end of the center of the riding ring is a 20-foot-tall metal light pole supporting three spotlights. At the base of the pole is a u-shaped, wood-framed look-out booth where employees stand to oversee the tracks. The light pole appears to be original to the site based on historic photographs. The look-out booth was added at a later date (post-1991, per a historic newspaper image). Low concrete curbs delineate semi-circular planters that are planted with three coast redwood trees and manicured hedges (not original to the site based on historic photographs) within the center of the ring. At the northeast edge of the ring is a metal structure supporting an awning that shades additional water troughs (added at unknown date), and a concrete vault with a wood door (use unknown) is located in the ground next to the light pole.

## Existing Conditions Photographs, Riding Ring



*View northeast of the riding ring towards the pergola (ARG, 2023).*



*View south of the riding ring inner guide rails (ARG, 2023).*

### ***Non-Contributing Resources***

Following is a description of the buildings, structures, and features that do not contribute to the significance of the Pony Ride Site. See the below Evaluation of Significance section for a complete list of the site's contributing and non-contributing resources.

#### **Pony Sweep**

Based on historic aerial photographs, the existing pony sweep appears to have been added between 1989 and 2003. As a contemporary intervention, it does not contribute to the historic significance of the Pony Ride Site. It is a circular structure of metal tube framing with a mesh fabric roof cover. The structure shelters a metal wheel/carousel (sweep) that ponies get tethered to while walking in a circular pattern. The structure comprises metal pipe framing and is enclosed on all sides by chain-link fencing. There is a single gate at the north side to enter/exit, and an array of metal pipe stanchions for crowd control (similar to stanchions at the pergola). The sweep framing forms a conical roof overhead with lighting, and the structure is covered with canvas mesh and a decorative valance awning at the top edge. The floor of the sweep is raised slightly and covered with a ring of rubber athletic flooring for the ponies, and gravel in the center.

## Existing Conditions Photographs, Pony Sweep



*View south of the pony sweep (ARG, 2023).*

### **Snack Stand and Restroom Building**

Constructed in 1960, the snack stand and restroom building was built after the Pony Ride Site's original development (1947-1956) and does not contribute to the site. The building sits at the north end of the site. It is a one-story building with a U-shaped footprint. It has a flat roof with built-up roofing and is constructed of painted concrete masonry units (CMU). The west side of the building is infilled with vertical wood siding and lined with four large openings where patrons order/pick up food; the openings are enclosed by metal roll-up doors. Hollow metal doors line the other façades. The east side of the building has an enclosed service yard, and the north end of the building contains a commercial kitchen and snack bar; the interior of the yard, kitchen, and snack bar were not accessible during ARG's site visit. At the south end of the building are public restrooms—the women's restroom is accessed from the west side and the men's from the east side. The restrooms have concrete floors, painted plaster walls, exposed steel decking and beams at the ceiling, laminate restroom partitions, and industrial-type stainless steel fixtures.

## Existing Conditions Photographs, Snack Stand and Restroom Building



*View northeast of the snack stand and restroom building (ARG, 2023).*



*View south of the snack stand with equipment yard to the left (ARG, 2023).*

## Barn

Built between 1964 and 1965, the barn was added after the original development of the Pony Ride Site (1947-1956) and does not contribute to its significance. The barn is located at the south end of the facility, on the east side of the miniature train tracks. It is a large rectangular structure with a low-pitched gable roof and corrugated metal siding resting on top of a CMU stem wall. The barn is accessed from the north and south ends via large rectangular openings enclosed by metal roll-up doors with inset pedestrian doors. The interior of the barn is largely open, with partial height CMU stalls along the east and west sides, an employee break area and a tack room with storage loft at the northeast and northwest corners, respectively, and an open turn-out area at the south end. Interior floors at the ground level are compacted soil. The roof's steel framing is exposed at the interior, as is the CMU and corrugated metal wall siding.

### Existing Conditions Photographs, Barn



*View south of the barn (ARG, 2023).*



*View northwest of the barn (ARG, 2023).*

## Corrals

Originally installed between 1964 and 1965, the corrals were added after the Pony Ride Site was originally developed (1947-1956) and does not contribute to its significance. The corrals are located east of the barn. They vary in size and shape, and are enclosed by metal chain-link fencing. Each corral has one or more shade structures comprising corrugated metal roofs supported by metal posts. Fencing and shade structures appear to have been replaced over the years.

## Existing Conditions Photographs, Corrals



*View northeast of the corrals (ARG, 2023).*

## Small-Scale Features

### Birthday Pavilions

There are two fenced birthday pavilions on the site—the “Oak Grove” pavilion (built 2016) is located south of the riding ring, and the “Coyote Meadow” pavilion (built between 2018 and 2019) sits west of the ring. The pavilions feature shade structures, tables, and painted backdrops, presumably for photo opportunities. The pavilions are contemporary interventions and do not contribute to the historic significance of the Pony Ride Site.

### Existing Conditions Photographs, Birthday Pavilions



View southeast of the south “Oak Grove” birthday pavilion (ARG, 2023).



*View north of the west "Coyote Meadow" birthday pavilion (ARG, 2023).*

### Freestanding Shade Structure

Near the pedestrian entrance, northwest of the ticket booth and pergola, is a freestanding shade structure with a built-in water trough. The metal trough is clad in wood and supported by metal posts. A retractable awning supported by metal posts shades the water trough on either side. The structure was built after the Pony Ride Site's original development (1947-1956) and does not contribute to the significance of the site.

### Existing Conditions Photographs, Freestanding Shade Structure



*View of the freestanding shade structure (ARG, 2023).*



### Masonry Planters

There are two circular planters at the north end of the site—one north of the ticket booth, holding a coast live oak tree, and the other between the snack stand and pony sweep, holding a jacaranda tree. The planters are composed of rubble stone with a brick coping. The exact date of the planter construction is unknown; however, they were built after the Pony Ride Site’s period of significance (ending in 1956) and do not contribute to the significance of the site.

### Existing Conditions Photographs, Masonry Planters



*View of the masonry planter and historic coast live oak tree (ARG, 2023).*



*View of the masonry planter and jacaranda tree (ARG, 2023).*

## Evaluation of Significance

### *Overview of Significance*

The Griffith Park Pony Ride Site contributes to the significance of Griffith Park, which was designated Los Angeles Historic-Cultural Monument (HCM) No. 942 in 2009. Griffith Park is designated under multiple HCM criteria. It is listed under Criterion 1 as one of the largest urban parks in the country, reflecting the large-scale philanthropy and City Beautiful Movement ideals of the late 19<sup>th</sup> and early 20<sup>th</sup> centuries. It is also significant for providing a reliable and secure water source to the City, which was critical to Los Angeles's early 20<sup>th</sup> century development and growth. Under Criterion 2, the park was determined to be significant for its association with a number of notable individuals, including the Griffith family (Colonel Griffith J., wife Tina Griffith, and son Van Griffith), Park Superintendent Frank Shearer, who oversaw the initial recreational and irrigation developments in the park, and Recreation and Parks Superintendent George Hjelte, who managed the expansion of various recreational activities during the post-World War II era. Under Criterion 3, the park was found significant for containing a number of "intact and expressive examples" of the Spanish Colonial Revival, Moderne, Greek Revival, and rustic "Park Style" designs. Under Criterion 4,<sup>70</sup> the park was found significant for containing several buildings and structures designed by notable architects, including John C. Austin & Frederic M. Ashley, in consultation with Russell W. Porter (Griffith Observatory), Peter K. Schabarum (Greek Theatre), William L. Pereira & Associates (former Children's Theater Costume Workshop, now "LA Shares"), and Jones, Emmons & Contini (Griffith Park Girls' Camp).<sup>71</sup>

The park was also found significant as a cultural landscape.<sup>72</sup> According to the National Park Service (NPS), a cultural landscape is "a geographic area, including both cultural and natural resources and the wildlife or domestic animals therein, associated with a historic event, activity, or person or exhibiting other cultural or aesthetic values."<sup>73</sup> Griffith Park represents one of the largest municipal parks with urban wilderness in the United States, encompassing 4,210 acres of natural chaparral-covered terrain and landscaped parkland. In addition to its vast undeveloped wilderness, the park includes a wide variety of recreational amenities, from hiking and horseback riding trails and picnic areas to the Griffith Observatory and Greek Theatre. Founded in 1896 and largely developed by the early post-World War II period, the park comprises a vast array of both natural and cultural resources; it thus represents a significant cultural landscape.

Griffith Park's identified period of significance is 1896-1957, beginning with the year Colonel Griffith and his wife Tina Griffith gifted the City of Los Angeles the property for use as a public park, through its early postwar development under the direction of Superintendent Hjelte. The period of significance culminates with the construction of the Interstate 5 and State Route 134 freeways (completed in 1957) through the park and the

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<sup>70</sup> HCM Criterion 4 was combined with HCM Criterion 3 in 2017.

<sup>71</sup> ICF Jones & Stokes, "Griffith Park," 2-3.

<sup>72</sup> Ibid, 3.

<sup>73</sup> Charls A. Birnbaum, ASLA, National Park Service, U.S. Department of the Interior, *Preservation Brief 36: Protecting Cultural Landscapes: Planning, Treatment and Management of Cultural Landscapes* (Washington, D.C.: National Park Service, 1994), accessed August 2023, <https://www.nps.gov/orgs/1739/upload/preservation-brief-36-cultural-landscapes.pdf>.

development of the landfill in Toyon Canyon (opened 1958), within the boundaries of the park. These events were the result of the city's rapid postwar growth and rendered the park vulnerable to overdevelopment in the mid-1960s and 1970s.

Constructed in 1947, the Griffith Park Pony Ride Site contributes to the significance of Griffith Park for its association with the new and expanded recreational amenities developed in the park in the immediate post-World War II period, under the direction of Superintendent Hjelte.<sup>74</sup> While the Griffith Park HCM application does not identify a period of significance for the Pony Ride Site, for the purposes of this HSR, ARG has identified a period of significance of 1947-1956. The period of significance begins with the year the facility opened and ends prior to the completion of Interstate 5 (1957), which resulted in a reduction of the Pony Ride grounds and reconfiguration of how the site was approached by the public. Subsequent changes were made to the Pony Ride Site in the late 1950s through the mid-1960s, including the construction of a parking lot to the north of the facility, the addition of a new vehicular/maintenance drive and removal of a grass training ring, and construction of the snack stand, barn, and new corrals.

### *Contributing and Non-Contributing Resources*

The Griffith Park HCM application does not identify contributing and non-contributing resources within the Pony Ride Site. For the purposes of this HSR, ARG has assigned contributing and non-contributing statuses to the buildings, structures, and features within the facility. Contributing resources are those that were built or added during the Pony Ride Site's period of significance (1947-1956) and help to convey the reasons for which the site is significant. Non-contributing resources are those that were built or added outside the Pony Ride Site's period of significance.

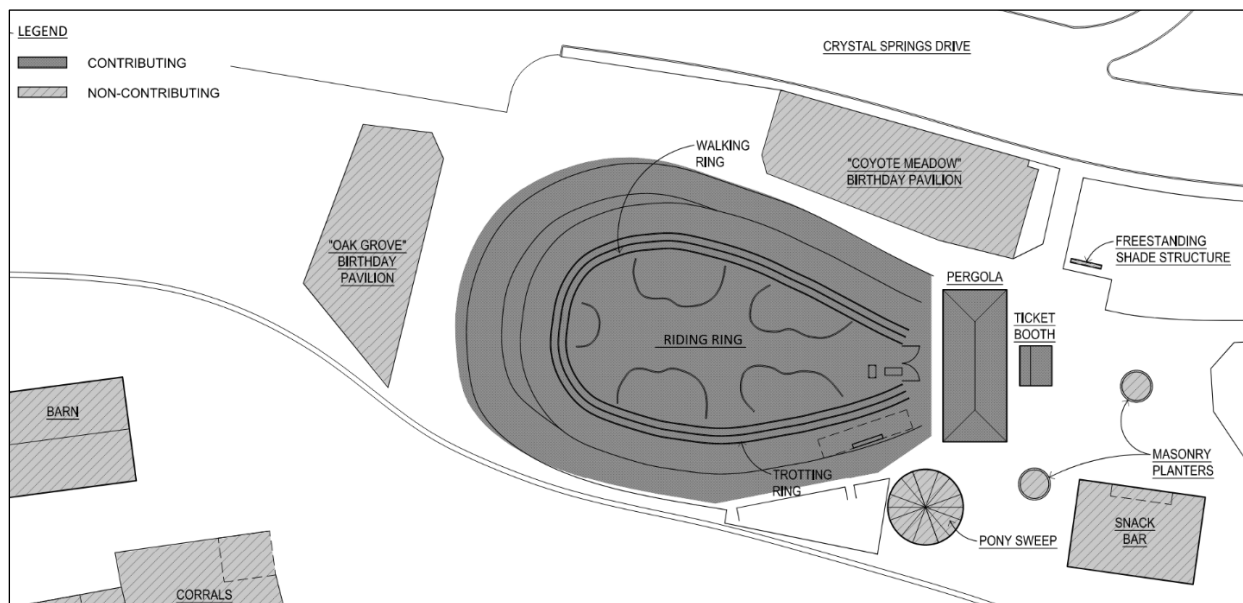
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<sup>74</sup> The scope of this HSR did not include a re-evaluation of the Pony Ride Site or its associated buildings, structures, and features for potential significance as individually eligible historic resources or as a cultural landscape. ARG's delineation of a period of significance for the Pony Ride Site and identification of contributing and non-contributing buildings, structures, and features relates to the Pony Ride Site's current status as a contributing area of the Griffith Park HCM.

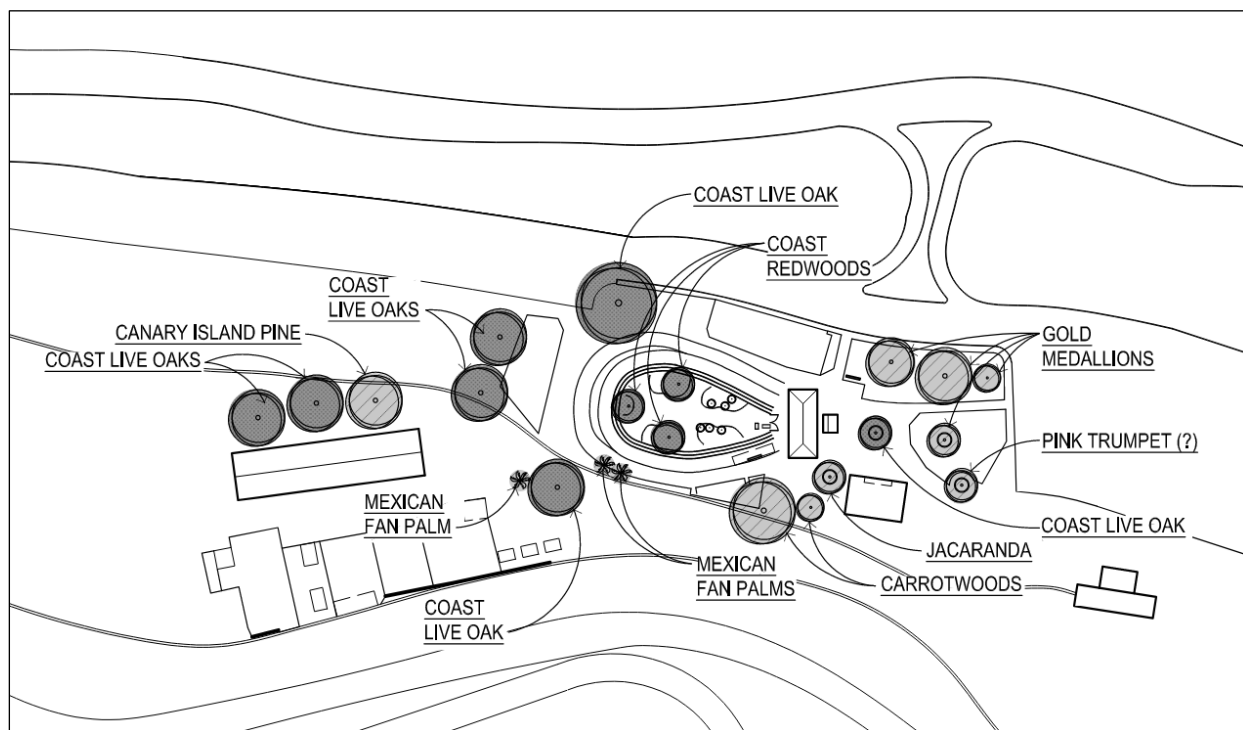
Following is a list of contributing and non-contributing resources associated with the Pony Ride Site.

Resource Name	Year Built	Contributing Status	Notes
Pergola	1947	Contributing	
Ticket booth	1947-1952	Contributing	
Riding ring	1947	Contributing	
Historic vegetation (coast live oaks, coast redwoods)	1947 or earlier (oaks likely pre-dated the Pony Ride)	Contributing	One coast live oak, located in a planter to the west of the snack stand, is classified by the City as a Heritage Tree, per the Navigate LA website
Pony sweep	1989-2003	Non-Contributing	Outside period of significance
Snack stand/restroom building	1960	Non-Contributing	Outside period of significance
Barn	1964-1965	Non-Contributing	Outside period of significance
Corrals	1964-1965	Non-Contributing	Outside period of significance
Birthday pavilions	2016	Non-Contributing	Outside period of significance
Freestanding shade structure	Post-1956	Non-Contributing	Outside period of significance
Masonry planters	Post-1956	Non-Contributing	Outside period of significance
Non-historic vegetation (gold medallions, palms, carrotwoods, jacaranda)	Post-1956	Non-Contributing	Outside period of significance

## Contributing and Non-Contributing Resource Maps



Pony Ride Site Contributing and Non-Contributing Buildings, Structures, and Small-Scale Features (ARG, 2023).



Pony Ride Site Contributing and Non-Contributing Vegetation (ARG, 2023).

## ***Character-Defining Features***

Character-defining features are those aspects of a property's design, construction, or detail that are representative of its significant function, type, or architectural style. Character-defining features may include the overall shape of the building/structure; its materials, craftsmanship, and decorative details and features; and the various aspects of the surrounding site. For a historic resource to retain its significance, its character-defining features and spaces must be retained to the greatest extent possible. An understanding of a property's character-defining features is a crucial step in developing a rehabilitation plan that incorporates appropriate levels of restoration, rehabilitation, maintenance, and protection.

Following are character-defining features of the Griffith Park Pony Ride Site and its contributing resources.

### **Site and Setting**

- Siting on an irregularly shaped piece of land on the east side of Crystal Springs Drive
- Open developed areas surrounded by dense mature vegetation to the south and east
- Mature coast live oak trees scattered throughout the site and coast redwood trees in the riding ring (see Tree Identification Site Plan)
- Groupings of functionally related areas—public areas to the north (ticket booth, pergola, riding ring) and staff/maintenance areas to the south (barn, corrals)—separated by the miniature train tracks
- Low-scale, vernacular character and relatively small footprints of buildings and structures within the public area

### **Pergola**

- Rectangular footprint
- Hip roof
- Open-air structure composed of exposed wood joists/beams and wood posts on concrete footings (some framing and footings have been replaced)

### **Ticket Booth**

- Rectangular footprint
- Gable roof
- Wood construction and wood siding (some siding replaced/covered up)
- Recessed porch on the south side
- Door accessing the north side
- Service window with wood shutters on the south side

### **Riding Ring**

- Horseshoe shape
- Wood guide rails comprising multiple tracks for walking, trotting, etc. (the rails themselves have been replaced)
- Landscaped center with historic redwood trees
- Light pole

## Existing Conditions Assessment

### *Introduction*

ARG has prepared the following architectural conditions assessment for the built features of the Griffith Park Pony Ride Site, in order to evaluate the existing materials and determine recommendations for preservation, mitigation, and/or repair strategies. This conditions assessment discusses each structure or feature separately. These include the contributing features (Pergola, Ticket Booth, and Riding Ring), and non-contributing features (Pony Sweep, Barn, Corrals, Snack Bar and Restroom Building, and other small-scale features).

The scope of this report is based on a visual analysis of accessible building materials and features, and includes only those areas immediately available for access. ARG did not survey concealed areas, perform exploratory openings, or remove materials for access. There may be conditions of interest and/or damage in concealed areas which are beyond the scope of this conditions assessment. An analysis of structural systems has been provided separately (see Appendix A: Structural Report).

Additionally, the scope of this report did not include an assessment of the health or condition of historic and non-historic vegetation within the Pony Ride Site. Refer to the Treatment and Recommendations section below for more detail regarding ARG's recommendations related to assessing the site's historic trees.

### *Contributing Resources*

#### **Pergola**

The pergola, a contributing feature of the Pony Ride Site, was constructed in 1947. It consists of a single-story covered open space with wood columns and metal stanchions for crowd control, and troughs along the south side for ponies to be tethered and given water. The space is covered by a large, hipped roof with wide overhangs. The pergola roof is supported by 10 equally spaced wood columns, including 8x8 corner posts, and 6x6 interior posts. The columns are embedded in concrete footings and are also attached with steel base plates and bolts. It is unclear if the concrete footings are reinforced. Above the columns are continuous wood beams consisting of two 3x8's sistered together. The columns and beams are tied together with steel plates and bolts forming welded T-shapes. The columns are raised above grade by the footings and appear to remain in good condition. Some concrete footings have cracks, suggesting there may be some corrosion of embedded steel. Column/footing and column/beam connection plates where visible are painted and remain in good condition. At one location on the south side, the steel T-shaped connector is broken, and a surface-mounted strap connector has been added as a repair. The column also appears to have been cut and a wood block added between the column and beam.

The columns and beams support the pergola roof, which consists of 2x8 wood rafters spaced at 24 inches on center and 2x6 wood collar ties at 48 inches on center. The roof cantilevers out 6 feet in all directions to form a wide overhang. The roof is sheathed with 1x6 straight board sheathing and covered with asphalt



composition shingles. The roof eaves have a 2x8 continuous fascia trim, which is partially covered by painted sheet metal edge flashing. Roof drainage is by surface flow to the edges of the canopy; no gutters or downspouts are provided. At the east side of the roof, there are several small penetrations for a metal-framed cable stand, for feeding conduits to an electrical box below. At the pergola ceiling, there are surface-mounted pipe conduits, outdoor paging/announcement speakers, and ceiling-mounted lights with jelly-jar style shades.

The pergola roof is in fair condition overall. The wide overhangs are not braced typically, and in some corners there is minor roof sag. At the southwest corner, a diagonal pipe brace has been added for support. The roof framing and sheathing are typically soiled overall, with localized areas of peeling paint or paint loss. The straight sheathing boards have splits, losses, and open knotholes throughout. Some localized areas also may contain dry rot. The asphalt shingles and edge flashing remain in good condition. The cable stand metal surfaces are corroded, and the roofing tar penetrations appear deteriorated. Along the south side above the pony staging area, a large shade canopy has been added. The canopy is supported by galvanized pipe columns which cantilever out from the south wall and are affixed to the wood columns and beams. It is in fair condition overall, but could be damaging to the pergola framing in high winds.

The entire floor and surrounding area are paved with asphalt and hold stanchions. The metal stanchions are composed of painted metal 1-1/2-inch diameter pipe columns and rails, with half-round end caps; some openings are also closed off by chains. Additional direction and stop markings have been painted onto the asphalt below. The asphalt is in fair condition. It appears to drain sufficiently with no ponding water or low spots observed. There is cracking throughout. The pipe stanchions are also in fair condition. Metal surfaces have peeling paint and light corrosion throughout. Some end caps are also missing at rails.

Both the stanchions and markings are not original to the structure. Drawings and historic photographs indicate that there were park benches placed along the north side, and there was a painted wood picket fence along the south side with short return walls at the ends. The south side was also originally divided by diagonal wood railings into 12 pony stalls, with six to each side and a central pass-through between the pergola and pony area. The benches, picket fence and stall dividers are no longer extant, but the center pass-through remains. It features wood door panels with double-acting hinges and remains in good condition. Chain-link fencing has also been added at the south wall between the pergola and troughs and continues around the riding ring (see below).

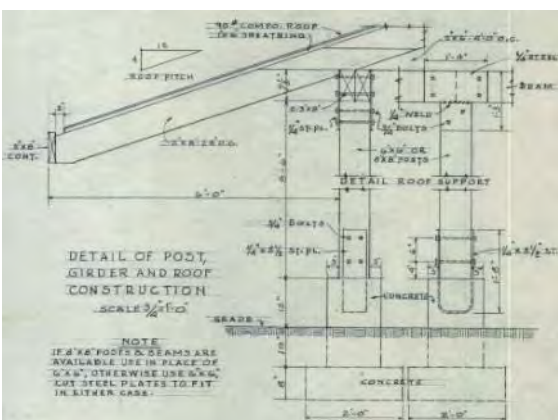
The watering troughs are wood framed with stainless steel inserts, and in front there is a pipe rail for tethering the ponies. Water spigots with short rubber hoses are located above the troughs to either side of the columns. The flooring in this area is paved asphalt, and there are two area drains. The troughs remain in fair condition and appear well used. Surfaces are soiled and abraded with paint loss throughout. Trough inserts and floor drains are clogged with leaves and debris.



View looking southeast showing pergola and stanchions (ARG, 2023).



View looking northwest showing pergola and pony trough area (ARG, 2023).



Section detail through pergola showing roof/column framing and foundation (Department of Parks, City of Los Angeles, Board of Park Commissioners, 1946).



Detail at typical column base; note cracks in concrete footing (ARG, 2023).



Detail at typical column/beam connection with T-shaped steel plates and bolts (ARG, 2023).



Detail at column; note metal strap repair at connection plate (ARG, 2023).



View of pergola ceiling; note light fixture and exposed conduit (ARG, 2023).



Detail of board sheathing; note splits, knotholes, and losses (ARG, 2023).



Detail at east side of roof showing cable support device (ARG, 2023).



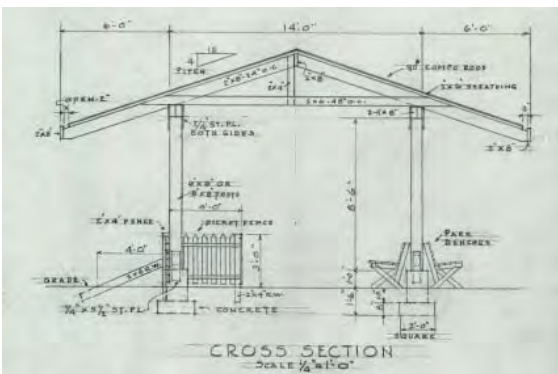
Detail at southwest corner of roof; note additional brace at overhang (ARG, 2023).



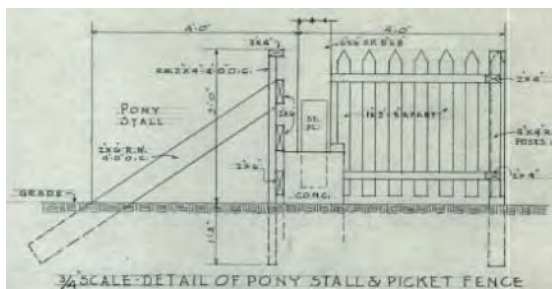
Shade structure added at south side (ARG, 2023).



Stanchions and directional markings at asphalt pavement; note cracks and missing end cap (ARG, 2023).



*Cross section through pergola; note benches, picket fence, and stall divider (Department of Parks, City of Los Angeles, Board of Park Commissioners, 1946).*



*Detail of picket fence and stall divider (Department of Parks, City of Los Angeles, Board of Park Commissioners, 1946).*



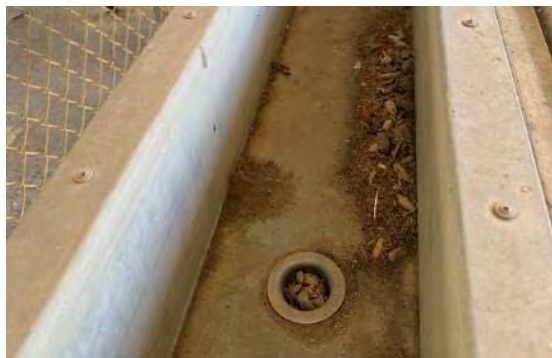
*View of central pass-through with double-acting panels (ARG, 2023).*



*Detail at trough and tethering rail (ARG, 2023).*



*Detail at column with water spigots and hoses (ARG, 2023).*



*Detail at trough; note leaves/debris (ARG, 2023).*

## **Ticket Booth**

The Ticket Booth, a contributing feature of the Pony Ride Site, was constructed sometime between 1947 and 1952. It consists of a small, one-story, one-room building with an asymmetrical gabled roof. At the south side, there is a covered porch and ticket window, and at the north side there a single entrance door. The building is composed of wood-frame construction, supported on a concrete slab-on-grade foundation. Exterior walls consist of wood 1x8 vertical siding over a modified wainscot base. The wainscot currently consists of a wood 2x sill with plywood cladding below. The plywood is covering possibly original wood horizontal siding. The roof is framed with 2x4 wood rafters at 24 inches on center, supported by 2x6 wood beams. The roof is sheathed with straight board sheathing and covered with asphalt composition shingles, similar to the pergola roof. Drainage is by surface flow to the north and south sides of the building (no gutter). There is one small pipe penetration at the north side above the entrance for security lighting.

The roof is in fair condition overall. A few asphalt shingles appear damaged, and there is heavy sealant or roof tar around the pipe penetration, which is poorly applied. Edge flashings are intact with some dents throughout. The ends of several rafter tails are also heavily decayed (rotted). The vertical siding at the upper portion of walls is in fair condition and appears to be original. The siding is split and damaged in localized areas. At the west façade, a large rectangular opening was cut for installation of a packaged air conditioning unit. The unit has since been removed and the opening covered with plywood. There is also wood rot and peeling paint at the base of boards where they meet the wood sill. Painted surfaces are generally intact but soiled overall with some graffiti noted.

The lower portion of the walls is in poor condition. The wood sill appears to be original. It is damaged in several areas, with notches or losses, some of which have been painted over. Plywood has been installed at the wainscot over what may be original horizontal siding. Where visible near the entrance, the horizontal siding is in poor condition, including heavy wood rot at the base of the building. Some base boards may have also been removed. It is difficult to determine the full extent of damage without removing the plywood covering.

The covered porch at the south side is framed with 4x4 wood columns, and between the columns are 2x4 intermediate and top railings. The railings appear to be replacements. Wood brackets remain at the columns from an earlier installation and at a lower height. The porch is in fair condition overall. There is wood decay (rot) at the base of wood columns and ends of railings. Railing surfaces are generally worn and damaged from use, with heavy paint loss.

The entrance door at the north façade is wood framed, with simple solid paneling at the interior, and wood trim at the exterior simulating a barn door with vertical boards and horizontal and diagonal bracing. The door is hung with decorative strap hinges; it also contains a locking knob entry set, deadbolt lock, and sliding bolt with padlock and heavy chain. Damage around the locks suggests multiple break-in attempts. The door is in poor condition overall. The wood frame is heavily rotted at the base of both jambs. The base of the door is also heavily damaged from rot and moisture infiltration. This is less visible at the exterior since a piece of wood trim has been added at the base of the door to cover the damage; at the interior, the paneling is

warped and water damaged.

The ticket window at the south façade consists of a wood-framed opening with exterior shutters and an interior acrylic infill panel. The shutters are composed of vertical boards with horizontal and diagonal trim at both interior and exterior sides. The shutters are designed to lay flat against the exterior south wall (secured by chains) when the ticket window is open; small notches have been cut into the exterior frame at each side for this purpose. The acrylic infill panel has a vented opening for speaking through more easily, and an arched opening at bottom center to exchange money/tickets. The shutters are hung with decorative strap hinges and secured with a non-original hasp and padlock and heavy chain. The ticket window is in fair condition overall. The shutters have been damaged, including multiple pry marks and losses at the wood, likely from prior break-in attempts. The base of the shutter doors and frame sit against the wood sill and appear to have some dry rot. The base of shutters has also been previously repaired (seen at interior side). The hinges are intact, but two additional hinges have been added at the eastern shutter. The sill and interior trim at the window opening are heavily worn from use.

The interior of the building is of fairly simple construction, including a bare concrete slab floor, painted gypsum board walls and ceiling, and simple wood base and ceiling trim. The ceiling is flat and cants down to follow the roof rafters along the north side. The south side contains built-in lower cabinets with a countertop and opening below the ticket window. The countertop continues along the west interior wall. The west wall also contains an opening for an A/C unit (now removed). Other walls contain open shelving supported on metal brackets. There are some loose furnishings still in the space, including a desk and file cabinet. The space is lit with a single fluorescent light at the ceiling. In general, the interior is in poor condition. Surfaces are heavily soiled and worn from use. There are numerous areas of damage to the base of wallboards, particularly below the ticket window and adjacent to the door jambs. The A/C opening at the west wall has been covered from the exterior (see above); other interior wall panels have been added at the interior east wall (use unknown).



*North façade of ticket booth (ARG, 2023).*



*View looking northwest; note covered porch and ticket window (ARG, 2023).*



Detail at roof; note heavy tar/sealant around pipe penetration (ARG, 2023).



Detail at northeast corner of roof; note heavy wood rot at rafter tail and dented sheet metal edge flashing (ARG, 2023).



Detail at east façade over porch; note splits in vertical siding (ARG, 2023).



Detail at northeast corner; note wood decay and peeling paint at base of siding; also note loss at wood sill (ARG, 2023).



Detail at west façade; note infill panel covering hole for A/C unit (ARG, 2023).



Detail near entrance; note horizontal siding beneath plywood wainscot (ARG, 2023).



*Porch railings; note heavy wear damage and paint loss (ARG, 2023).*



*Detail at porch top rail; note wood bracket from previous railing (ARG, 2023).*



*Detail at base of porch column; note wood decay/rot (ARG, 2023).*

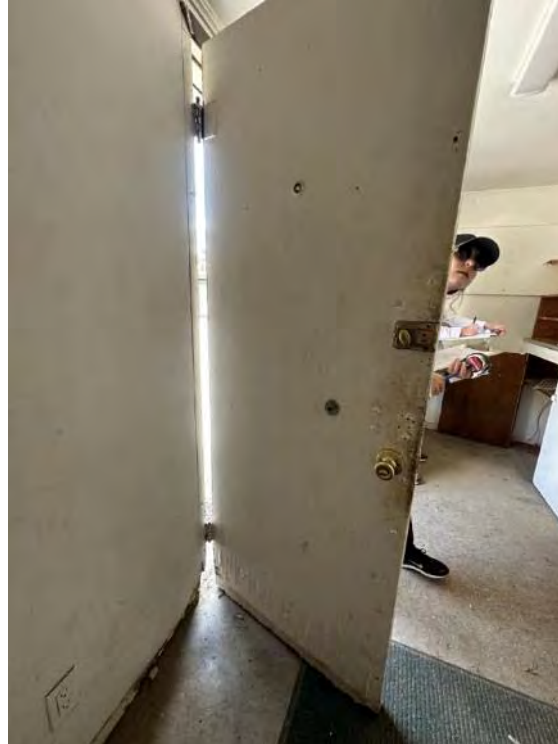


*Detail at door frame; note heavy wood decay/loss at frame and wall (ARG, 2023).*

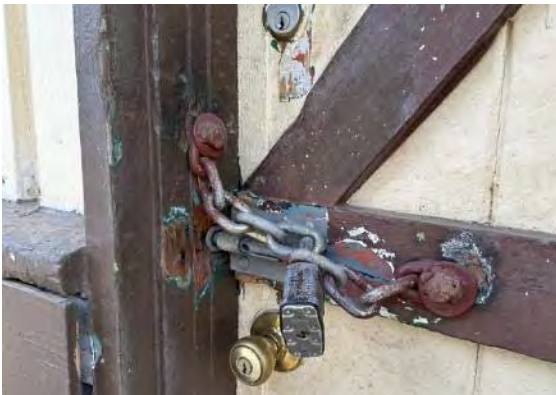




*View of door exterior; note added base trim (ARG, 2023).*



*View of door interior; note overall wear (ARG, 2023).*



*Detail of door hardware (ARG, 2023).*



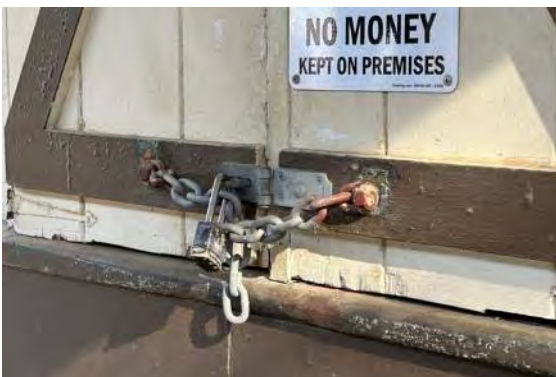
*Detail at base of door interior; note door and wall damage (ARG, 2023).*



View of ticket window exterior shutters (ARG, 2023).



View of ticket window interior acrylic panel (ARG, 2023).



Detail of shutter hasp and padlock (ARG, 2023).



Detail of shutter hinges; note original strap hinge and notch in frame; also note hinge added later (ARG, 2023).



Interior view looking east (ARG, 2023).



Interior view looking west (ARG, 2023).



Detail at west wall A/C opening (ARG, 2023).



Detail of wall damage below ticket window (ARG, 2023).

## Riding Ring

The riding ring, a contributing feature of the Pony Ride Site, is a horseshoe-shaped area located immediately to the south of the pergola. It was originally developed in 1947. It features four concentric riding tracks, including two narrow tracks at the inner rings for walking and trotting and two wider tracks at the outer rings, one for running and one for horse-drawn carriages (known as the buggy ride track). The rings are defined by wood-framed guide rails and fences.

The walking and trotting tracks have 14-inch-high guide rails consisting of 4x4 wood posts spaced approximately 8 feet on center and 2x4 top rails. The running track has a 2-foot-tall fence consisting of 4x4 wood posts spaced approximately 8 feet on center, and 2x4 wood rails at top and bottom. The buggy track has a 3-foot-tall fence consisting of 4x4 wood posts spaced approximately 8 feet on center, and 2x4 top, middle, and bottom rails. This fence also features wood buggy wheels embedded in the soil adjacent to the fence. The outer limits of the buggy track and riding ring area are defined by chain-link fencing; in some cases, a short portion of chain-link has been added above the buggy track fence. All of the wood posts appear to be embedded directly in the ground rather than set in concrete (further investigation needed to determine). Rails are typically connected to posts with two to three common nails. Based on original drawings and photographs, the existing guide rails and fences are replacements. The original design for the running and buggy ride track fences included 4x4 redwood posts, spaced 6 feet apart, with 2x4 top and bottom rails. The fences were 3'-10" high, and the railings alternated in a stacked fashion (see detail below). The inner guide rails appear to be similar to the historic photographs, just replaced in kind.

The riding ring tracks, guide rails, and fences are in fair condition overall. The ground is relatively flat throughout, but deeper ruts have developed within the tracks, particularly at the buggy ride track. One area at the south end is very deep (see photo below). Wood guide rails and fences are intact, but with localized areas of damage or wear, including peeling paint and paint loss; splits and losses to wood railings at nailed post connections; and heavily warped or sagging boards. Wood posts are set in the ground and prone to wood decay (rot) from moisture and termite damage.

The area in the center of the riding tracks is landscaped with mature trees and hedges and delineated by curving precast concrete curbs. The curbs are generally intact, but are covered with soil and debris. A few units have also shifted in the ground. At the north end of the riding ring is a 20-foot-tall metal light pole with overhead lighting. The pole is set in concrete and appears to be in good condition. Constructed around the light pole is a small wood-framed employee stand, which was added sometime after 1991. The stand has wood corner posts set in cement and is clad on three sides with wood vertical siding. The interior contains two shelves and a rack possibly used for holding drinks. It is in fair condition overall. Wood corner posts are damaged from termites and chew marks. The base of the siding is covered with soil and prone to wood decay/rot. Painted surfaces are soiled and weathered. At the north end of the riding ring, there is a pair of metal gates and an in-ground concrete vault (use unknown). The gates are in fair condition. Metal surfaces have light corrosion throughout. The vault is enclosed with a wood-framed cover which is deteriorated and partially collapsed.

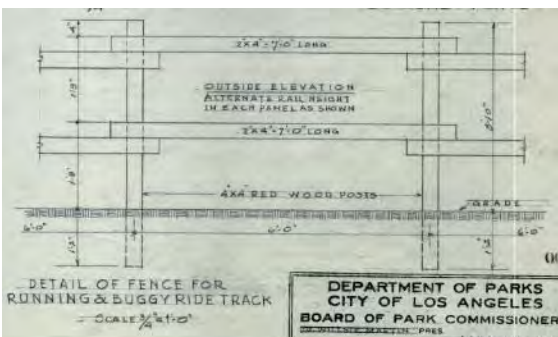
At the northeast corner of the riding ring, there is an additional shade structure with a watering trough (date of construction unknown). It consists of galvanized metal pipe columns and cantilevered shade structure with canvas awning. The troughs are wood framed and lined with stainless steel inserts, and the troughs are supported on pipe columns. The structure is in fair condition. The pipe framing has localized areas of corrosion. The canvas awning is deteriorated and torn in many places and held to the framing with zip ties strung together.



*View of riding rings looking north to pergola (ARG, 2023).*



*View of riding rings looking south; note ruts in track soil (ARG, 2023).*



Detail of running and buggy ride track fencing (Department of Parks, City of Los Angeles, Board of Park Commissioners, 1946).



Historic view of running and buggy ride track fencing (Los Angeles Public Library, no date but likely 1950s).



Deep rut at south end of riding ring (ARG, 2023).



View of inner guide rails; note sagging rail (ARG, 2023).



Typical peeling paint at buggy track fence (ARG, 2023).



Typical splits and wood loss at guide rails/post connection (ARG, 2023).



*View of light post, landscaped areas, and precast concrete curbs (ARG, 2023).*



*Detail of shifted curbs (ARG, 2023).*



*View of employee stand looking southwest; note soil collected at base (ARG, 2023).*



*View of employee stand looking northeast; note light pole at center (ARG, 2023).*



*Detail of employee stand; note chewed wood post and weathered paint finishes (ARG, 2023).*



*Detail of cup holders at stand; note termite damage at wood post (ARG, 2023).*



*Metal gates at north end of riding ring (ARG, 2023).*



*Concrete vault at north end of riding ring (ARG, 2023).*



*Shade structure and troughs at northeast corner of riding ring (ARG, 2023).*



*Detail at canvas awning; note tears and zip ties (ARG, 2023).*

## ***Non-Contributing Resources***

### **Pony Sweep**

To the east of the pergola and riding ring, there is a circular structure known as a “pony sweep”. Based on aerial photographs, it appears to have been added to the site sometime between 1989 and 2003 and does not contribute to the significance of the Pony Ride Site. The structure shelters a metal carousel (or sweep) from which tethered ponies walk in a circular pattern. The structure is composed of galvanized metal pipe framing and is enclosed on all sides by chain-link fencing. There is a single gate at the north side to enter/exit, and an array of metal pipe stanchions for crowd control (similar to stanchions at the pergola). The sweep framing forms a conical roof overhead with lighting, and the structure is covered with canvas mesh and a decorative valance awning at the top edge. The floor of the sweep is raised slightly and covered with a ring of rubber athletic flooring for the ponies, and gravel in the center. At the center is also a metal carousel with arm extensions that can tether up to nine ponies.

The pony sweep is currently in fair condition overall. The metal pipe-framed structure and fencing are intact,

but with localized areas of corrosion. The mesh covering at the roof is soiled and covered with heavy amounts of leaves and debris. The valance awning is heavily faded from UV-light and torn and frayed in some locations. The rubber flooring ring is soiled and deteriorated and has dips and ruts where water can collect. The carousel is operable and intact, but with some localized areas of corrosion. The metal stanchions are set in cement. Pipe surfaces are worn with paint loss throughout, and some decorative end caps are missing. Also, near the pony sweep entrance, there is an underground concrete drainage structure with a unique trapezoidal shaped opening and debris filter. The concrete slab surrounding the opening is heavily cracked, and there is soiling and debris throughout.



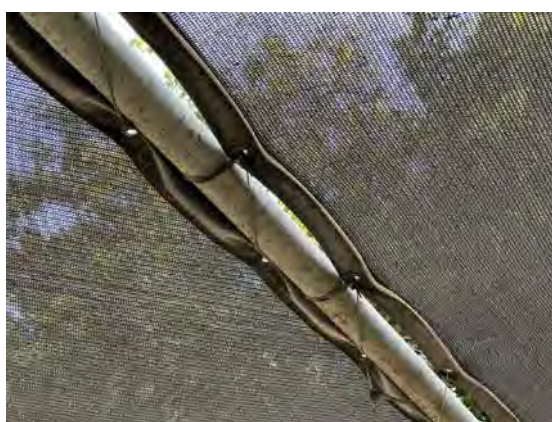
*View of north side of pony sweep; note gate entry and stanchions (ARG, 2023).*



*View of metal stanchions (ARG, 2023).*



*Detail at top of conical roof pipe framing and lights (ARG, 2023).*



*Detail of pipe framing and connection of mesh awning using zip ties (ARG, 2023).*





*Detail at roof awning; note heavy collections of leaves/debris, and stained and sagging mesh panels (ARG, 2023).*



*Detail at valance; note faded colors (ARG, 2023).*



*Detail at pipe framing and chain-link fence; note corrosion (ARG, 2023).*



*Detail at base; note pipe framing set in cement and raised interior floor (ARG, 2023).*



*Detail at rubber floor ring; note soiling and low spots (ARG, 2023).*



*View of carousel at center (ARG, 2023).*



*Detail at metal stanchions; note paint loss and missing end cap (ARG, 2023).*



*Concrete drainage structure near pony sweep; note cracking and debris (ARG, 2023).*

### **Snack Stand and Restroom Building**

The snack stand and restroom building was constructed in 1960 at the north end of the site and does not contribute to the significance of the Pony Ride Site. It is a one-story building with a U-shaped footprint, including a commercial kitchen at the north end, and public restrooms at the south end. The building is constructed of concrete masonry units (CMU), with a corrugated metal roof deck and built-up asphalt roofing. The roof is generally flat and contains rooftop HVAC units, kitchen exhaust hoods and other penetrations. ARG did not access the roof or kitchen at the time of the survey. The west façade is infilled with vertical wood siding and large openings with roll-up shutters for order and food pickup. Other doors around the building are typically hollow metal doors and frames, some with louvered vents. The east side of the building has an enclosed storage yard and a large opening with a pair of glazed doors and an infill panel. The restrooms are serviceable, and include concrete floors, painted plaster walls, exposed steel decking and beams at the ceiling, laminate restroom partitions, and industrial-type stainless steel fixtures.

The building appears to be in fair, serviceable condition. Based on available access, ARG noted typical damage from age and use, including localized areas of paint loss and corrosion, gouges and graffiti at CMU walls, scratches and graffiti at doors and restrooms, and soiling and stains. At the north façade, there is a large hole in the CMU block. The openings in the rear yard are heavily soiled and weathered. Glazed lights on the doors have been infilled with plywood. A temporary sign reading “Griffith Café” has been placed over the illuminated “Snack Bar” sign; the temporary sign is hanging loose.



View of snack stand looking northeast (ARG, 2023).



View looking northwest (ARG, 2023).



View looking southeast (ARG, 2023).



View of rear yard through fence, looking south (ARG, 2023).



View of HVAC and kitchen equipment at roof (ARG, 2023).



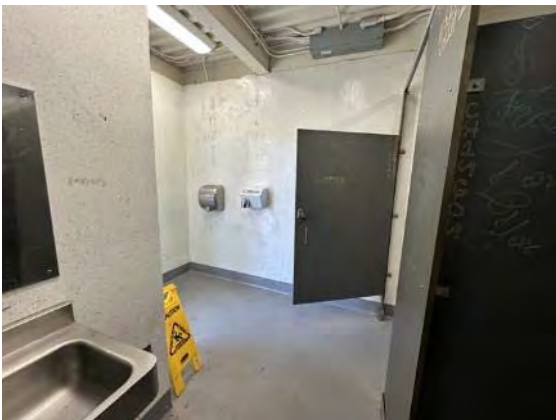
Loose temporary sign over existing illuminated sign (ARG, 2023).



View of snack bar order/pick-up windows with roll-up shutters (ARG, 2023).



Detail of paint loss and corrosion at metal frame (ARG, 2023).



Interior view of women's restroom looking north (ARG, 2023).



Interior view of women's restroom looking south (ARG, 2023).



Detail of scratches at restroom door (ARG, 2023).



Detail of graffiti at CMU wall (ARG, 2023).

## **Barn**

The barn was constructed between 1964-65 and does not contribute to the significance of the Pony Ride Site. It is located at the south end of the facility, on the east side of the miniature train tracks. The barn is a large steel-framed building, with a corrugated metal gable roof, and a combination of CMU walls at the base of the building and corrugated metal siding above. Roof drainage is by surface flow to sheet metal gutters and downspouts along the east and west sides. The CMU walls have vented units (breeze blocks) spaced throughout, and the metal siding has openings where clear and green corrugated polycarbonate panels are used as infill to allow for natural light. At the north and south ends, there are pedestrian access doors, inserted within large overhead doors that can be opened for additional light and ventilation. The interior contains partial height CMU partitions which form stalls along the east and west sides. At the northeast corner, there is an employee break area containing lockers and a picnic table. At the northwest corner, there is an enclosed tack room with a wood stair to a small storage loft above. The south end of the barn remains open as a small riding space or turn-out area, with chain-link gates dividing it from the stalls. Interior floors at the ground level are compacted soil. The steel framing, CMU, and corrugated siding and roofing are exposed at the interior. Some finishes are provided in the tack room area, including painted plaster walls, concrete floor at the tack room, and plywood floor at the loft above. The tack room has wood-framed saddle racks along the walls.

The barn remains in fair, serviceable condition. The steel framing appears sound and in good structural condition. Exterior walls and cladding remain intact; although some localized damage was noted including bent and gouged corrugated siding sheets, gouges in CMU walls, and areas of corrosion. A large area of corrosion was noted at the edges of corrugated roofing sheets along the west wall of the loft. Similar corrosion can be expected in other areas along the east and west sides. The roof panels could not be seen from the exterior (no access), so their condition is unknown at this time; however, daylight and pinholes were noted at the interior, particularly near the eaves. The polycarbonate panels remain intact, but their surfaces are heavily soiled. Overhead doors and man doors are operable and in serviceable condition; corrosion was noted throughout, and particularly at the base of doors. The compacted earth flooring has large depressions and stains throughout, and typically at locations where ponies may have been tethered. Urea stains and efflorescence (salt deposits) were noted at the floor and CMU walls. The tack room and loft are heavily soiled with stains and debris. Rodent droppings and insects were also noted at the loft.



View of barn looking southwest (ARG, 2023).



View of barn looking northwest (ARG, 2023).



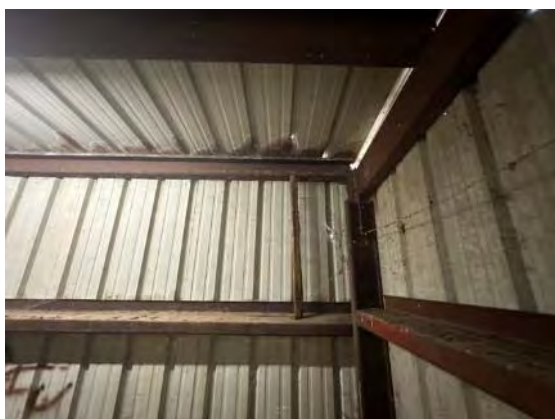
Interior view of barn looking south (ARG, 2023).



Interior view of barn looking north (ARG, 2023).



Detail at upper northeast corner/roof (ARG, 2023).



Interior detail at upper northwest corner; note corrosion at roof edge (ARG, 2023).



Detail at east exterior wall; note corrugated polycarbonate "window" panel (ARG, 2023).



Detail at overhead door with pedestrian door inset (ARG, 2023).



Typical damage at base of metal cladding (ARG, 2023).



Gouges at base of CMU wall (ARG, 2023).



View of stalls at east side (ARG, 2023).



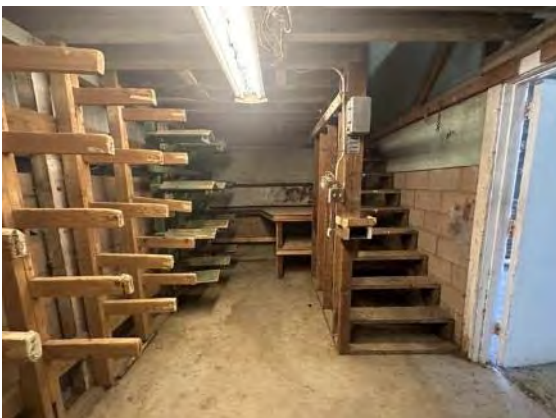
View of stalls at west side (ARG, 2023).



Detail at open area at south end; note staining and efflorescence (ARG, 2023).



View of employee break area at northeast corner (ARG, 2023).



View of tack room and stairs to loft (ARG, 2023).



View of loft looking south (ARG, 2023).



## Corrals

The corrals, which do not contribute to the significance of the Pony Ride Site, are located to the east and south of the barn. Developed between 1964-65, the area is generally open with some shade trees along the perimeter. It has been divided into several spaces with chain-link fencing and gates. Each corral space has one or more shade structures, consisting of galvanized metal pipe framing and corrugated sheet metal roofs. The fencing and shade structures are in fair condition and show signs of heavy use.



*Overall view of corrals (ARG, 2023).*



*Shade structure and fencing at corrals (ARG, 2023).*

## Small-Scale Features

There are various other small-scale features found throughout the site. Existing conditions are as follows:

### Birthday Pavilions

The site contains two large, fenced areas for birthdays and other events. These pavilions do not contribute to the significance of the Pony Ride Site. The first, titled “Oak Grove”, was constructed south of the riding ring in 2016. It features a train theme, with painted train car signage panels. The second event space, titled “Coyote Meadow”, was constructed in 2018 -19 to the west of the riding ring, and features a large signage wall painted to simulate a western town. Each space is enclosed with wood fencing decorated with wagon wheels, and there is a temporary pavilion structure with picnic table seating. Both spaces remain in good condition.



*“Oak Grove” birthday pavilion (ARG, 2023).*



*“Coyote Meadow” birthday pavilion (ARG, 2023).*

### Freestanding Shade Structure

Near the entrance to the site, northwest of the ticket booth, is a freestanding shade structure complete with built-in water trough (build date unknown). The structure does not contribute to the significance of the Pony Ride Site. It is supported by galvanized metal pipe framing, and features a wood trough with stainless steel insert, a pipe rail for tethering ponies, and a retractable shade awning to each side. The structure is in fair condition overall. ARG did not detract the awnings to see if they remain operable. The wood trough has paint loss. Other finishes are soiled, and there is debris in the trough.



*View of freestanding shade structure (ARG, 2023).*



*Detail of trough and tethering rail (ARG, 2023).*



*Detail of retractable awnings (ARG, 2023).*

### Masonry Planters

There are two larger circular-shaped planters around a jacaranda and historic coast live oak tree at the site, one located to the north of the ticket booth (holding the coast live oak), and one between the snack stand and the pony sweep (holding the jacaranda). The planters do not contribute to the significance of the Pony Ride Site. They are both constructed with stone rubble masonry walls and have brick paver copings. The planters are full to the coping height at the interior with compacted soil and tree roots. The planter near the ticket booth is in good condition, with just eroded stone mortar joints and some graffiti observed. The planter

near the pony sweep is in fair condition and appears to be under stress from the tree roots and/or outward pressure of the soil. The planter walls are cracked and separated in two locations, with large gaps in the stone masonry and two missing brick paver units.



*Circular planter to north of ticket booth (ARG, 2023).*



*View of planter wall; note gaps in stone masonry and eroded joints (ARG, 2023).*



*View of planter wall; note graffiti at brick paver (ARG, 2023).*



*Circular planter between snack stand and pony sweep (ARG, 2023).*



*View of planter wall; note cracking and missing paver (ARG, 2023).*



*Detail at planter wall; note large separation and missing paver (ARG, 2023).*

## Part II: Treatment and Work Recommendations

### Historic Preservation Objectives

#### *Selection of a Treatment Approach*

The Griffith Park Pony Ride Site is a contributor to Griffith Park, which was listed as a Los Angeles Historic-Cultural Monument (HCM) in 2009. Constructed in 1947, the Griffith Park Pony Ride Site contributes to the significance of Griffith Park for its association with the new and expanded recreational amenities developed in the park in the immediate post-World War II period, under the direction of Superintendent Hjelte.

Because the Pony Ride Site contributes to the historic significance of Griffith Park, a designated HCM, the City of Los Angeles requires that any future repair, maintenance, or rehabilitation of the site shall be guided by *The Secretary of the Interior's Standards for the Treatment of Historic Properties* ("the Standards"). The Standards provide general guidance for stewards of historic properties to determine appropriate treatments. They are intentionally broad in scope so that they can be applied to a wide range of circumstances and are designed to enhance the understanding of basic preservation principles. The Standards identify four defined levels of treatment for a property. Each level of treatment is accompanied by its own set of standards that serve to guide the approach to work.

Generally, in planning for anticipated work on a historic property, one of the four treatment levels is selected as the overall approach to treatment.

The four treatment approaches are as follows:

**Preservation** is the act or process of applying measures necessary to sustain the existing form, integrity, and materials of a historic property.

**Rehabilitation** is the act or process of making possible a compatible use for a property through repair, alterations, and additions while preserving those portions or features which convey its historical, cultural, or architectural values.

**Restoration** is the act or process of accurately depicting the form, features, and character of a property as it appeared at a particular period of time by means of the removal of features from other periods in its history and reconstruction of missing features from the restoration period.

**Reconstruction** is the act or process of depicting, by means of new construction, the form, features, and detailing of a non-surviving site, landscape, building, structure, or object for the purposes of replicating its appearance at a specific period of time and in its historic location.

Based on ARG's understanding of the Pony Ride Site's significance, its existing conditions, and its potential for future use, ARG recommends the **Rehabilitation** approach to treatment. The Standards for Rehabilitation recognize that change is often necessary for the adaptive reuse or continued use of a property and thus allow

for compatible, contemporary interventions through alterations, additions, and change in use, so long as the historic character<sup>75</sup> of the property is preserved.

To comply with the Standards for Rehabilitation, all interventions to the Pony Ride Site should be designed and constructed with a minimal loss of historic material. Additionally, they should be designed with an eye toward restoring altered or missing features from the site's 1947-1956 period of significance.

The Standards for Rehabilitation apply to all buildings, structures, and features within the Pony Ride Site, including non-contributing features, to the extent necessary to ensure their removal/replacement or alteration does not impact the historic character of the site.

### ***Secretary of the Interior's Standards for Rehabilitation***

Following are the Standards for Rehabilitation. These standards guide all treatment recommendations made herein and should inform all future work on the Pony Ride.

1. A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.
2. The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.
3. Each property will be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.
4. Changes to a property that have acquired historic significance in their own right will be retained and preserved.
5. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.
6. Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.
7. Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.
8. Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.

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<sup>75</sup> Historic character refers to all those visual aspects and physical features that comprise the appearance of a historic property.

9. New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.
10. New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

## Treatment Recommendations

### *Introduction*

ARG understands that there are no specific plans for reuse of the Griffith Park Pony Ride Site at this time, and that the Department of Recreation and Parks (RAP) seeks to understand historical conditions when considering feasibility for reuse of the property that should be called out in any future Requests for Proposals.

ARG has provided the following treatment recommendations related to the site's rehabilitation, repair, and maintenance. The items detailed below are primarily to address material distress or damage in order to prolong the life of the materials and to prevent further damage or more costly interventions in the future. Other recommendations are associated with returning some historic character-defining features to the property or renovating spaces or features for contemporary use. All of the below recommendations are in keeping with the Standards for Rehabilitation. Any future plans involving reuse of the Pony Ride should undergo further review by a qualified historic architect meeting the *Secretary of Interior's Professional Qualifications Standards*, to ensure consistency with the Standards for Rehabilitation.<sup>76</sup>

Similar to the Existing Conditions Assessment section, Treatment Recommendations have been grouped into general recommendations as well as by structure or feature. These include the contributing features (Pergola, Ticket Booth, and Riding Ring), and non-contributing features (Pony Sweep, Barn, Corrals, Snack Bar and Restroom Building, and other small-scale features). Recommendations regarding the treatment of vegetation are included under the general rehabilitation and maintenance recommendations. Structural recommendations have also been summarized in this section; see Appendix A for the complete structural report. In general, recommendations are listed in order of priority (high to low).

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<sup>76</sup> National Park Service, Code of Federal Regulations, 36 CFR Part 61, <https://www.nps.gov/articles/sec-standards-prof-quals.htm>.

## ***General Recommendations***

- New construction within the Pony Ride Site should be reviewed by a qualified historic architect to ensure consistency with the Standards.
- Consider a comprehensive code analysis to review for conformance with applicable codes related to egress, fire protection, occupant loads, etc. when a new use for the Pony Ride facility is determined.
- Consider conducting an Americans with Disabilities Act (ADA) accessibility study when a new use for the Pony Ride facility is determined.
- The following maintenance items should occur annually:
  - Clean and maintain existing roofs and drainage systems. Remove leaves and debris from roof surfaces, gutters, and downspouts. Inspect roofs at minimum annually, and following large rainstorms, high winds, or seismic events.
  - Clean and remove debris from floor drains, area drains, in-ground structures or vaults, and troughs.
  - Clean exterior building surfaces and remove graffiti if necessary; sweep out interior spaces and monitor for leaks or other damage.
  - Maintain protective paint coatings at character-defining features and/or vulnerable historic materials or locations.
  - Maintain existing building systems where they exist; shut-off exterior water spigots, piping, etc. if no longer needed. Clean and lubricate hinges, rolling doors/shutters, carousel, and other moving parts.

## ***Recommendations: Contributing Resources***

Contributing elements of the Pony Ride Site should be retained to the extent feasible and should undergo repair and maintenance (see above), as needed, in consideration of the specific recommendations provided below. Any future work proposed on contributing resources should be reviewed by a qualified historic architect to ensure conformance with the Standards.

### **Historic Vegetation**

- An evaluation of the health and condition of historic trees was not within the scope of this HSR. ARG recommends that an arborist conduct a comprehensive evaluation regarding the condition of trees throughout the Pony Ride Site, particularly the coast live oak and coast redwood trees, which were present on the site during the period of significance (1947-1956) and thus contribute to its significance.

- When determining new plantings for the site, consider reinstating species (sycamore, elderberry, maple) that were identified in the 1956 “Griffith Park Pony Ride Area” site plan (see Appendix C: Historic Drawings).

## Pergola

- Remove existing pipe brace at southwest corner, and perform repairs per structural report. Replace existing 2x8 members at each corner with new larger rafters. Provide temporary shoring until repairs can be made.
- Provide additional wood blocking between roof rafters per structural report; paint to match existing.
- Repair cracks at concrete column footings.
- Replace T-shaped steel plate connection between column and beam (1 location). Strengthen any other connections with new fasteners/hardware as required.
- During next roof replacement (approx. 10 years away), inspect sheathing boards thoroughly, and replace damaged boards as needed.
- Optional tasks:
  - Consider removing cable stand at roof and roofing over penetrations; electrical power could be re-routed underground.
  - Consider removing non-original shade structure at south side of building; this awning can be damaging to the historic roof and column framing during high wind events.
  - Non-original metal stanchions and directional markings may be removed if desired.
  - Wood benches and wood picket fence may be reinstated, per original drawings and historic photographs.
  - If desired, a historic finishes analysis may be conducted to determine original paint colors for future repainting work.

## Ticket Booth

- Repair damaged asphalt shingles and re-seal around light pole penetration at north side of roof.
- Replace heavily decayed (rotted) wood rafter tails (end splice).
- Infill opening at east façade (old A/C unit opening) with new wood studs sistered to existing studs, and new vertical siding; paint to match.
- Remove existing plywood wainscot covering, and thoroughly inspect and document condition of horizontal siding concealed below; repair or replace siding boards and deteriorated wood stud framing as required.



- Repair existing wood sill above wainscot; infill notches, gouges, splits, and other damage with wood-compatible epoxy and repaint.
- Repair deterioration at base of porch columns with wood-compatible epoxy and repaint. Consider installing column base plate or other connection to raise wood above grade and prolong life of wood columns.
- Replace heavily deteriorated wood door and frame at north façade; new door should be of similar style using barn-door style trim and decorative surface-mounted hinges. Provide new hardware, including hinges, entry/lock set, and dead bolt.
- Repair existing ticket window at south façade; remove non-original hardware, repair gouges, splits and losses in wood shutters with wood-compatible epoxy fill, and repaint. Provide new hardware to lock opening securely, such as cane bolts top and bottom mounted at the interior.
- Clean interior to remove remaining abandoned items, trash, and debris.
- Repair damaged areas of existing interior wallboard (sheetrock) as rodent-proofing measure.
- During next roof replacement (approx. 10 years away), inspect sheathing boards thoroughly and replace damaged boards as needed.
- Depending on future use, rehabilitate interior finishes and furnishings.
- Optional tasks:
  - If desired, a historic finishes analysis may be conducted to determine original paint colors for future repainting work.

## **Riding Ring**

- Re-grade and/or fill areas with large ruts or depressions to prevent standing water and improve site drainage.
- Secure underground concrete vault at north end of riding ring; vault may be backfilled if no longer used, or replace existing deteriorated wood cover with new locking vault door.
- Replace heavily decayed/rotted or termite-damaged wood posts with new to match (approx. 10% of total). Consider replacing with naturally rot- and insect-resistant wood species or preservative-treated lumber.
- Replace warped/sagging or otherwise deteriorated wood railings (approx. 10% of total).
- Replace corroded nails/fasteners at railings, and re-fasten where loose.
- Repaint guiderails and fences.
- Optional tasks:
  - Non-original shade structure and trough at northeast corner may be removed if desired.

- Non-original employee stand at light pole may be removed if desired.
- Running and buggy ride track fencing may be replaced and reconfigured to match original fencing, per original drawings and historic photographs.
- Track fencing may be replaced with taller fencing to accommodate a new use so long as the multi-track configuration and horseshoe shape is maintained.

### ***Recommendations: Non-Contributing Resources***

Non-contributing elements can be treated with greater flexibility in terms of alteration or removal within the Pony Ride Site. However, major changes, such as the addition of square footage, should be reviewed by a qualified historic architect to ensure compliance with the Standards as related to potential impacts to the historic character of the Pony Ride Site. Should the RAP choose to retain any of the following non-contributing resources, optional repair and maintenance recommendations have been provided to prolong their useful life.

#### **Non-Historic Vegetation**

- Non-historic tree species (those added after the Pony Ride Site's period of significance), including gold medallion, carrotwood, palm, and jacaranda, may be removed from the site, if desired.

#### **Pony Sweep**

- Remove heavy amounts of collected leaves and debris at roof covering, and trim overhanging trees.
- Provide lock at gate to prevent unauthorized entry and playing on carousel.
- Alternatively, because the structure is not historic and does not contribute to the historic significance of the Pony Ride Site, the pony sweep may be removed if no longer needed for future use.

#### **Snack Stand and Restroom Building**

- Repair large hole at north elevation CMU wall (rodent-proofing).
- Reattach sign in more permanent manner to prevent falling.
- Alternatively, because the building is not historic and does not contribute to the historic significance of the Pony Ride Site, the snack stand may be removed if no longer needed for future use.

#### **Barn**

- Clean existing corrugated metal roof and inspect for damage. Replace corroded sheets at eaves; seal over exposed fasteners; and seal all pinholes, gouges or penetrations.
- If desired for new use, remove urea stains/smells and salt deposits by excavating the earthen floor to a certain depth, and backfilling and compacting new soil.

- Undertake rodent-proofing measures, such as closing up holes in walls or ground around building, provided baited traps, etc.
- Alternatively, because the building is not historic and does not contribute to the historic significance of the Pony Ride Site, the barn may be removed if no longer needed for future use.

### **Corrals**

- Because the corrals are not historic and do not contribute to the historic significance of the Pony Ride, they may be removed if no longer needed for future use.

### **Small-Scale Features**

- Repoint stone masonry walls at planters, including cracks and separations. Replace missing brick paver units. Monitor for further stress or damage related to tree roots and reassess.
- Alternatively, as the planters are not historic/contributing to the significance of the Pony Ride, they may be removed if not needed for future use.
- The freestanding shade structure and birthday pavilions are not historic and may be removed if desired.

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# Appendix A: Structural Report

## **Appendix B: Existing Conditions Drawings**

## Appendix C: Historic Drawings



## **Appendix D: Contributing and Non-Contributing Resource Maps**

## Griffith Park Pony Ride Facility Structural Condition Assessment



March 27, 2024

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## TABLE OF CONTENTS

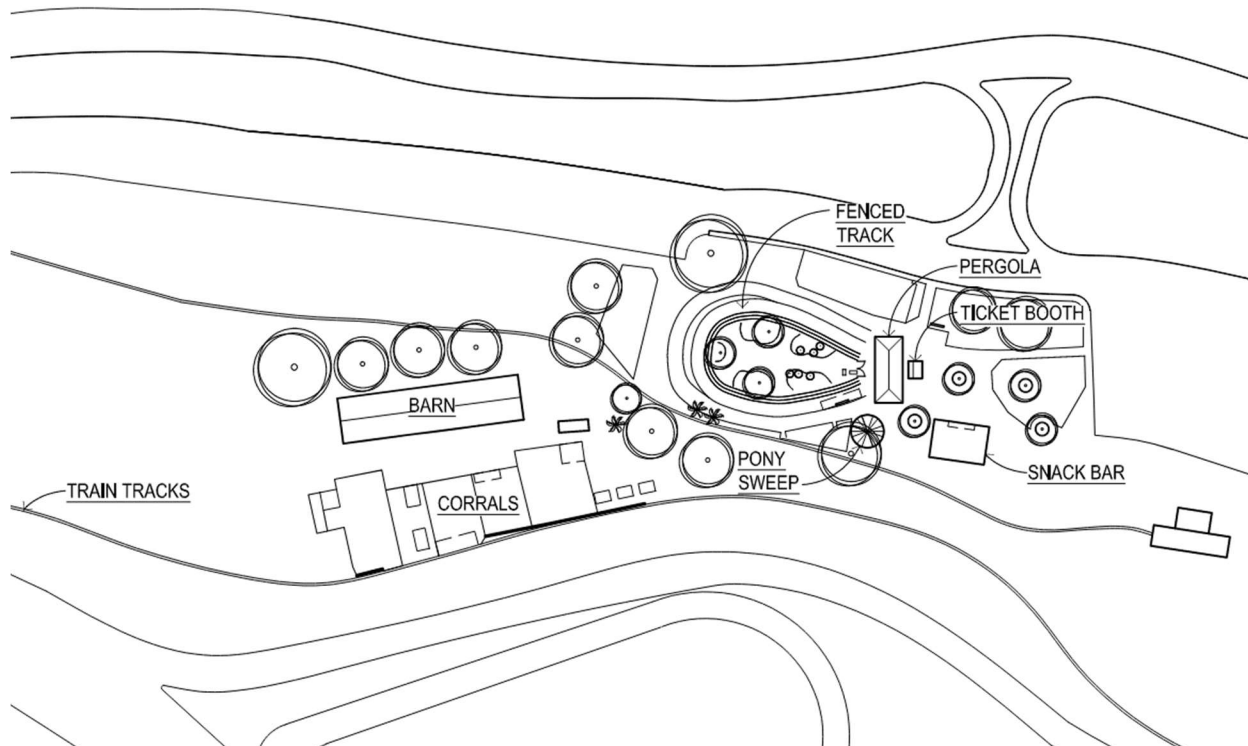
<b>Introduction .....</b>	<b>1</b>
Building History	2
Investigation	3
<b>Structural Description .....</b>	<b>6</b>
Pergola	6
Ticket Booth	13
Riding Rings	16
<b>Conditions Assessment .....</b>	<b>23</b>
Pergola	23
Ticket Booth	24
Riding Rings	28
<b>Probes &amp; Testing .....</b>	<b>29</b>
<b>Analysis.....</b>	<b>30</b>
Applicable Codes & Standards	30
Material Properties	30
Design Loads	30
Analysis Results	32
<b>Recommendations.....</b>	<b>34</b>
Pergola	34
Ticket Booth	36
Riding Rings	36

## INTRODUCTION

The Griffith Park Pony Ride facility is a historic, 2.32-acre area of Griffith Park on Crystal Springs Drive in Los Angeles, California. Included in this facility is:

- An 8,000 square foot barn,
- Six outdoor corrals of various sizes,
- A fenced-in horseshoe shaped track with three separated lanes (known as the Riding Rings),
- A small pony ride sweep under a covered canopy,
- Two fenced birthday party and gathering areas,
- A 1,500 square foot solid wood canopy for queuing pony riders (known as the Pergola),
- A 225 square foot wood Ticket Booth,
- A snack bar.

**Figure 1** shown below depicts the location and components of the facility as outlined above.



**Figure 1** Site Plan of the Griffith Park Pony Ride Facilities (North Oriented Right)

Silman has been retained to perform a structural assessment of the Pergola, the Ticket Booth, and the horseshoe shaped track as part of the Griffith Park Pony Ride Historic Structures Report (HSR).

As part of the structural assessment, existing and new documentation was reviewed, and an on-site investigation was performed. On July 26<sup>th</sup>, 2023, Nathan Hicks and Amber Sutherland went to the site to better understand the facility structures, and their conditions. Based on the

provided documentation and observations made, Silman has identified conditions requiring repair, and recommendations to best protect and preserve each structure.

An outline of Silman’s specific services, and the purpose of the report herein, is provided below:

- Review of available documentation,
- Structural condition survey,
- Limited structural analysis for primary components, where existing structural information is available,
- Structural recommendations consistent with the building’s historic character for repairs,
- Identification of structural limitations and opportunities for future planned expansions and/or modernizations.

### **Building History**

Limited documentation pertaining to the structural history of the Griffith Park Pony Ride Facility exists. The Pergola and Riding Rings were completed in 1947, the year the Pony Ride began operations. The Ticket Booth was added by 1952. The only noticeable structural change made since construction is the addition of steel tubes at the cantilevering roof of the Pergola (see **Figure 2**). It is unknown when this change was made. All other structural changes are unknown. Note that while this section focuses on the facility’s structural history, a general history can be found in the overall HSR.



**Figure 2** Steel tubes that appear to have been added to the Pergola.

## Investigation

The investigation herein is based on site observations, combined with a review of past photos and drawings made available to the design team. While on site, observations were made at both the interior and exterior of the structures. In general, the Pergola and Riding Rings were readily visible, and access was possible for almost all building areas. At the Ticket Booth, Silman could only observe some of the existing structure where finishes were not present.



**Figure 3** Exterior view of the Ticket Booth showing the exterior finishes.

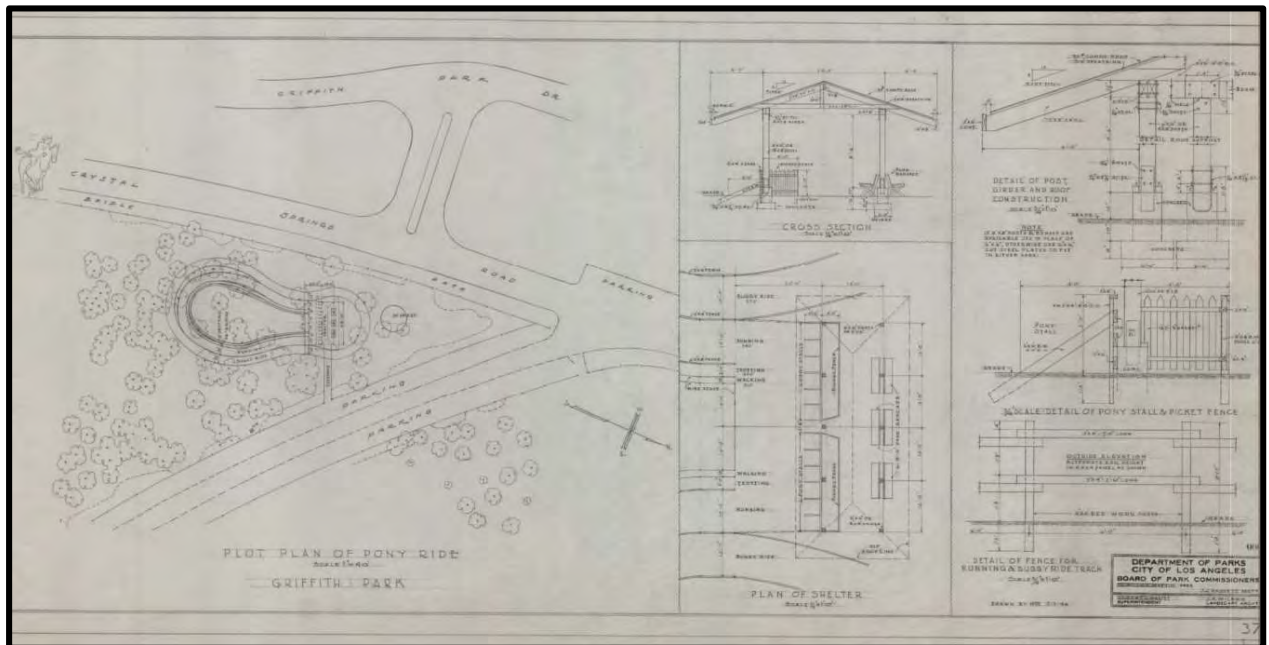


**Figure 4** Interior view of the Ticket Booth showing the interior finishes.

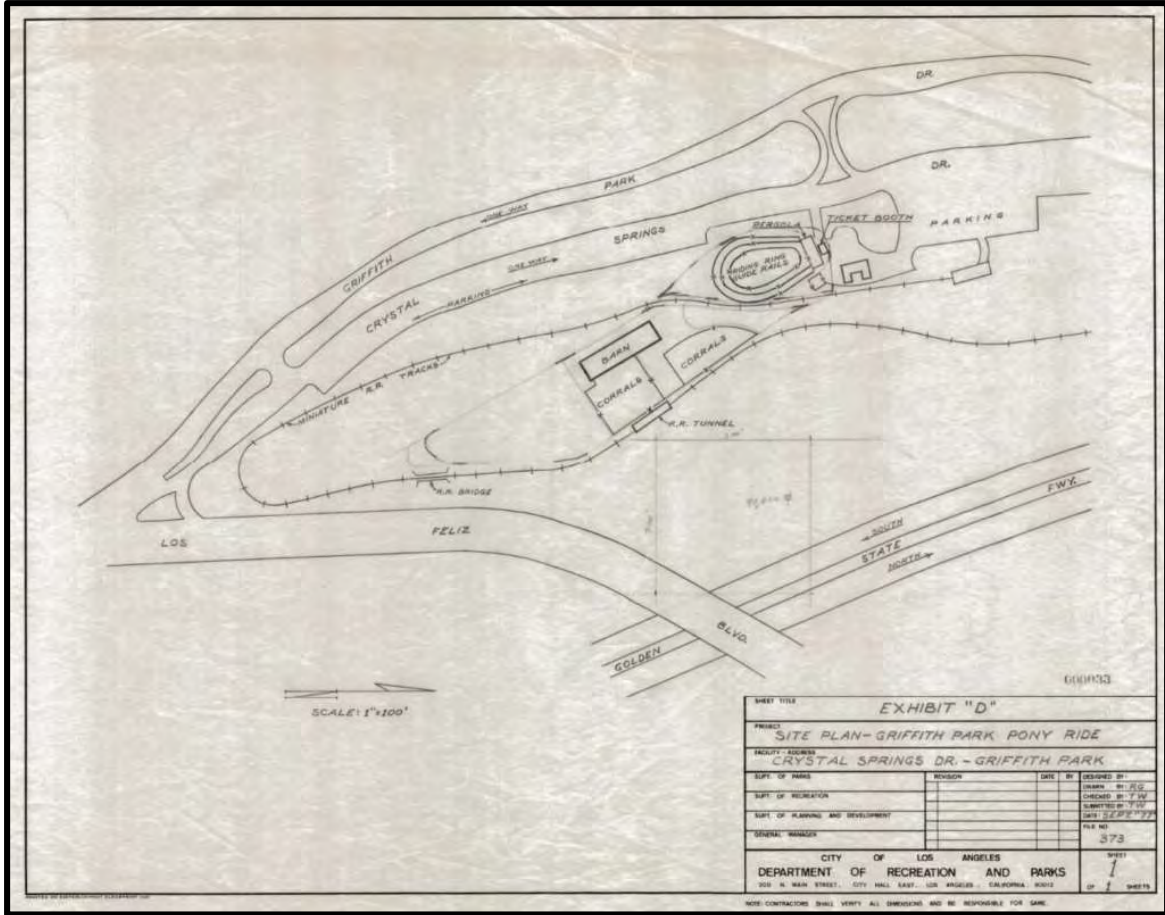
Note that existing structural drawings were only provided for the Pergola. Based on what was observed on site, the Pergola framing is well documented, and aligns with the provided drawing noted below. All foundations were not accessible for review.

The following pertinent structural documentation was made available to the structural team at the time of the investigation:

- 1946 Department of Parks, City of Los Angeles drawing: includes a single sheet PDF with a plan view of the pony ride, and structural plans, elevations, and details of the Pergola.
- 1977 *Site Plan – Griffith Park Pony Ride* drawing by the City of Los Angeles, Department of Recreation and Parks: a single sheet PDF containing a plan view of the Griffith Park Pony Ride facilities.
- 1993 *Griffith Park Pony Ride Site Plan* by the Department of Recreation & Parks: a single sheet PDF outlining the key features of the Pony Park facility.
- 2008 *Historic-Cultural Monument Application* by Griffith J. Griffith Charitable Trust: a 350 page report including structural descriptions of the Ticket Booth, Pergola and Riding Rings.
- 2023 *Griffith Park Pony Ride – Assessment and Community Feedback Scope of Work*: includes a description and brief history of the Pony Ride facilities and grounds.



**Figure 5** 1946 Department of Parks, City of Los Angeles drawing of the Pergola.



**Figure 6** 1977 Site Plan – Griffith Park Pony Ride drawing by the City of Los Angeles, Department of Recreation and Parks.



## STRUCTURAL DESCRIPTION

### Pergola

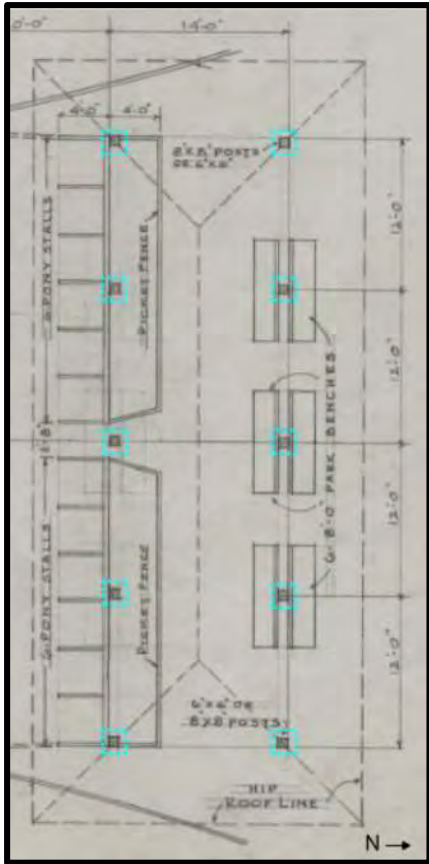
The Pergola is a single-story, open canopy composed of wood columns and roof framing. As shown in **Figure 7**, this structure is rectangular in shape with large roof overhangs at the perimeter.



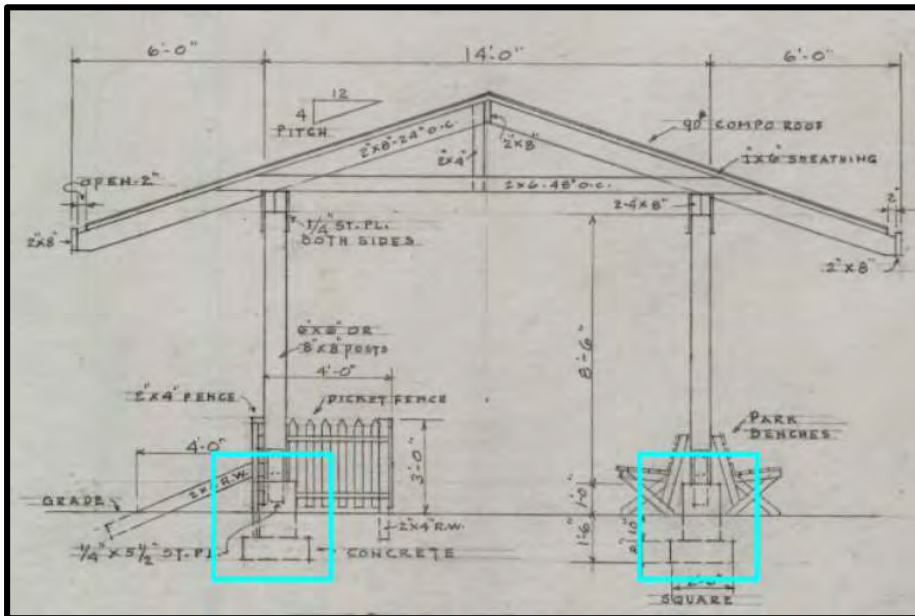
**Figure 7** View of the Pergola.

### Foundation

Although the foundation was not accessible during Silman's site visit, based on the 1946 Department of Parks City of Los Angeles drawing of the Pergola, each column is embedded into a 1'-3" x 1'-3" x 1'-10" concrete column, that frames into a 2'-0" x 2'-0" x 0'-8" concrete pad footing (See **Figure 8** to **Figure 10**). It is unknown whether the footings contain reinforcing steel.



**Figure 8** Plan view illustrating the locations of the Pergola column foundations (1946 Department of Parks, City of Los Angeles drawing of the Pergola).



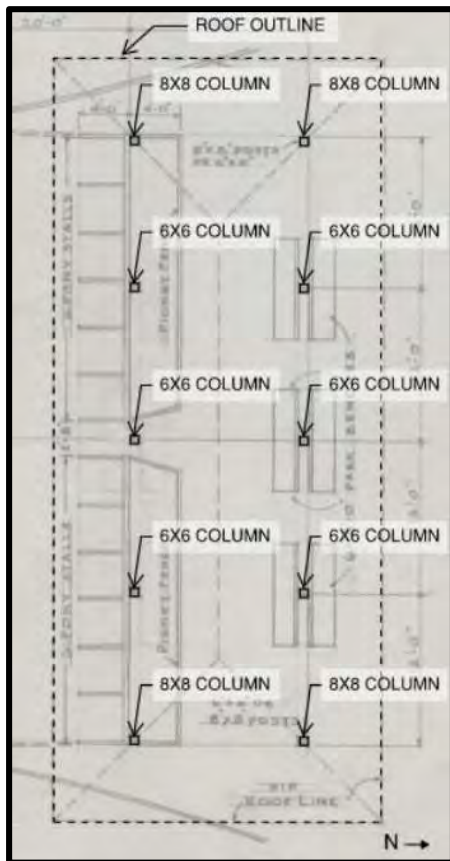
**Figure 9** Section through the Pergola showing the assumed foundation (1946 Department of Parks, City of Los Angeles drawing of the Pergola).



**Figure 10** View of the top of the foundation.

## Columns

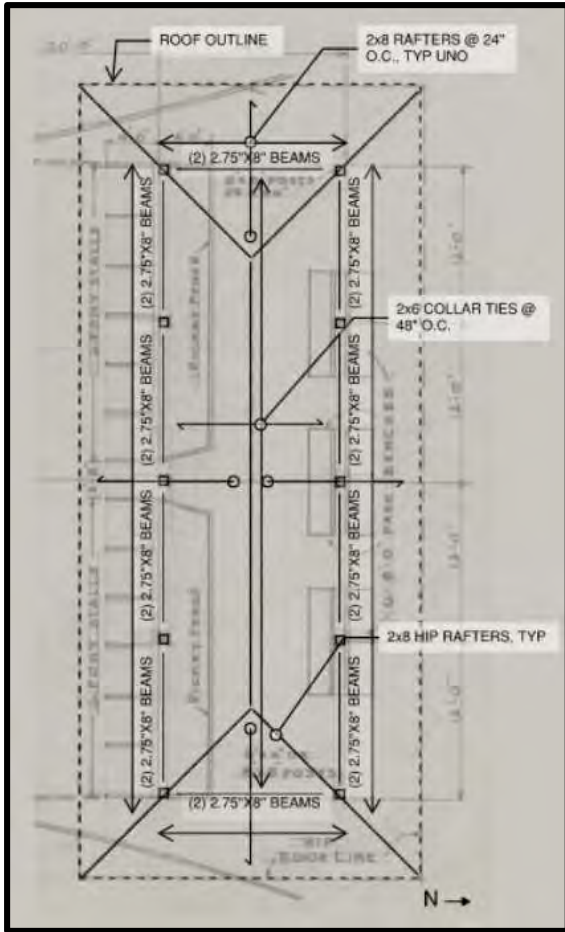
Ten equally spaced columns support the Pergola roof and serve as the lateral force resisting system. The corner columns are 8x8 (nominal) wood posts, while the interior columns are 6x6 (nominal) wood posts. See **Figure 11** for the location and size of each column.



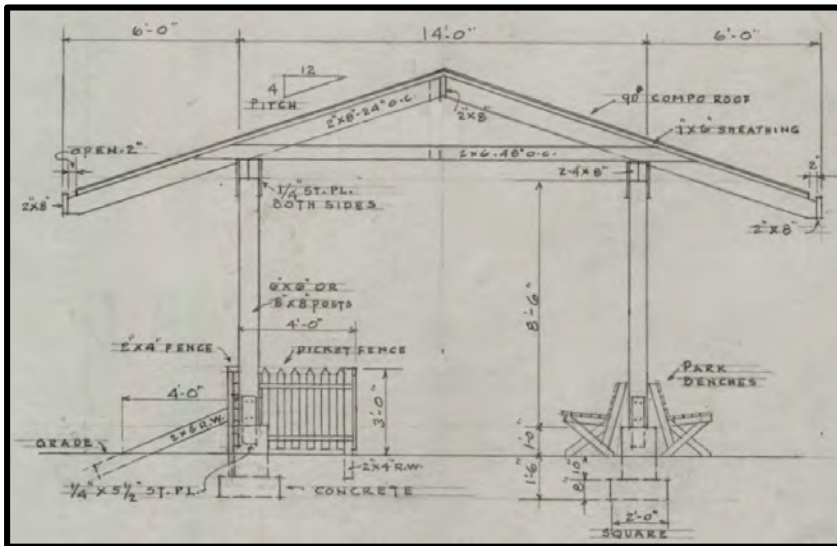
**Figure 11** Plan view of the Pergola illustrating the column locations on the 1946 Department of Parks, City of Los Angeles drawing of the Pergola.

## Roof Framing

The roof framing consists of north-south spanning 2x8 (nominal) rafters at 24 inches-on-center and 2x6 (nominal) collar ties at 48 inches-on-center (see **Figure 12**). Each rafter cantilevers 6'-0" beyond the columns as shown in **Figure 13**. The rafters support 1x6 (nominal) straight sheathing and asphalt shingles. Supporting the rafters are (2) 2.75"x8" wood beams spanning between the columns.



**Figure 12** Plan view of the Pergola roof framing illustrated on the 1946 Department of Parks, City of Los Angeles drawing of the Pergola.



**Figure 13** Section through the Pergola showing the roof framing from the 1946 Department of Parks, City of Los Angeles drawing of the Pergola.



**Figure 14** View of the cantilevered roof rafter framing, beams and columns.



**Figure 15** View of the Pergola roof collar ties, rafters, and beams.

### Troughs & Posts

At the south side of the canopy are troughs spanning approximately 8'-6" between the columns, three feet above the ground. The troughs are composed of (2) 2x6 (nominal) beams and interior metal liner (see **Figure 16**).



**Figure 16** View of the troughs at the south side of the canopy.

Adjacent to the troughs are 1/8" thick, 3.5" diameter steel posts at 8'-6" on center as shown in **Figure 17**.



**Figure 17** View of the steel framing at the south side of the canopy.

## Ticket Booth

The Ticket Booth is a single-story structure composed of wood bearing walls and wood roof framing. As shown in **Figure 18**, this structure is rectangular in shape with a roof overhang at the south elevation. Note that no drawings exist documenting the framing of the Ticket Booth. All structural descriptions are therefore based on observation of framing not covered by finishes.



**Figure 18** View of the Ticket Booth.

### Foundation

Due to inaccessibility, Silman could not observe the foundation for determination of material and constructed dimensions.

### Exterior Walls & Columns

Four load bearing walls frame the Ticket Booth office and serve as the lateral force resisting system. Each wall appears to be 6 inches thick and composed of wood. The exterior faces of the walls have 1x8 (nominal) vertical siding on top. The bottom 40 inches of the walls are clad with horizontal wood siding, concealed beneath wood panels (see **Figure 19**). The panels were likely added at some point after the original construction.





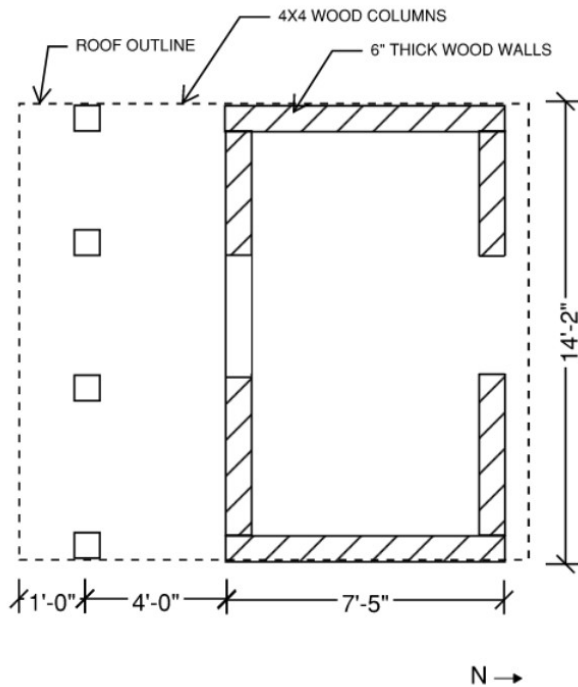
**Figure 19** Close up of the Ticket Booth top vertical siding and bottom wood panels.

At the south side of the Ticket Booth, four 4x4 (nominal) columns support the roof overhang (see **Figure 20**). Each column is approximately eight feet tall.



**Figure 20** East elevation of the Ticket Booth showing the columns at the south.

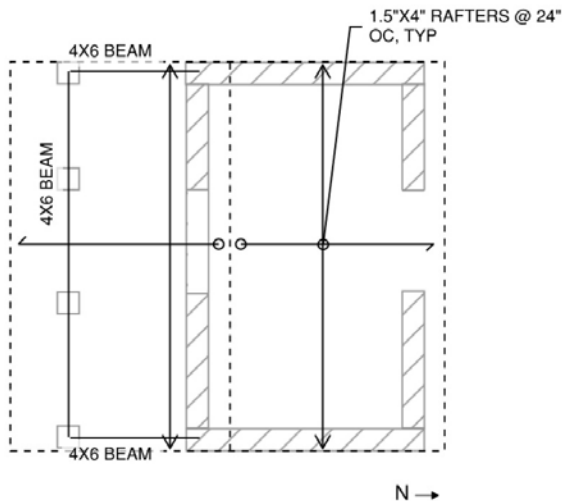
See **Figure 21** for the locations of the walls and columns.



**Figure 21** Plan view of the Ticket Booth columns and walls.

### Roof Framing

The roof framing is largely obscured by ceiling finishes at the interior of the Ticket Booth. Based on the roof framing visible at the south overhang, it appears the roof consists of 1.5"x4" wood rafters at 24 inches-on-center (see **Figure 22**). Each rafter cantilevers over a 4x6 (nominal) wood beam. The rafters are connected to the wood beam via a 1-inch-deep notch at the base (see **Figure 23**).



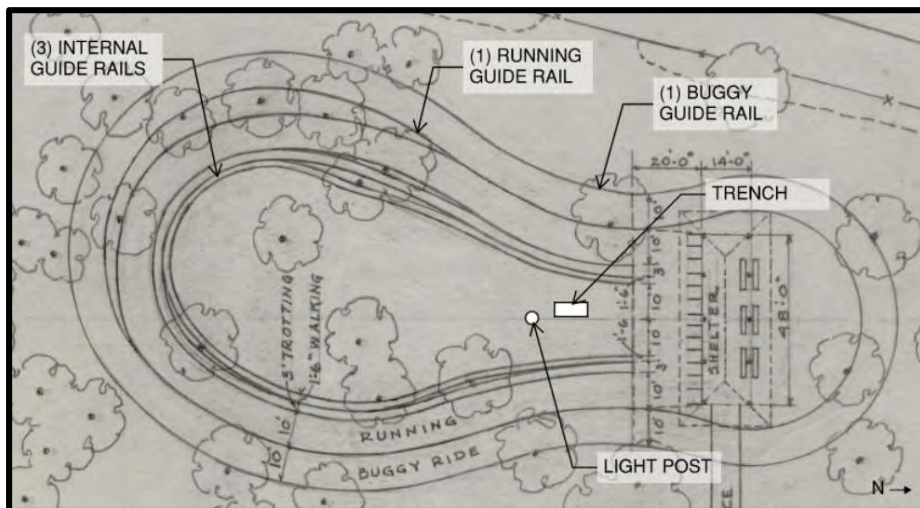
**Figure 22** Plan view of the Ticket Booth roof framing.



**Figure 23** View of the Ticket Booth roof framing at the south roof overhang.

### Riding Rings

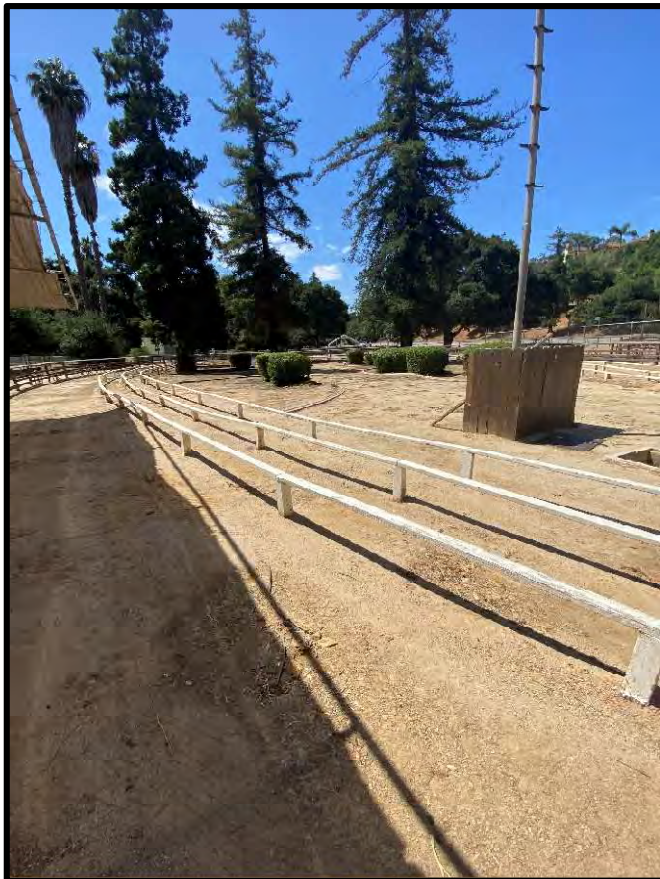
The Riding Rings are composed of Internal Guide Rails, a Running Guide Rail, a Buggy Guide Rail, a light post and a trench. Note that no structural drawings exist documenting the Riding Rings. All structural descriptions are therefore based on observations. A key plan has been provided below to help orient the reader.



**Figure 24** Site plan of the Riding Rings highlighting each element inspected.

### Internal Guide Rails

The Internal Guide Rails consist of three horseshoe rings of wood posts and beams, spaced at approximately three feet-on-center (see **Figure 25**). Each ring is composed of wood posts and rails (see **Figure 26**). The 4x4 (nominal) wood posts are spaced at 8'-2" on-center and are about 14 inches tall. Spanning between the wood posts are 2x4 (nominal) rails. Two to three nails at each rail end connect the rail to the posts. Due to inaccessibility, Silman could not confirm if there is a foundation beneath the guide rails. Given the size and composition of the guide rail, it is likely the posts are simply embedded into the ground at an unknown depth.



**Figure 25** View of the Internal Guide Rails.



**Figure 26** Close up of an Internal Guide Rail post and rail.

### Running Guide Rail

Located ten feet away from, and surrounding the Internal Guide Rails, is the Running Guide Rail (see **Figure 27**). The Running Guide Rail consists of wood posts and rails. The wood posts have a 4x4 (nominal) cross section and are 2'-0" tall. At the top and bottom of the wood posts are 2x4 (nominal) rails spanning 8'-0" between wood posts (see **Figure 28**). Two nails at each rail end connect the rails to the posts. Due to inaccessibility, Silman could not observe if there is a foundation beneath the Running Guide Rail. Given the size and composition of the guide rail, it is likely the posts are simply embedded into the ground at an unknown depth.



**Figure 27** View of the Running Guide Rail.



**Figure 28** Close up of a Running Guide Rail post and rail.

### Buggy Ride Guide Rail

Located 10 feet away from and surrounding both the Internal Guide Rails and the Running Guide Rail, is the Buggy Ride Guide Rail (see **Figure 29**). The Buggy Ride Guide Rail consists of wood posts and rails (see **Figure 30**). The wood posts have a 4x4 (nominal) cross section and are about 3'-2" tall. The posts have three rails at the top, middle and bottom that span seven feet on center. The bottom and middle rails have a 2x4 (nominal) cross section. The top rail has a 2x6 (nominal) cross section. Two nails at the end of each rail attach the rail to the post. Due to inaccessibility, Silman could not observe if there is a foundation beneath the Running Guide Rail. Given the size and composition of the guide rail, it is likely the posts are simply embedded into the ground at an unknown depth.



**Figure 29** View of the Buggy Ride Guide Rail.



**Figure 30** Close up of the Buggy Ride Guide Rail post and rail.

### Light Post

Located within the Internal Guide Rails is an approximately 20-foot-tall light post (see **Figure 31**). The light post is composed of a four-inch diameter steel pole. This pole looks to be embedded in a circle, concrete foundation (see **Figure 32**). The depth and reinforcing of the concrete foundation could not be observed and is therefore unknown.



**Figure 31** View of the light post.





**Figure 32** View of the light post foundation.

Trench

Near the light post is a 28"x72" trench opening. The interior of the trench is composed of concrete. In between the concrete walls of the trench, wood boards slope downward (see **Figure 33**).



**Figure 33** View of the trench.

## CONDITIONS ASSESSMENT

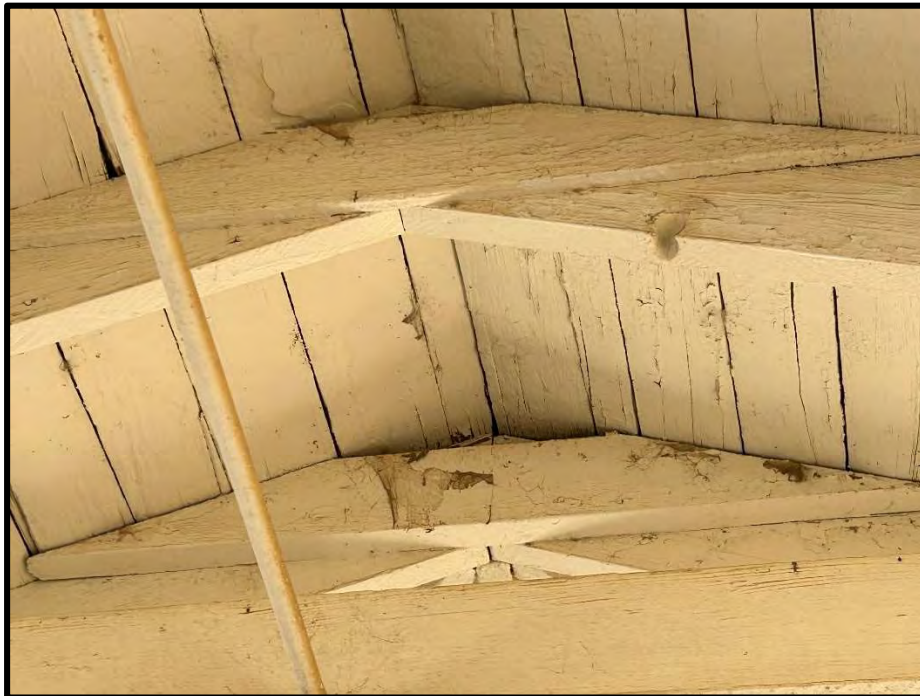
A conditions assessment of the Pergola, Ticket Booth and Riding Rings has been performed by Silman to characterize the structure and identify current conditions. During our visit, detailed photo documentation of the building was completed to understand the identified conditions.

### Pergola

Overall, the Pergola appeared to be moderately deteriorated. While the columns, rafters and collar ties looked to be in good condition, the items below will need to either be replaced or repaired, as specified in the Recommendations portion of the report.

#### Straight Board Sheathing

Deterioration of the straight sheathing spanning between the rafters was observed (see **Figure 34**). The wood is likely deteriorating due to exposure to temperature changes, water damage and insect damage.



**Figure 34** View of straight board sheathing deterioration.

#### Cantilevered Corners of Roof Framing

Each corner of the Pergola appears to be deflecting (see **Figure 35**). It appears the south-west corner was retrofitted with a steel pipe as highlighted in **Figure 2**. This does not meet the structural code requirements and will need to be removed.



**Figure 35** View of the Pergola roof corners deflecting.

### **Ticket Booth**

Overall, the Ticket Booth appeared to be in good condition, apart from a few items noted in the following locations.

#### Horizontal and Vertical Wood Siding

Both the ends of the vertical wood siding, and most of the horizontal siding located beneath the wood panels, are deteriorated (see **Figure 36** & **Figure 37**). This is likely due to water and insect damage over time.



**Figure 36** Close up of the top of the wood panels concealing the horizontal siding.



**Figure 37** Close up of the deteriorated, original horizontal siding.

### Rafters

A few of the exposed rafter ends at the north and south faces of the Ticket Booth have deteriorated due to insect and water damage (see **Figure 38**).



**Figure 38** View of the roof rafter deterioration at the ends of the member.

### West Wall

At the West Wall, a 3'x2' opening looks to be improperly patched with a thin wood board (see **Figure 39**).



**Figure 39** View of the improperly patched opening at the west wall of the Ticket Booth.

Base of Columns

At the base of the columns, some of the wood appears to be deteriorating due to biological growth and insect damage (see **Figure 40**).



**Figure 40** View of minor biological growth and insect damage at the base of the Ticket Booth columns.

## **Riding Rings**

Overall, the Riding Rings appeared to be in good condition, apart from the few items noted in the following locations.

### Posts & Rails

While most of the wood at all the posts and rails looked to be in good condition, approximately 15 percent is deteriorated. This was especially noticeable at the post and rail ends, where chunks of the wood have fallen off (see **Figure 41**). This deterioration is likely caused by water and insect damage.



**Figure 41** View of significant wood deterioration at the Internal Guide Rails.

### Connections

Several connections between the Guide Rail posts and rails looked to be significantly deteriorated. At numerous locations, nails have fallen out and are missing (see **Figure 42**).



**Figure 42** Deteriorated connection at the Internal Guide Rails.

### **PROBES & TESTING**

No probes or testing was performed as a part of this project scope. Silman recommends that wood material testing be performed at a future date to confirm the analysis outlined in the following section.



## **ANALYSIS**

This section includes a preliminary analysis of the existing roof framing at the Pergola, in addition to outlining the governing codes, material property assumptions, and design load assumptions used within the analysis, and to characterize the other structures composing the Griffith Pony Ride Facility.

### **Applicable Codes & Standards**

This project will be governed by the following code:

- 2023 City of Los Angeles Building Code
- 2022 California Historic Building Code

The following standards will be followed as specified by the governing codes:

- ASCE 7-16 Minimum Design Loads (and Associated Criteria) for Buildings and Other Structures
- NDS-2018 National Design Specification (NDS) for Wood Construction

### **Material Properties**

The material properties below are based on conservative lower end values appropriate for the time of construction. These properties are appropriate for the framing at the Riding Ring, Ticket Booth, and Pergola. Material testing is recommended to refine both the material values, and the corresponding Pergola analysis results.

#### Timber

The existing timber is assumed to be Douglas Fir-Larch #1. Douglas Fir-Larch #1 has the following material properties:

- |  |                             |
|--|-----------------------------|
| • Allowable Bending Stress                         | $F_b = 1,000 \text{ psi}$   |
| • Allowable Tensile Stress (Parallel to Grain)     | $F_t = 675 \text{ psi}$     |
| • Allowable Shear Stress                           | $F_v = 180 \text{ psi}$     |
| • Allowable Compressive Stress (Parallel to Grain) | $F_c = 1,500 \text{ psi}$   |
| • Modulus of Elasticity                            | $E = 1,700,000 \text{ psi}$ |

### **Design Loads**

The loads presented below assume the Pergola and Ticket booth are Risk Category II, and the Riding Ring is Risk Category I (ASCE 7-16, Table 1.5-1).

#### Dead Loads

- Wood Roof Framing (Pergola & Ticket Booth) = 5 PSF

### Live Loads

The following live load values are specified by the applicable codes and standards:

Occupancy or Use	Minimum Required Design Live Loads
Typical Roof (at the Pergola and Ticket Booth)	Per ASCE 7-16, Table 4.3.1, typical roofs are designed for a uniform load of 20 psf.
Handrails (at the Riding Rings)	Per ASCE 7-16, Section 4.5.1 and Section 4.5.1.1, handrails are designed to resist a single, 200 lb concentrated point load in any direction and at any point and a 60 plf uniform load applied in any direction at any point. The handrail does not need to be designed for these forces acting concurrently.

### Wind Loads

- Basic Wind Speed V = 95 mph
- Wind Directionality Factor (ASCE 7-16, Table 26.6-1)  $K_d = 0.85$
- Exposure Category (ASCE 7-16, §26.7) B
- Topographic Factor (ASCE 7-16, §26.8)  $K_{zt} = 1.0$
- Ground Elevation Factor (ASCE 7-16, Table 26.9-1)  $K_e = 1.0$
- Gust Effect Factor (ASCE 7-16, §26.11) G = 0.85
- Enclosure Classification (ASCE 7-16, §26.12, Pergola) Open
- Enclosure Classification (ASCE 7-16, §26.12, Ticket Booth) Enclosed
- Internal Pressure Coefficient (ASCE 7-16, Table 26.13-1)  $G_{C_{pi}} = 0$
- Velocity Pressure Coefficient (ASCE 7-16, §26.10.1)  $K_z = .57$
- Velocity Pressure (ASCE 7-16, Eqn. 26.10-1, Pergola & Ticket Booth)  $q_z = 12$  psf
- Net Pressure Coefficient (ASCE 7-16, Figure 30.7-2) CN = 1.2
- Component & Cladding Pressure at Roof Corners (ASCE 7-16, Eqn. 30.7-1) p = 13 psf

### Seismic Loads

All parameters dependent on soil shall be confirmed by a geotechnical engineer. The seismic force-resisting system has been assumed to be cantilevered columns at the Pergola, and wood shear walls at the Ticket Booth.

- Soil Site Class (Assumed) D
- Short Period Mapped Spectral Accel. (ATC Hazards by Location)  $S_s = 2.131$  g
- One Second Period Mapped Spectral Accel.  $S_1 = 0.755$  g

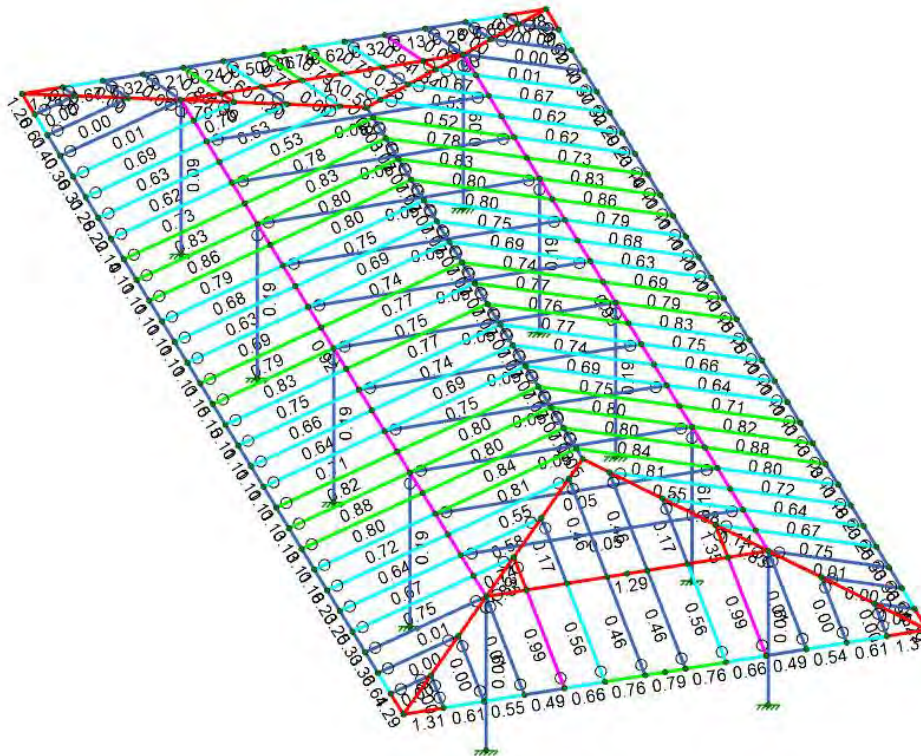
(ATC Hazards by Location)

- Short Period Design Spectral Acceleration  $S_{DS} = 1.705\text{ g}$   
(ATC Hazards by Location)
- Seismic Importance Factor (ASCE 7-16, Table 1.5-2)  $I_e = 1.0$
- Response Modification Factor (ASCE 7-16, Table 12.2-1, Pergola)  $R = 1.5$
- Seismic Response Coefficient (ASCE 7-16, Eqn. 12.8-2)  $C_s = 1.14\text{g}$

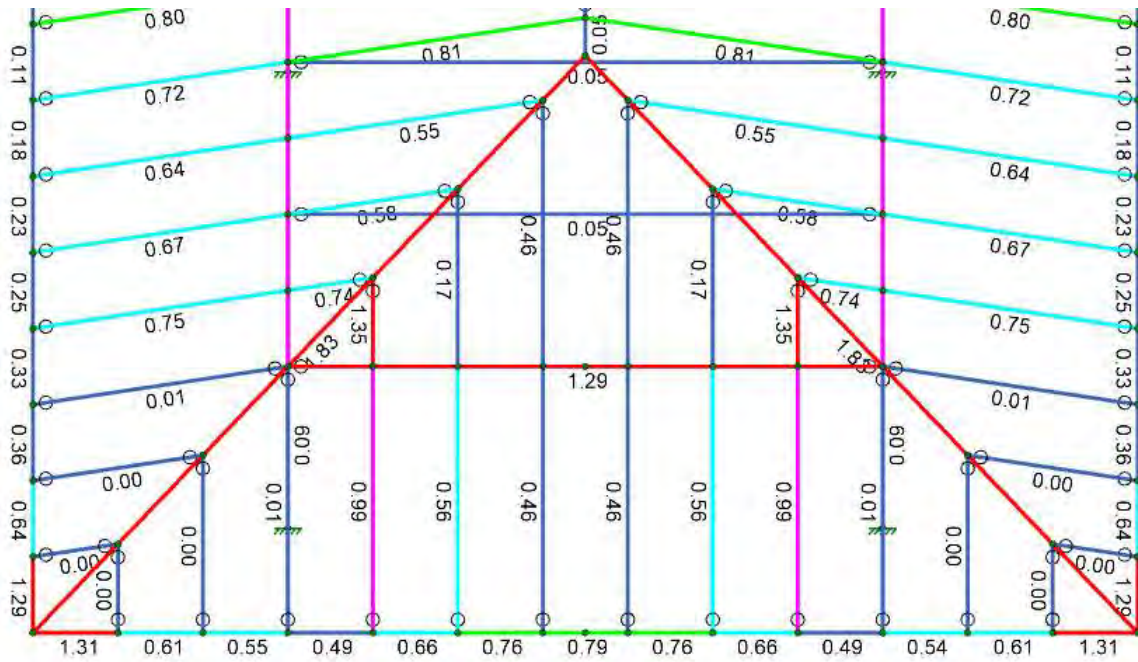
## Analysis Results

### Live Load Capacities

A preliminary live load capacity analysis was performed for the Pergola roof framing members using analytical modeling. The analysis results indicate only some members meet the current code requirement for dead load and live load (20psf capacity). The members that do not meet the code requirement for dead and live applied loads are shown in red in **Figure 43** below.



**Figure 43** Analytical model of the Pergola showing which members are overstressed.



**Figure 44** Close up of the analytical model showing the hip rafters are 83 percent overstressed.

As shown in **Figure 44** above, the hip rafters are approximately 83 percent overstressed. This aligns with what was observed on-site, where some of the hip rafters appeared to be deflecting. No evidence of overstress was observed at the beam supporting the roof rafters (marked as the 1.29 member in red in **Figure 44** above). It is therefore likely that the material strength assumptions made do not align with the actual properties of the wood material. Material testing is recommended to refine all analysis results.

#### Lateral Load Assessment

While the structure may have been designed for wind loads, a high-level review of the members indicates the framing may be able to handle seismic loads. A preliminary review of the connections indicates they are likely adequate. Further analysis is recommended to confirm.

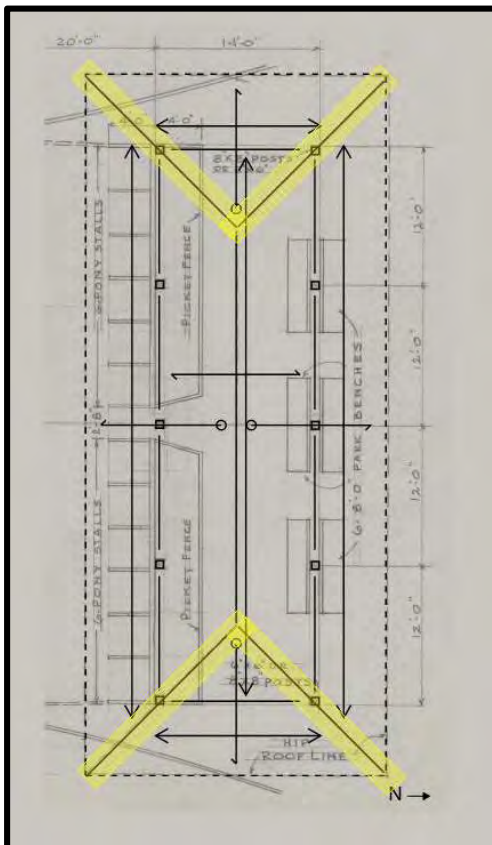
## RECOMMENDATIONS

The recommendations herein are based on site observations and subsequent structural analysis. As mentioned previously, field observations were limited to readily visible elements, since the site visit did not include removal of any finishes or destructive probes.

Overall, the Pergola structural repairs should be prioritized and occur as soon as possible. Repairs to the Ticket Booth are of intermediate priority and should be addressed in an approximate 3-year timeframe. Repairs to the Riding Ring are of the lowest priority and could be addressed in a 5-year timeframe. As part of future repairs wood species identification is recommended as it will help to refine material property assumptions and future repair specifications.

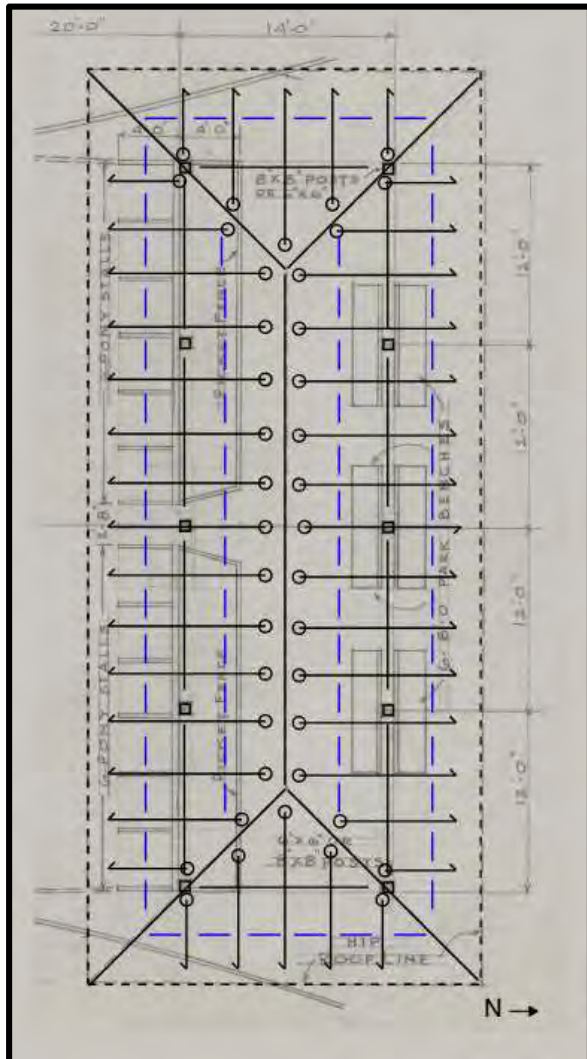
### Pergola

As indicated by the analysis section of the report, the cantilevering hip rafters are failing. Silman recommends replacing the existing 2x8 (nominal) members with new, larger rafters (see **Figure 45** for locations). In the temporary condition it is recommended that shoring posts be installed below the four corners until repairs can be made.



**Figure 45** Plan view of the Pergola roof highlighting which members should be replaced with larger framing (illustrated on top of the 1946 Department of Parks, City of Los Angeles drawing of the Pergola).

Given the large spans of the roof rafters, Silman also recommends adding blocking between each rafter to provide additional structural stability (as shown in **Figure 46** below).



**Figure 46** Plan view of the Pergola roof framing showing the potential location of blocking (illustrated on the 1946 Department of Parks, City of Los Angeles drawing of the Pergola).

In general, a portion of the straight wood sheathing appeared to be deteriorated. Silman recommends the wood be cleaned and repainted. During re-roofing all boards that are split, rotted and/or damaged should be replaced. Overlaying the straight board sheathing with plywood does not appear to be required but would help to improve the seismic performance. This would need to be balanced against the weight the plywood would add. Even this minimal increase could result in additional members stressed beyond their capacity for gravity loads.

While all not connections have been reviewed in this preliminary analysis it should be assumed that some will require strengthening with new fasteners/hardware.

## Ticket Booth

At the west wall of the ticket booth, a 3'x2' opening has been improperly repaired (see **Figure 39** and **Figure 47**). Silman recommends closing this opening by adding in new studs to sister the existing studs and attaching new siding to match the existing siding.

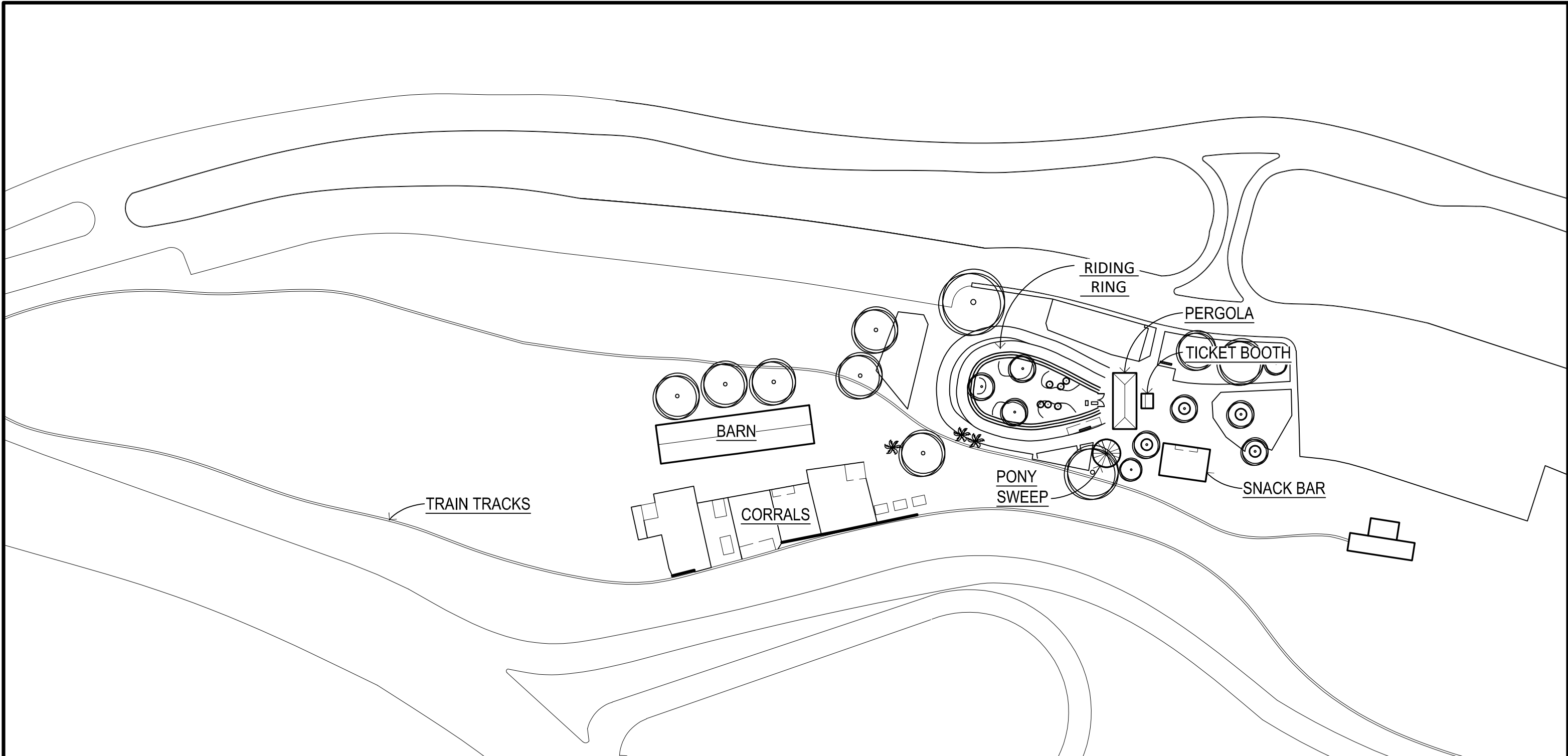


**Figure 47** Interior view of the opening in the west wall of the Ticket Booth.

At the exterior of the ticket booth, wood deterioration was observed at the rafter ends, base of the columns and on the original horizontal siding concealed beneath the wood panels. All wood minorly deteriorated should be cleaned and painted. All significantly deteriorated wood should be replaced in kind. To address the deterioration of the original horizontal siding (see **Figure 37**), Silman recommends removing the exterior wood panels to expose the wood beneath.

## Riding Rings

Several areas of significant wood deterioration were observed at the railing. Silman recommends addressing the deterioration by replacing approximately 10 percent of the wood in kind. Additionally, all wood should be cleaned and painted, and all fasteners should be replaced. Where wood framing in contact with ground is replaced, it should utilize a naturally rot-resistant species or PT lumber.



## CONTEXT SITE PLAN

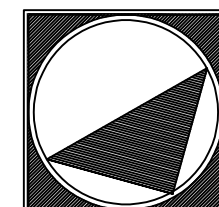
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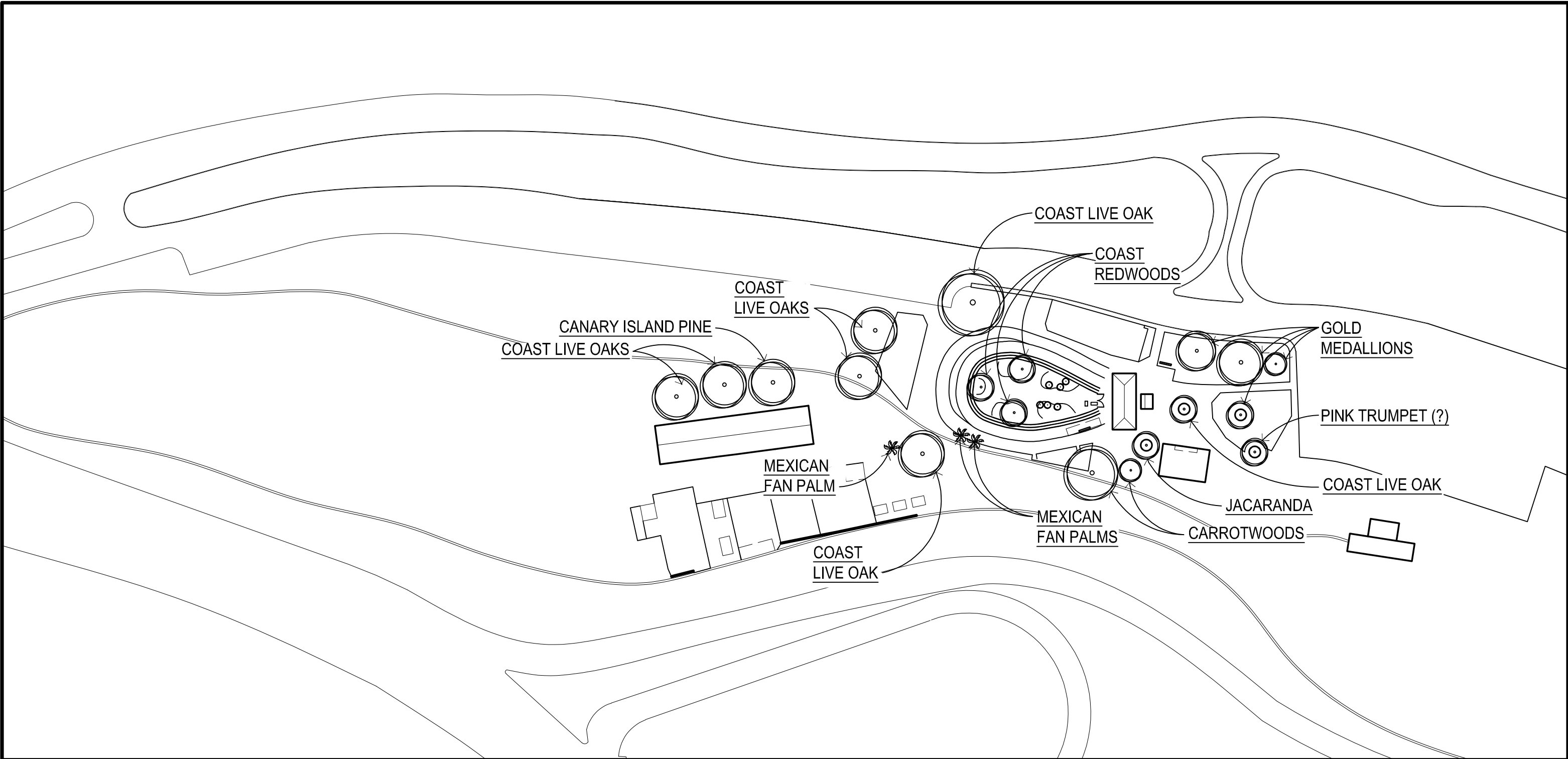
Architectural  
Resources Group

## GRIFFITH PARK PONY RIDE

AS-BUILT DRAWINGS  
4400 CRYSTAL SPRINGS DRIVE, LOS ANGELES, CA  
3/27/2024







# TREE IDENTIFICATION SITE PLAN

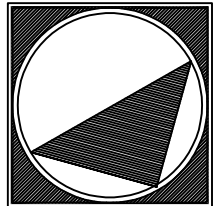
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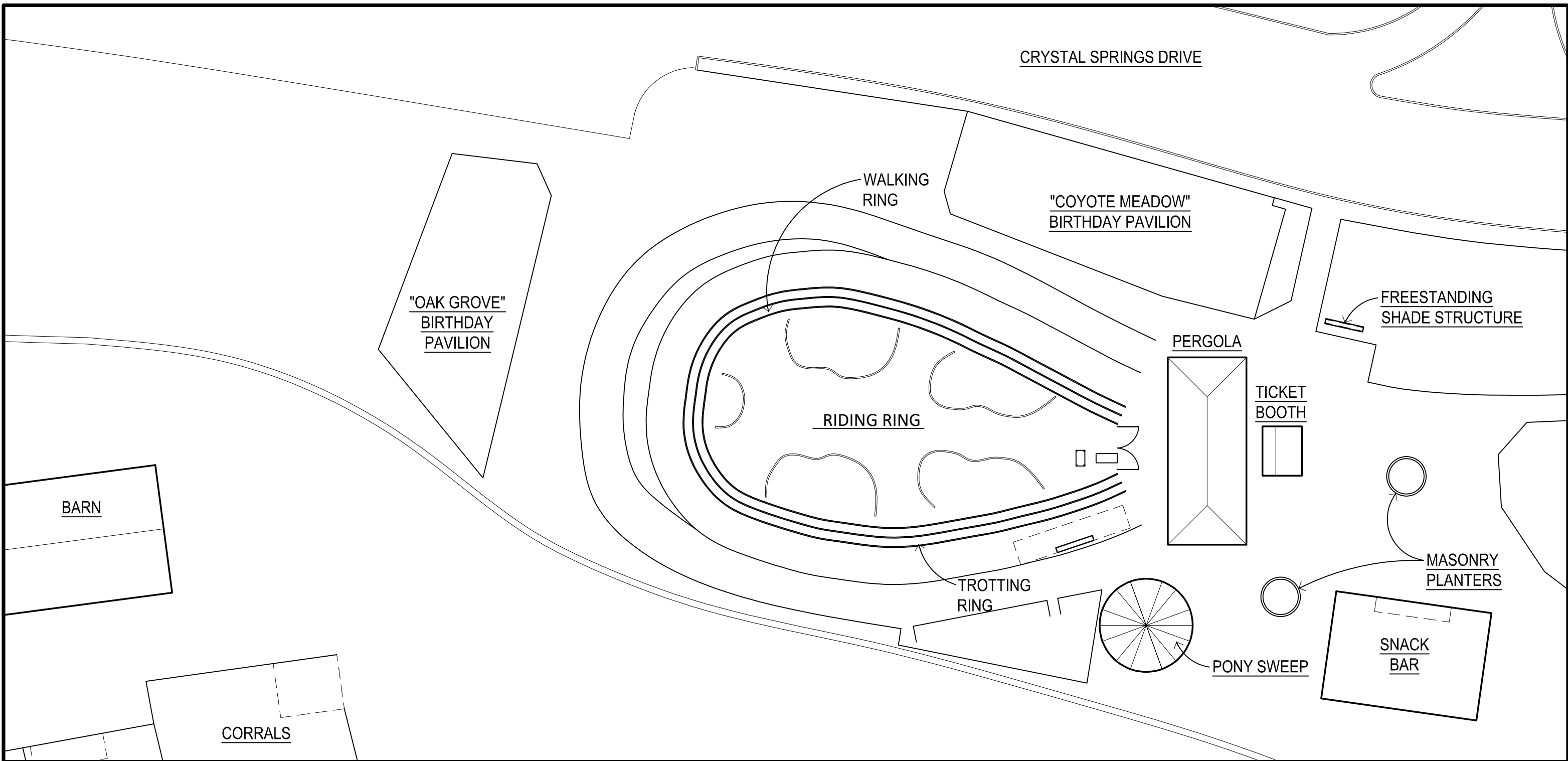


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## GRIFFITH PARK PONY RIDE

AS-BUILT DRAWINGS  
4400 CRYSTAL SPRINGS DRIVE, LOS ANGELES, CA  
3/27/2024





## SITE PLAN

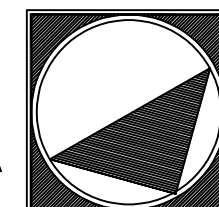
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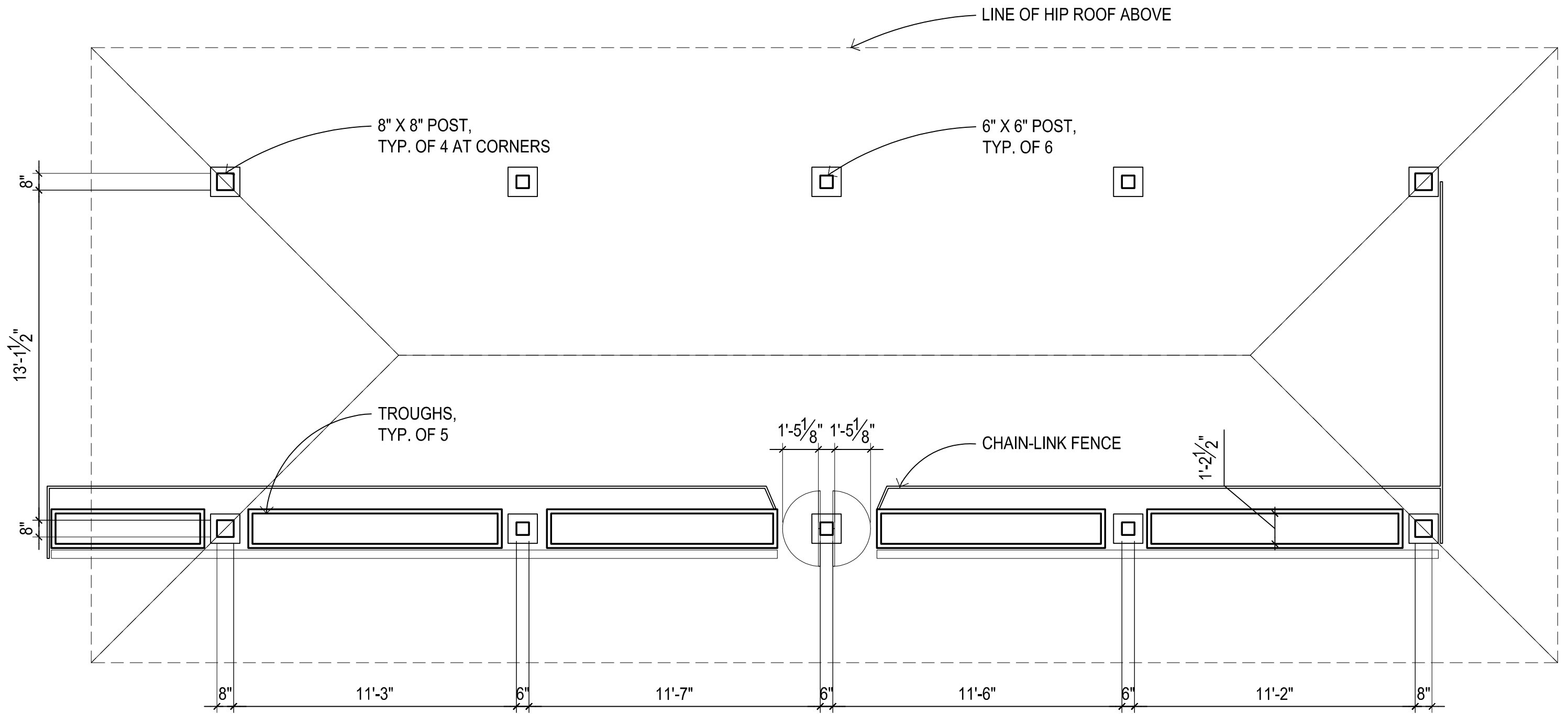


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## GRIFFITH PARK PONY RIDE

AS-BUILT DRAWINGS  
4400 CRYSTAL SPRINGS DRIVE, LOS ANGELES, CA  
3/27/2024





## FLOOR PLAN - PERGOLA

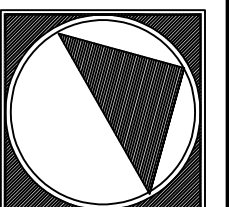
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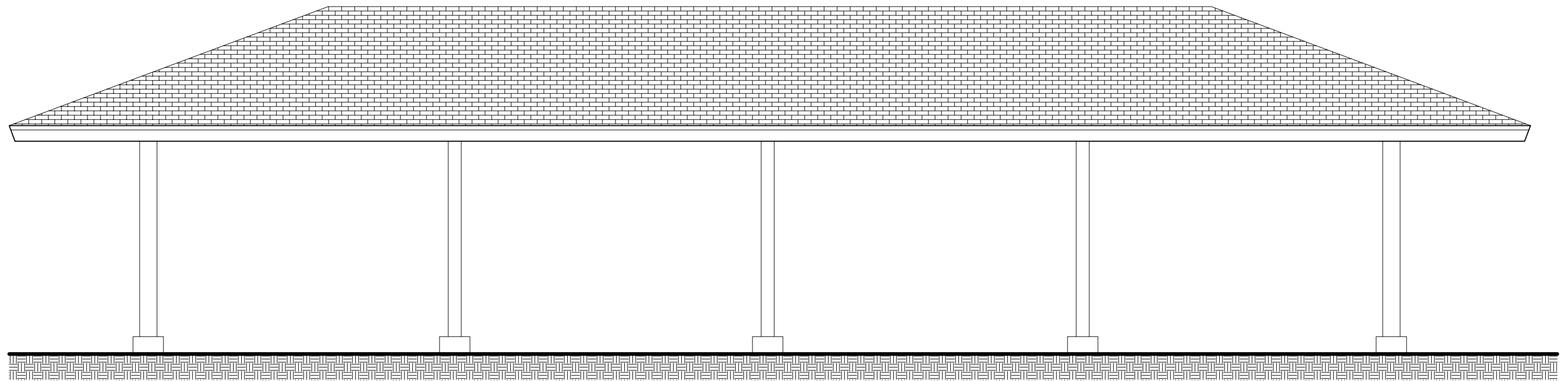


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## GRIFFITH PARK PONY RIDE

AS-BUILT DRAWINGS  
4400 CRYSTAL SPRINGS DRIVE, LOS ANGELES, CA  
3/27/2024





EXTERIOR ELEVATION - PERGOLA - NORTH

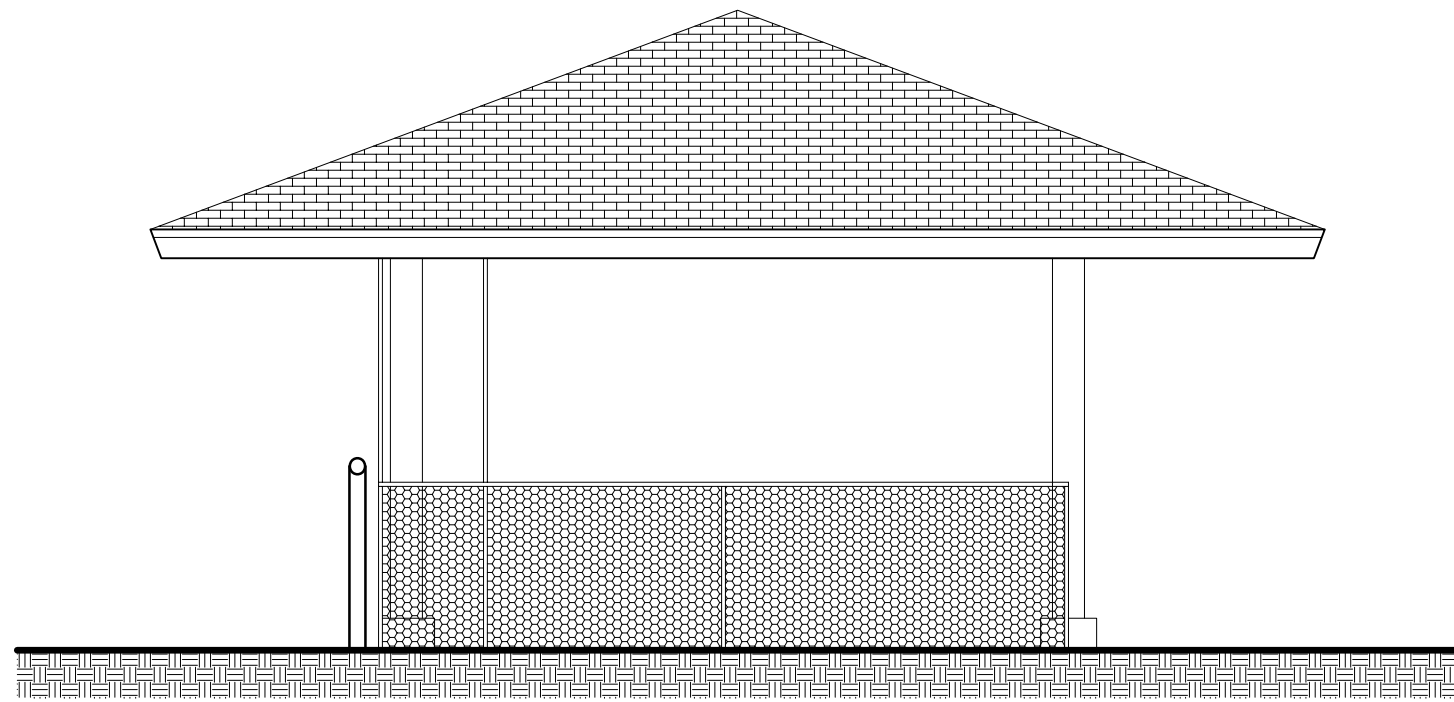
1/4" = 1'-0"



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4400 CRYSTAL SPRINGS DRIVE, LOS ANGELES, CA  
3/27/2024



EXTERIOR ELEVATION - PERGOLA - EAST

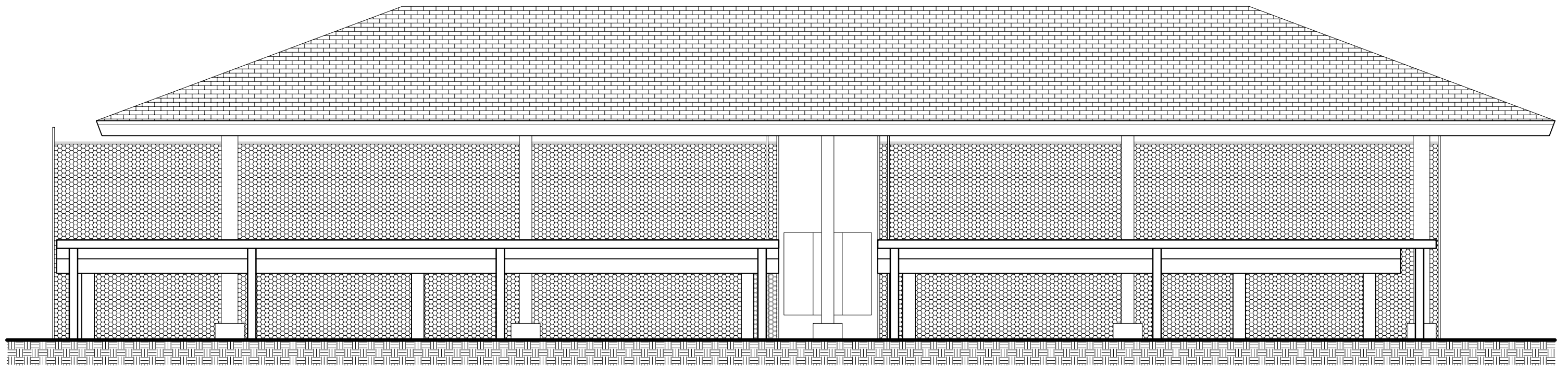
1/4" = 1'-0"



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4400 CRYSTAL SPRINGS DRIVE, LOS ANGELES, CA  
3/27/2024



EXTERIOR ELEVATION - PERGOLA - SOUTH

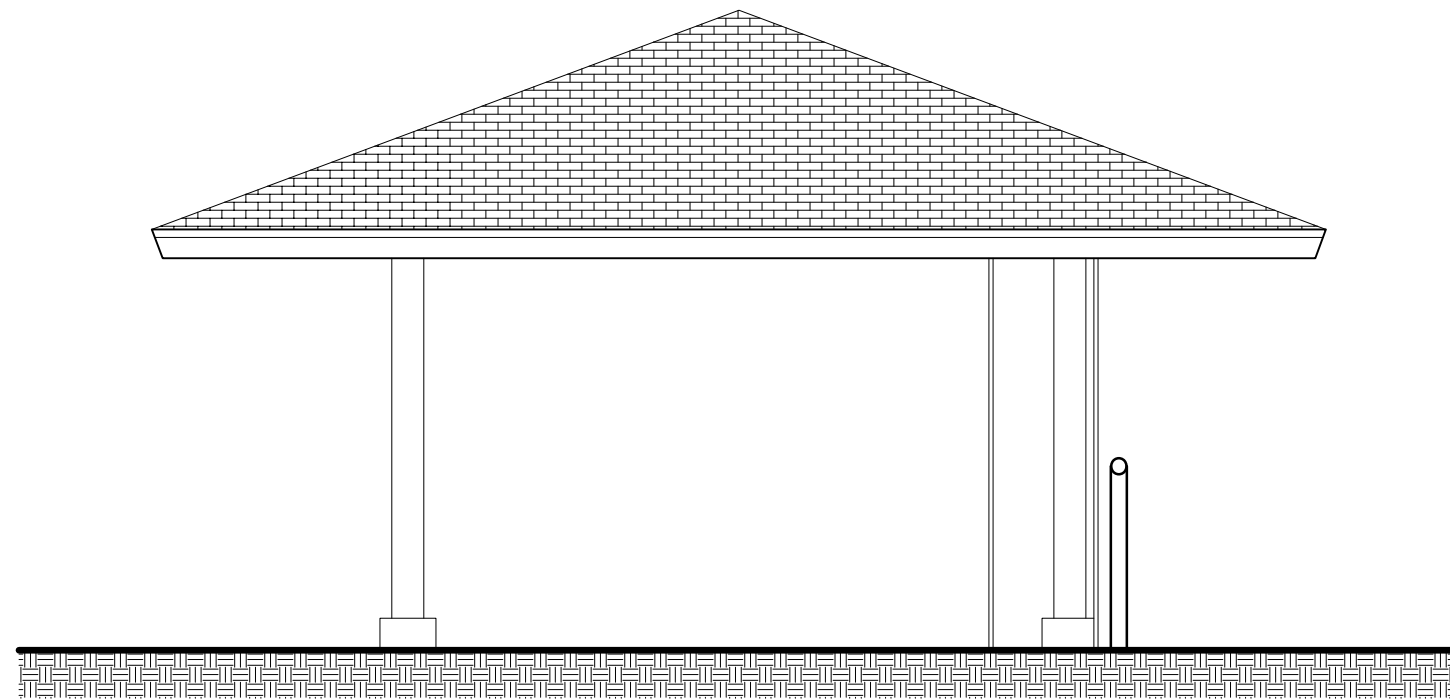
1/4" = 1'-0"



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4400 CRYSTAL SPRINGS DRIVE, LOS ANGELES, CA  
3/27/2024



**EXTERIOR ELEVATION - PERGOLA - WEST**

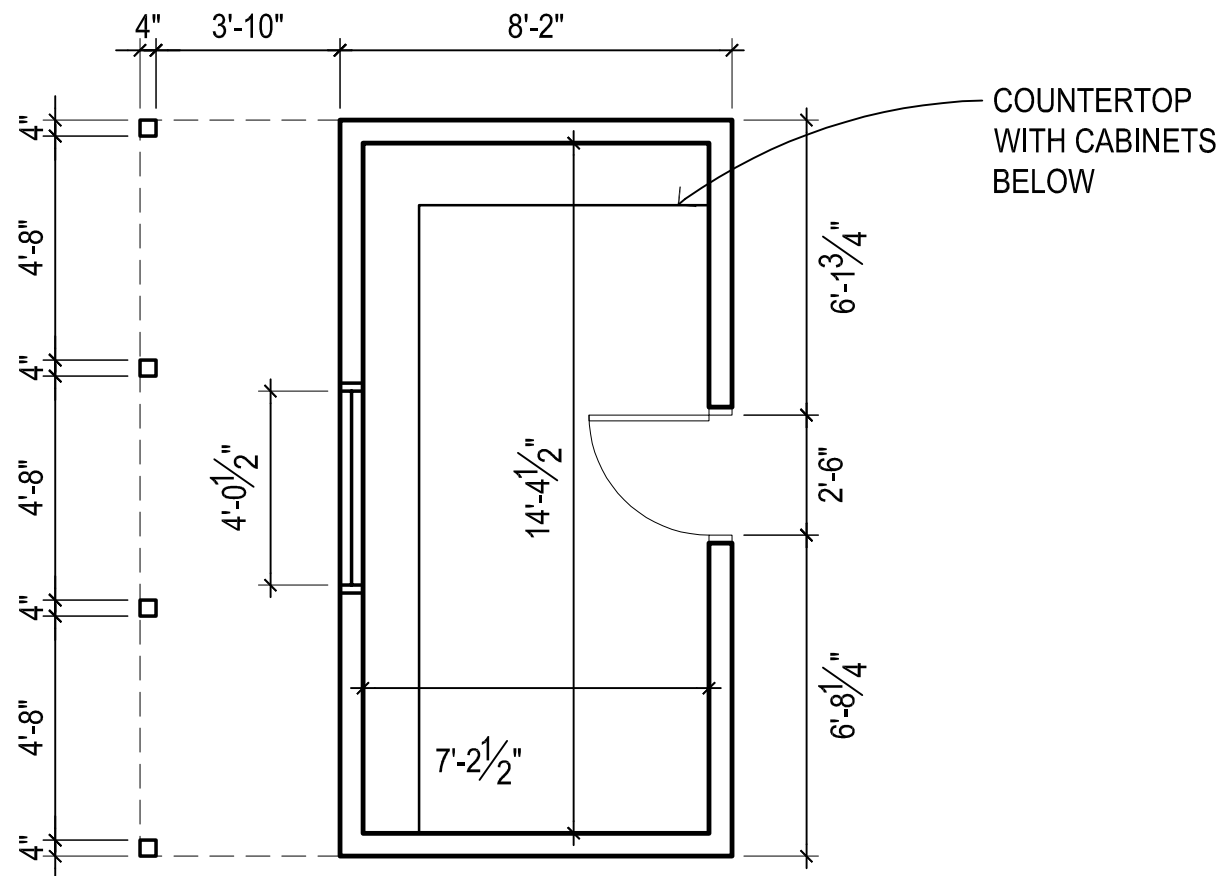
1/4" = 1'-0"



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4400 CRYSTAL SPRINGS DRIVE, LOS ANGELES, CA  
3/27/2024



## FLOOR PLAN - TICKET BOOTH

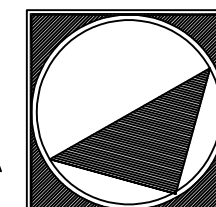
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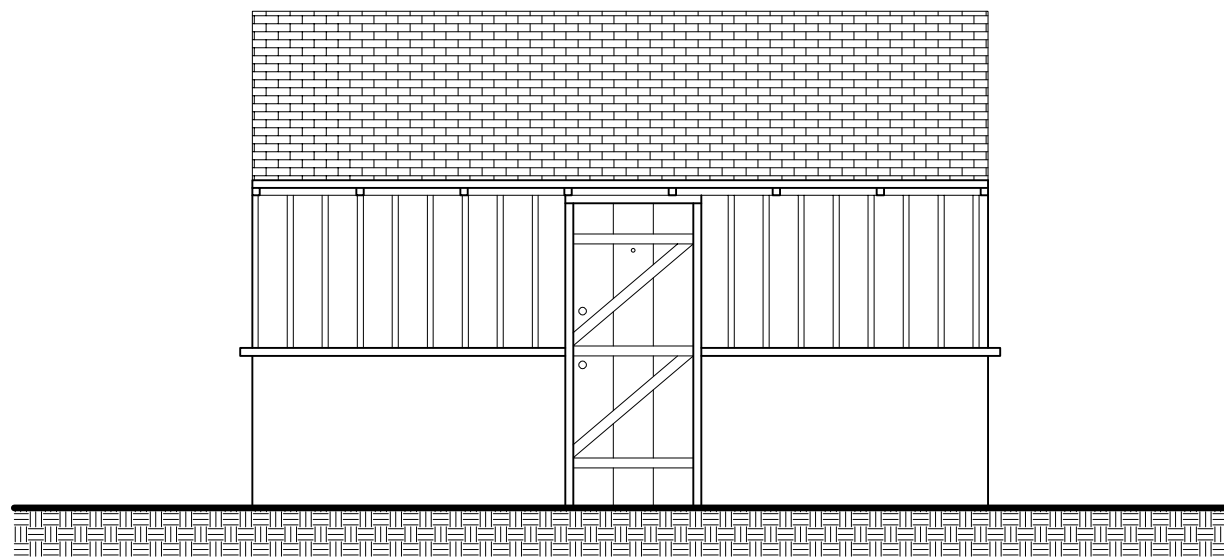
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4400 CRYSTAL SPRINGS DRIVE, LOS ANGELES, CA  
3/27/2024







**EXTERIOR ELEVATION - TICKET BOOTH - NORTH**

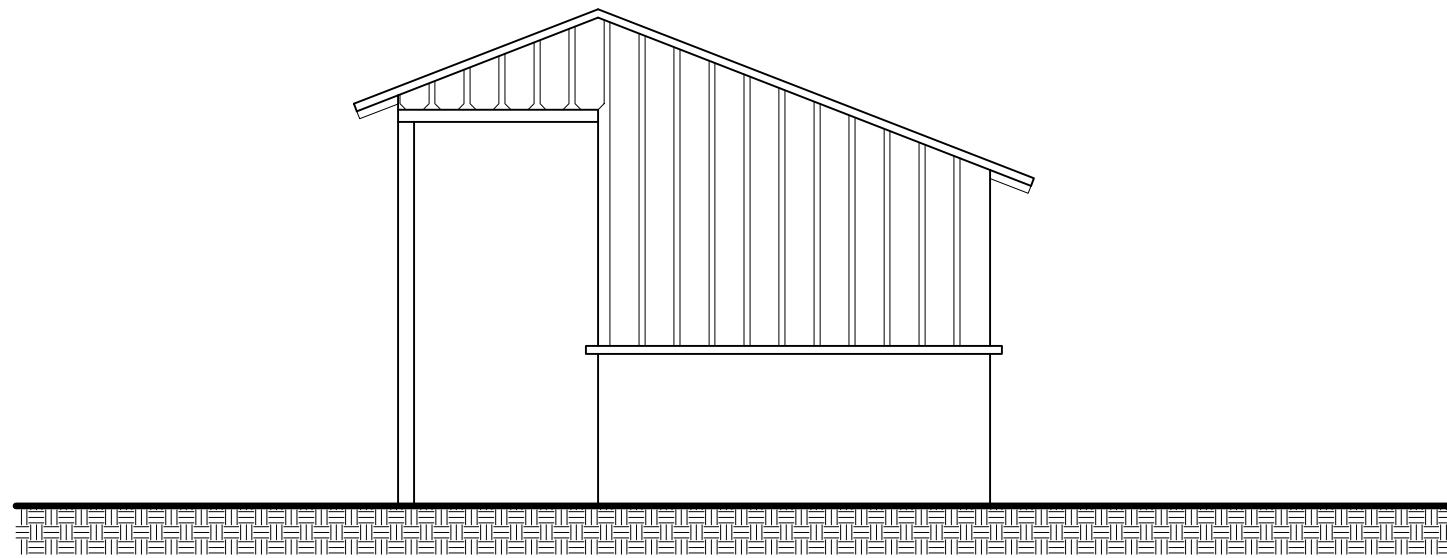
1/4" = 1'-0"



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**EXTERIOR ELEVATION - TICKET BOOTH - EAST**

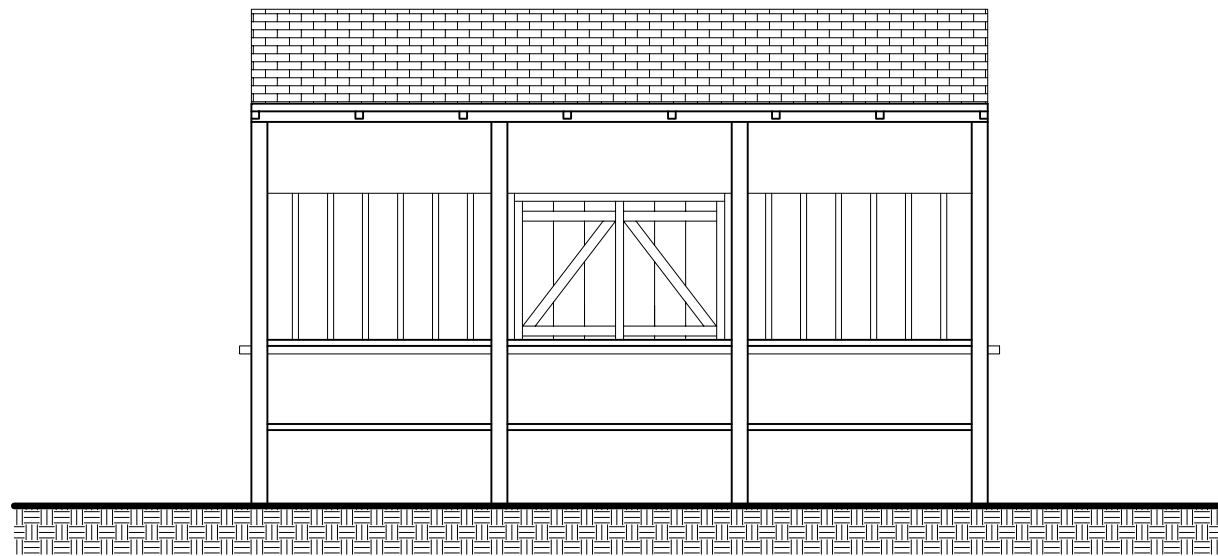
1/4" = 1'-0"



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**EXTERIOR ELEVATION - TICKET BOOTH - SOUTH**

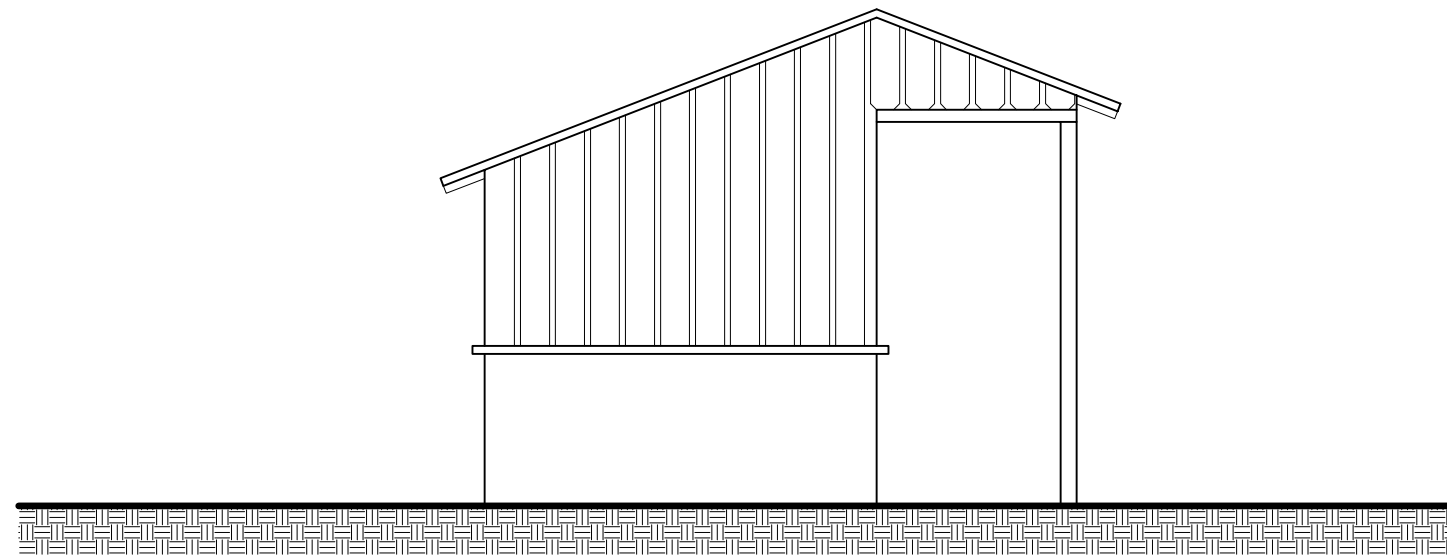
1/4" = 1'-0"



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**EXTERIOR ELEVATION - TICKET BOOTH - WEST**

1/4" = 1'-0"



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3/27/2024





SCALE - 1" = 20'  
 GRIFFITH PARK - PONY RIDE AREA  
 APRIL - 14 - 12 ROCHE  
 JAN - 14 - 12 ROCHE

CRYSTAL SPRINGS ROAD

INSTALL 20' CURB CUT  
2 FT FROM EXIST. OAK TREE

25'-0"

20'-0"

12'-0"

EXIST. OAK

EXIST. SWALE

REMOVE BROKEN CONCRETE  
FILL W. GRAVEL UP TO 2" BELOW  
GRADE, COMPACT & COVER W. 2" A.C.  
APPROX. 250 SQ. FT.

REPAIR LEAKING VALVES IN WATER BOXES

EXISTING PONY RIDE

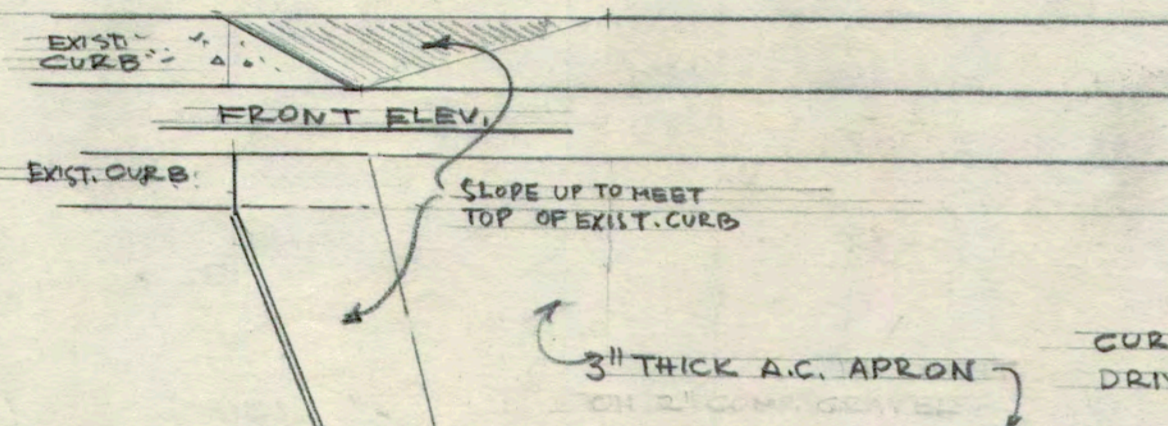
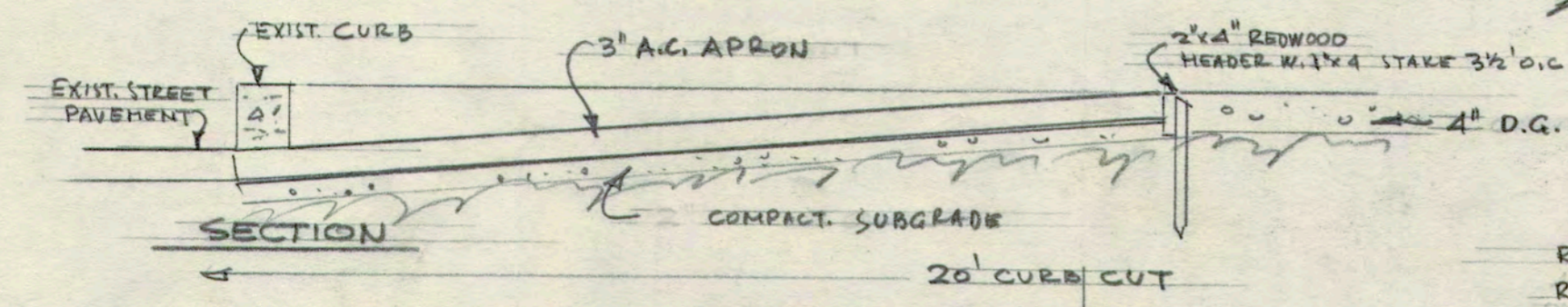
AREA TO BE GRADED DOWN  
ABOUT 6"

SCOPE OF WORK :

1. REPAIR 2 LEAKING VALVES IN WATER BOXES
2. REMOVE BROKEN CONCRETE IN EXIST. SWALE, FILL WITH GRAVEL TO 2" BELOW EXIST. DRAINAGE GRADE AND PAVE WITH 2" A.C. SLOPE TO DRAIN.
3. BREAK OUT EXISTING MASONRY CURB 20' WIDE WITH 2' OF BREAK 25' SOUTH OF EXISTING OAK TREE AS SHOWN. REMOVE EXCESSIVE DIRT, COMPACT SUBGRADE AND ALLOW FOR 3" OF SURFACING. PAVE APRON WITH 3" THICK A.C. WITH 2"x4" REDWD. HEADERS NAILED TO 1"x4"x18" STAKES 3 1/2' O.C.
4. REMOVE TURF FOR 12' WIDE ROADWAY AS SHOWN. GRADE SUBGRADE TO ELIMINATE HUMPS AND DEPRESSIONS.
5. SPREAD D.G. OVER ROADWAY SURFACE 12' WIDE TO A MIN. THICKNESS OF 4". ROLL FOR COMPACTION WITH HEAVY ROLLER. FINISH SURFACE SHALL BE ONE INCH ABOVE ADJACENT LAWN GRADES.

SCALE 1" = 20'

000017



CURB CUT DETAIL SCALE 1/2" = 1'-0"

PLAN

2"x4" REDWOOD HEADER NAILED TO 1"x4" STAKES 3 1/2' O.C.

ROAD ROAD WIDTH 12' 4" D.G.

CORRALS

STABLES

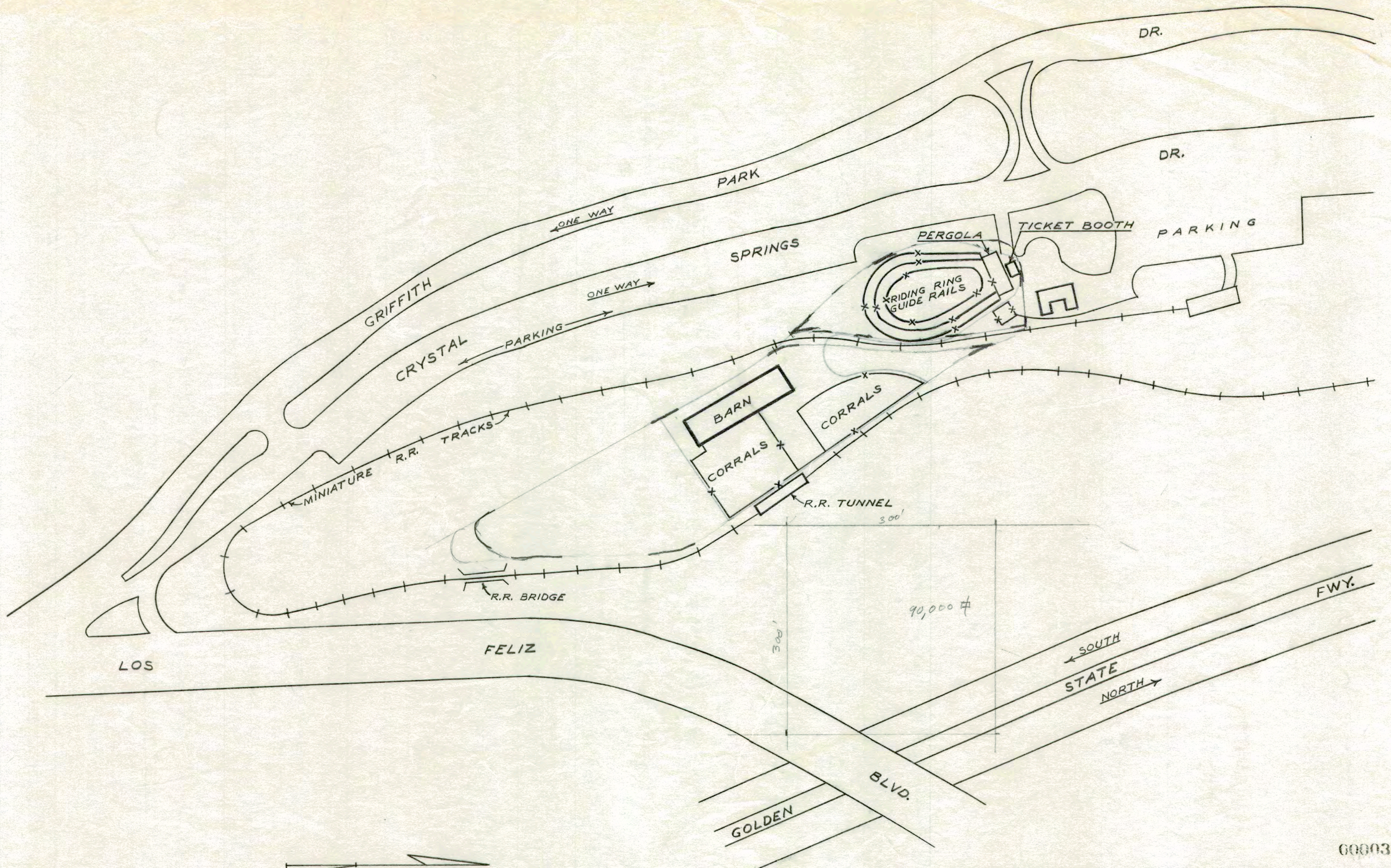
EXISTING SWALE

EXIST. FENCE

MINIATURE RAILROAD

ROAD 12' WIDE 4" D.G. REMOVE TURF

APPROVALS		DATE	
<b>ROADWAY TO PONY STABLES</b>			
<b>PONY RIDE AREA</b>			
<b>GRIFFITH PARK</b>			
DEPARTMENT OF RECREATION AND PARKS			
PLANNING & ENGINEERING DIVISION			
CITY OF LOS ANGELES, CALIFORNIA			
SUPT. OF PARK DEV.	DESIGNED BY	A.P.	JOB NO.
SUPT. OF REC.	DRAWN BY	A.P.	97
SUPT. OF ADM.	CHECKED BY		DATE
GENERAL MANAGER	FILE NO.	335	SEP. 1957
Revisions	Date		SHEET
			1
			OF ONE



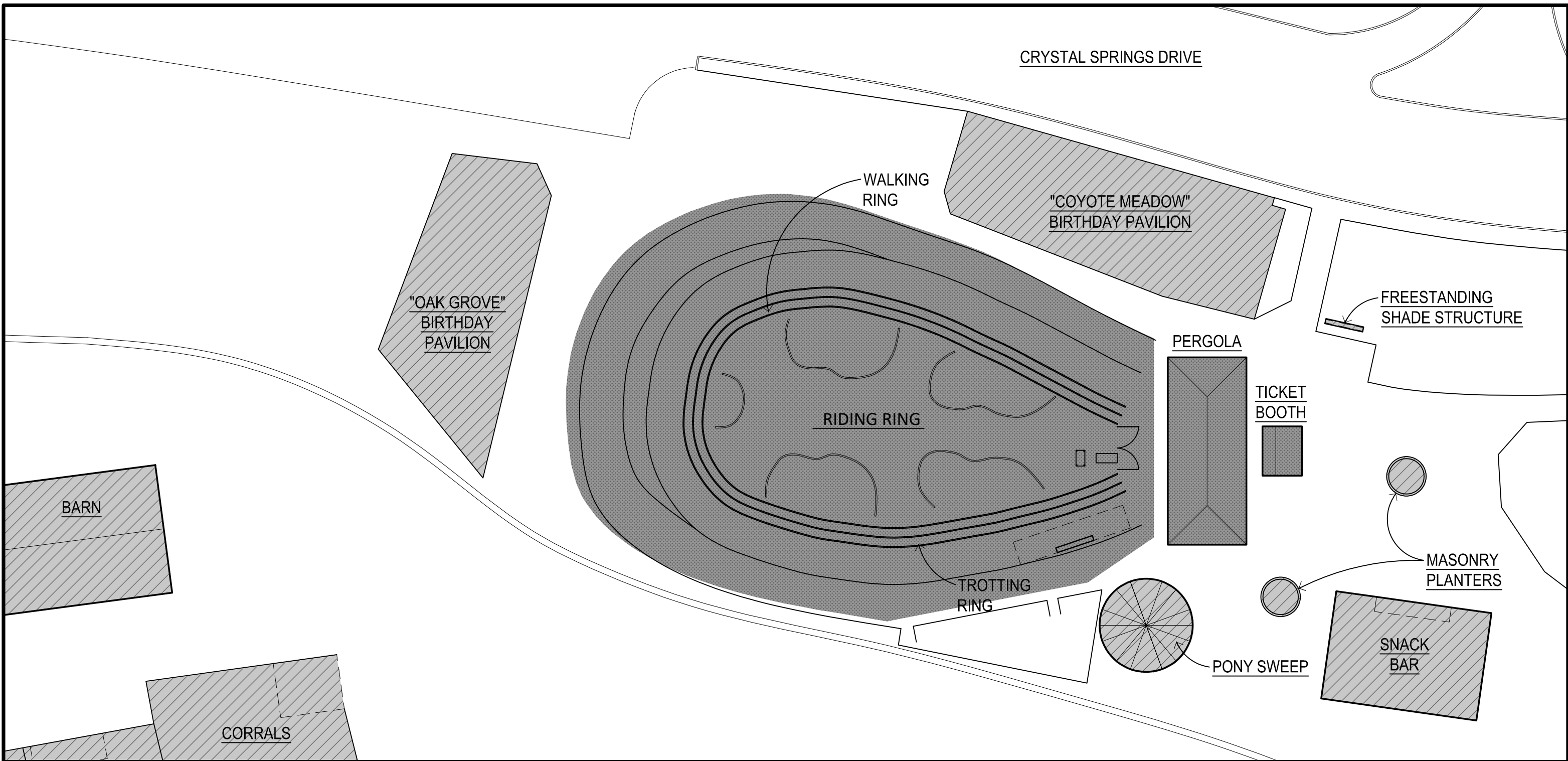
SCALE: 1"=100'

000033

SHEET TITLE					EXHIBIT "D"									
PROJECT										SITE PLAN - GRIFFITH PARK PONY RIDE				
FACILITY - ADDRESS										CRYSTAL SPRINGS DR. - GRIFFITH PARK				
SUPT. OF PARKS		REVISION		DATE		BY		DESIGNED BY:		DRAWN BY: RG				
SUPT. OF RECREATION								CHECKED BY: TW		SUBMITTED BY: TW				
SUPT. OF PLANNING AND DEVELOPMENT								DATE: SEPT, '77		FILE NO.				
GENERAL MANAGER										373				
CITY OF LOS ANGELES										SHEET				
DEPARTMENT OF RECREATION AND PARKS										1				
200 N. MAIN STREET, CITY HALL EAST, LOS ANGELES, CALIFORNIA, 90012										OF 1 SHEETS				

NOTE: CONTRACTORS SHALL VERIFY ALL DIMENSIONS AND BE RESPONSIBLE FOR SAME.







SITE PLAN - CONTRIBUTING AND NON-CONTRIBUTING BUILDINGS, STRUCTURES, AND SMALL-SCALE FEATURES

1" = 30'-0"

LEGEND

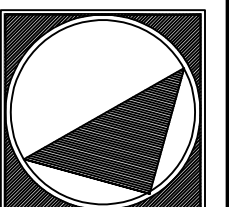
-  CONTRIBUTING
-  NON-CONTRIBUTING

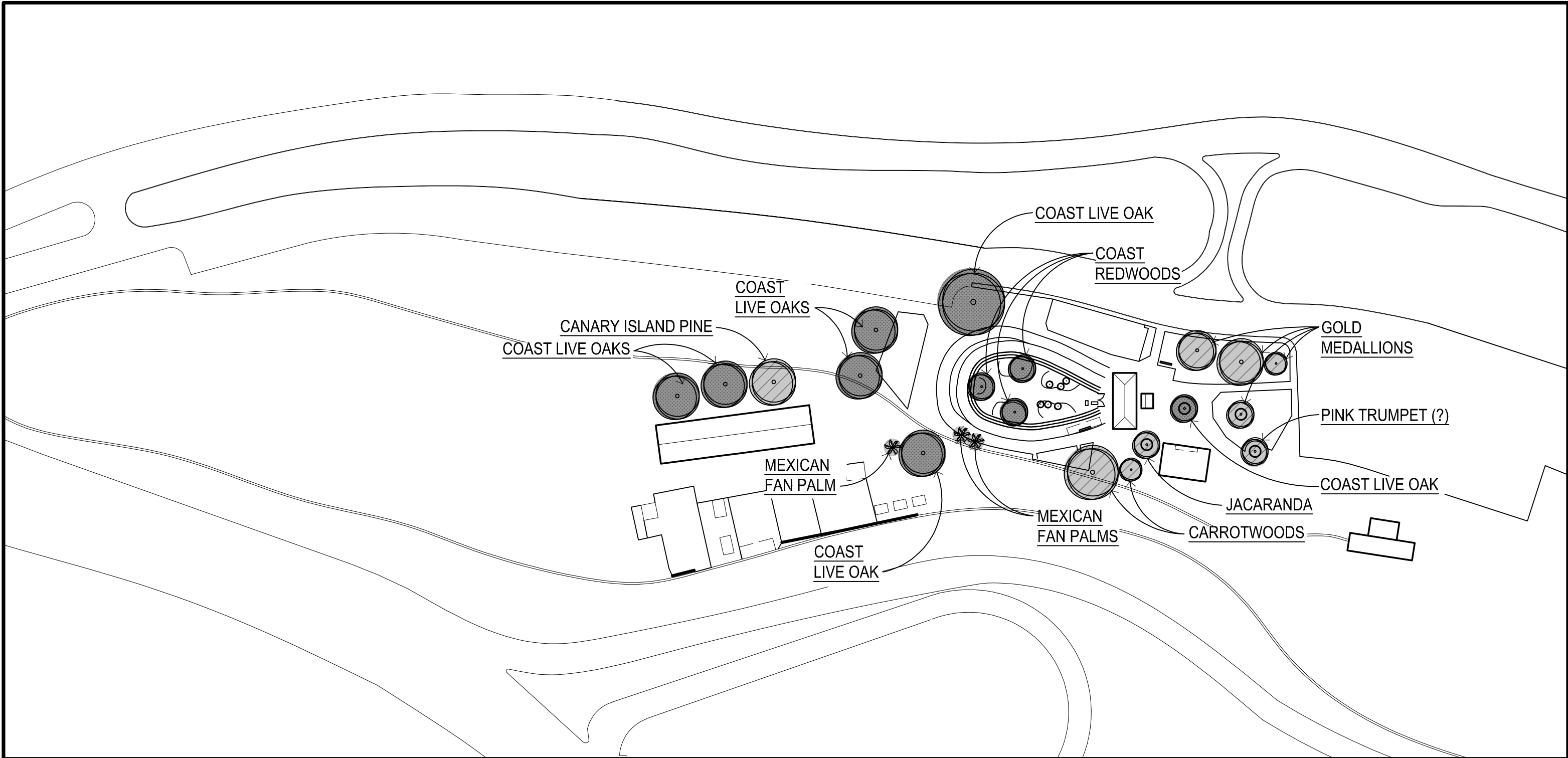


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SITE PLAN - CONTRIBUTING AND NON-CONTRIBUTING VEGETATION

1" = 100'-0"

LEGEND

-  CONTRIBUTING
-  NON-CONTRIBUTING

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