

Appendix D.
Built Environment Report

Built Environment Inventory and Evaluation Report

Riverview Development Project

Santa Clarita Valley

MARCH 2024

Prepared for:

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Acronyms and Abbreviations

Acronym/Abbreviation	Definition
APN	Assessor's Parcel Number
BERD	Built Environment Resource Directory
CEQA	California Environmental Quality Act
CRHR	California Register of Historical Resources
DPR	California Department of Parks and Recreation
NRHP	National Register of Historic Places
OHP	Office of Historic Preservation
PRC	California Public Resources Code

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Executive Summary

The Riverview Owner LPV, LLC retained Dudek to conduct a Built Environment Inventory and Evaluation Report (BEIR) for the Riverview Development Project (project) in the city of Santa Clarita (City), California. The Project involves the construction and operation of a mixed-use development with 318 single-family units and 121,790 (sf) of light industrial space on an approximately 35.4-acre site (Accessor's Parcel Number [APN] 2836-011-018). The tentative tract map for the proposed project subdivides the lot into the following five Planning Areas (PA)/Lots; PA-1/Lot-1, PA-2/Lot-2, PA-3/Lot 3, PA-4/Lot 4, and Lot 5. PA-1/Lot-1 through PA-4/Lot-4 would be dedicated to residential development which would include landscaping improvements, recreational amenities, and a community open space area. Lot 5 would be dedicated to the development of a 121,790 sf light manufacturing building, including 5,000 sf of office space. Lot 5 would also include landscaping improvements. A total of 819 residential and 143 light industrial parking spaces would be provided (Appendix A, Figure 2).

Efforts to identify historic-era built resources (i.e., those that are 45 years of age or older) in the study area included a search for previously recorded resources in the California Historical Resource Information System database, an intensive pedestrian field survey conducted by qualified architectural historians, online archival research, historical society outreach, development of a historic context statement, and preparation of a property-specific history of the project site. These efforts informed the delineation of a study area, which was used to establish the survey population and assess the project's potential impacts on historic-era built resources (Appendix A, Figure 3). One multi-component, historic-era built resource was identified in the study area and formally evaluated under the City's local criteria for designating historic resources, as well as the criteria used to list resources in the California Register of Historical Resources (CRHR) and the National Register of Historic Places (NRHP). The multi-component resource identified in the study area was also evaluated in accordance with Section 15064.5(a)(2)-(3) of the California Environmental Quality Act (CEQA) Guidelines using the criteria outlined in Section 5024.1 of the California Public Resources Code (PRC).

As a result of Dudek's archival research, field survey, and resource significance evaluations, the resource in the study area was determined ineligible for local designation, as well as listing in the NRHP and CRHR. As such, the multi-component resource in the study area is not considered a historical resource for the purposes of CEQA. The project, therefore, results in a finding of No Impact on built historical resources under CEQA.

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1 Introduction

This chapter provides a description of the proposed project, including information about the location, setting, and proposed project activities. This chapter also presents the regulatory setting for the project, a description of the built environment study area, and project personnel.

1.1 Project Overview

As shown in Figures 1, 2 and 3 (Appendix A), the project site is in the city limits of the City of Santa Clarita, Los Angeles County (County), in the northern foothills of the Santa Susana Mountains at the westerly perimeter of the Santa Clarita Valley.

The Riverview Owner LPV, LLC (Project Applicant) is proposing the Riverview Development Project (Project) in the City of Santa Clarita (City). The Project involves the construction and operation of a mixed-use development with 318 single-family units and 121,790 (sf) of light industrial space on an approximately 35.4-acre site (Accessor's Parcel Number [APN] 2836-011-018). The tentative tract map for the proposed project subdivides the lot into the following five Planning Areas (PA)/Lots; PA-1/Lot-1, PA-2/Lot-2, PA-3/Lot 3, PA-4/Lot 4, and Lot 5. PA-1/Lot-1 through PA-4/Lot-4 would be dedicated to residential development which would include landscaping improvements, recreational amenities, and a community open space area. Lot 5 would be dedicated to the development of a 121,790 sf light manufacturing building, including 5,000 sf of office space. Lot 5 would also include landscaping improvements. A total of 819 residential and 143 light industrial parking spaces would be provided. Table 1 provides a summary of the Project and Project location.

Table 1. Project Overview

Descriptor	Information
Project Name	Riverview Development Project (Master Case 21-205)
Project Applicant	The Riverview Owner LPV, LLC
Project Description	<u>Residential (PA-1/Lot-1 through PA-4/Lot-4)</u> <ul style="list-style-type: none">▪ Mixed-use development with residential 318 units, including 22 low-income units▪ 819 residential parking spaces▪ Private community recreation area with pool, spa, BBQ counter, etc.▪ Central community open space area▪ Open space with a proposed trail <u>Light Industrial (Lot 5)</u> <ul style="list-style-type: none">▪ 121,790 sf light industrial building, including 5,000 sf of office space▪ 143 parking spaces (113 standard, 5 ADA, and 25 EV)▪ 20 trailer parking stalls
Project Location	South of Soledad Canyon Road, east of intersection with Commuter Way
APN/Street Address	2836-011-018 / 22500 Soledad Canyon Road
Lot Size	35.4 acres
General Plan/Zoning Designation	MX-C (Mixed-Use – Commercial) / MX-C (Mixed-Use – Commercial)

1.2 Project Location

Project Site

The Project site is located along the south side of Soledad Canyon Road directly east of its intersection with Commuter Way. The site encompasses approximately 35.4 acres and is located on one parcel at 22500 Soledad Canyon Road (APN 2836-011-018).

Existing Setting

The Project site is located northeast of the Southern Pacific Railroad easement and northwest of the existing Metrolink Station. The Project site currently contains the Saugus Speedway track and associated structures, which currently operates a swap meet, and is directly adjacent to the Santa Clarita Metrolink Station. Historically, the Project site was used for livestock and agriculture in the 1920s and included structures such as several agricultural buildings and a rodeo arena (GSI Environmental Inc. 2022). The majority of the site is paved with concrete or asphalt, while approximately 0.8 acres in the northwestern portion of the site consists of undeveloped vegetated hillside. The site is generally level except for the southern and northwestern portions, which consists of sloping terrain. The elevation across the site ranges from approximately 1,185 to 1,295 feet above mean sea level. Most of the site is situated on an alluvial flood plain associated with the nearby Santa Clara River, which is located north of the site across Soledad Canyon Road. Existing ingress and egress to the site is provided via four driveways along Soledad Canyon Road and one entrance from Commuter Way.

General Plan and Zoning

The Project's General Plan land use and zoning designations are as follows:

- General Plan: MX-C (Mixed-Use – Corridor)
- Zoning: MX-C (Mixed-Use – Corridor)

The Project site is also within the City's Jobs Creation Overlay Zone (JCOZ) and the High Fire Hazard Severity Zone (HFHSZ).

Surrounding Land Uses

The Project site is located on a parcel that is primarily developed and encompasses undeveloped hillsides in the northern corner of the site (approximately 0.8 acres). The site is bordered on the north side by an outpatient services clinic and Soledad Canyon Road, to the east by Soledad Canyon Road and the Santa Clara River, to the south by the Santa Clarita Metrolink Station, and to the west by the Metrolink rail line and undeveloped open space with public trails. Specific land uses in the immediate Project area are summarized in Table 2, Surrounding Land Uses.

Table 2. Surrounding Land Uses

Direction	Existing Use	General Plan ¹	Zoning Designation ²
North	Outpatient services clinic (Action Family Counseling and Soledad Canyon Road)	CC (Community Commercial)	CC (Community Commercial)
East	Soledad Canyon Road and the Santa Clara River	OS-NF (Open Space – National Forest)	OS-NF (Open Space – National Forest)
South	Santa Clarita Metrolink Station	SP (Porta Bella Specific Plan)	SP (Porta Bella Specific Plan)
West	Metrolink rail line and undeveloped open space	PI (Public/Institutional)	PI (Public/Institutional)

Source: ¹ City of Santa Clarita 2018a.
² City of Santa Clarita 2018b.

1.3 Project Characteristics

The Project would include construction and operation of a mixed-use development with 318 single-family units and 121790 sf of light manufacturing space on an approximately 35.4-acre site. The Project site is divided into five PAs/Lots, with PA-1/Lot-1 through PA-4/Lot-4 dedicated to residential uses, and Lot 5 dedicated to light manufacturing use. The Project’s proposed uses are summarized in Table 3, Proposed Uses.

Table 3. Proposed Uses

Planning Area/Lot	Square Feet per Unit (sf/u)	Residential Units	Parking Spaces	Use Type
PA-1/Lot 1	1,633 to 1,679	95	239	Single-family attached
PA-2/Lot 2	1,526 to 1,877	60	162	Single-family detached (8-pack cluster)
PA-3/Lot 3	1,526 to 1,877	62	157	Single-family detached (8-pack cluster)
PA-4/Lot 4	1,633 to 1,679	101	261	Single-family attached (backyard towns)
Lot 5 Light Industrial	121.790	N/A	143	Light manufacturing
Total		318	819 (residential); 143 (light industrial)	N/A

Residential Portions

The residential portions of the Project site will include 318 single-family units with varied configurations described in Table 3, including 196 attached units and 122 detached units. The Project also proposes 22 affordable (low income) residential units and is identified as a Suitable Site (Housing Site 6) in the Housing Element of the General

Plan. The Project would involve construction of a new internal roadway network, driveways, utility improvements, landscaping, and offsite improvements to accommodate the proposed residential population. Per the City, the required minimum amount of open space for a mixed-use Project is 200 square feet per unit, which may be combined for a larger community open space area. The Project proposes 2.4 acres of park area (approximately 105,000 square feet). Residential recreation amenities include:

- Private community recreation area with a pool, spa, fountain wall, fire-pit seating area, BBQ counter, and shade structure lounge seating area;
- Dog park and various dog stations throughout the community; and
- A central community open space area with picnic table seating, chess tables, real lawn, and a tot-lot play area with climbers, spinners, and swings.

The Project will also construct a pedestrian boulevard through the center of the residential component that connects to the Metrolink Station. The pedestrian boulevard should provide a walkway between the residential component and Metrolink.

Light Industrial Portion

The light industrial portion of the Project site is located on the western portion of the property in Lot 5. This portion of the Project consists of a 121,790 sf building for light industrial use, 143 parking stalls and 20 trailer parking stalls.

Site Density

The Project has a residential density of 9 dwelling units per acre (DU/acre), which is less than the minimum 11 DU/acre required for the MXC zone. The light industrial Floor Area Ratio (FAR) is 35%, which is greater than the minimum 0.25 FAR required for the MXC zone. Therefore, the Project will require approval of a minor use permit for both residential and light industrial uses.

Site Access and Parking

The Project would involve construction of new internal roadways and infrastructure improvements along Soledad Canyon Road and Commuter Way. Access to the Project would be provided via two driveways along Soledad Canyon Road, one of which provides access to the light industrial portion of the site, and one driveway entrance off Commuter Way. All driveways providing access to the site would be 30 feet in width, and internal driveways would be 26 feet in width. Driveways and drive aisles serving trucks and other large vehicles will be wider as necessary to accommodate these vehicles. Sidewalks will be provided on all internal roadways that are not alley-type driveways.

A total of 819 parking spaces would be provided for the residential portions of the site. The light industrial portion of the site would include 143 parking spaces and 20 trailer parking stalls. Clean Air Vehicle parking spaces and electric vehicle (EV) charging stations will be provided for both light industrial and residential portions of the site. ADA parking will also be provided. Short- and long-term bicycle parking will be provided for the light industrial portions of the site, as required by the City. City standards indicate that bicycle parking spaces will be provided at minimum a ratio of one space per 25 vehicle parking stalls for nonresidential components, and one space per five units for residential components.

Offsite improvements to the transportation network are described under Section 3.3, Offsite Improvements, below.

Utility Improvements

The Project will involve construction of new utility lines, connection to existing utilities, and offsite improvements to upgrade utility infrastructure. The Project includes the following public utilities:

- Electric – Southern California Edison (SCE)
- Gas – Southern California Gas Company
- Sewer – Los Angeles County
- Telephone – AT&T
- Water – Santa Clarita Valley Water Agency
- Cable TV – Charter Communications

The Project proposes to connect to the Los Angeles County Sanitation District trunk sewer in Soledad Canyon Road. Prior to issuance of the first building permit, the site will be annexed into the County Sanitation District, per the Development Review Committee Comments (City of Santa Clarita 2022). The on-site sewer will be publicly maintained.

Two drainage basins for stormwater management are proposed, one at the southeastern corner and one at the northwestern part, between PA-4/Lot-4 and the light industrial portion of the site. The Project also proposed three debris basins adjacent to the railroad tracks along the southeast corner of the site, which will be designed and constructed per Los Angeles County standards.

The Project will also involve construction of a new telecommunications conduit for the installation or future installation of fiberoptic cable due to street improvements associated with the project along Soledad Canyon Road.

Offsite Improvements

Offsite improvements are required to upgrade transportation and utility infrastructure along Soledad Canyon Road and Commuter Way and accommodate the Project and its proposed uses. The Project would encourage transit use and provide a bus stop along eastbound Soledad Canyon Road, including a permanent shelter structure with a bench, trash receptacle, and lighting. A new bus turnout and a cross-section along Soledad Canyon Road would also be provided at the proposed bus stop. The bus turnout would be located and designed per Transit Division specifications. The bus stop may require construction in a City right of way (ROW) as approved by the City Engineer. A pedestrian path from the Project site to the bus stop will also be provided. Other street improvements include curbs and gutters, base paving, and 5-foot minimum sidewalks along Soledad Canyon Road and Commuter Way, as well as modification of the Soledad Canyon Road median. Additional improvements may be required along Commuter Way to meet public street standards and accommodate the additional traffic generated by the Project as determined by City Traffic Engineering staff.

Streetlights will be provided along Soledad Canyon Road and Commuter Way per the applicant's Street Light Plan, as approved by the City's Engineering Services Division. Street lighting systems would be required to use light-emitting diode (LED) fixtures approved by the City's Streetlight Maintenance District Division to maximize efficiency.

The existing Southern California Edison-owned streetlights along Soledad Canyon Road and Commuter way would be relocated with current City standard streetlights. As described above, the Project would also construct a new telecommunications conduit for the installation of fiber optic cable along Soledad Canyon Road.

1.4 Project Construction and Phasing

The Project would involve demolition of existing onsite structures, site preparation and grading, building construction, utility and infrastructure improvements, paving, and landscaping. It is anticipated that the Project would be constructed in phases over five years, beginning in Winter 2023 and concluding in Summer 2028. Construction phasing for the light industrial component of the Project would occur before or during the residential component to minimize impacts to sensitive receptors. Earthwork conducted for the whole of the Project includes 500,000 cubic yards (cy) of cut and 420,000 cy of fill (including 800,000 cy of over excavation of soils that are anticipated to shrink to 80,000 cy). No import or export of soils is anticipated. The Project also includes removal of nine oak trees, one of which is a Heritage.

Grading will consist of lowering the isolated hill area at the western part of the site and raising most of the remaining site. The hilltop will be lower by up to 100 feet and the area to the east will be raised the by up to approximately 10 to 11 feet. Cut slopes at a gradient of 2:1 are proposed at the southern side of the site to a maximum height of approximately 25 feet. Fill slopes are proposed at a gradient of 2:1 to a maximum height of approximately 10 feet. A five-foot-high retaining wall is proposed along the northern part of the site, south of Soledad Canyon Road.

1.5 Project Approvals

The actions and/or approvals that the City needs to consider for the proposed Project include, but are not limited to, the following. This list is preliminary and may not be comprehensive.

Lead Agency (City) Approvals and Clearances

City Divisions

- Santa Clarita Planning Division
- Santa Clarita Engineering Services (soil report review and grading)
- Santa Clarita Environmental Services (Construction & Demolition Plan deposit)
- Santa Clarita Traffic & Transportation Planning
- Santa Clarita Parks Planning
- Santa Clarita Urban Forestry Division (for construction near Oak Trees)

Ministerial Approvals

- Architectural Design Review
- Development Review Permit
- Landscape Plan Review
- Hillside Development Review

Discretionary Approvals

- Conditional Use Permit
- Minor Use Permits (for both residential and light industrial components)
- Oak Tree Permit
- Tentative Tract Map Approval
- Adoption/Certification of California Environmental Quality Act documentation

Other Outside Agency Approval

Plans are subject to approval from the Los Angeles County Fire Department, Metrolink, Southern California Regional Rail Authority (SCRRA), California Public Utilities Commission, and Los Angeles Metropolitan Transportation Authority. A Letter of Permission for grading outside of the property lines from the adjacent property owners, SCRRA and the Castaic Lake Water Agency, will also be required. Prior to issuance of building permits, clearances from the following agencies will be required:

- Los Angeles County Fire Prevention Division
- Los Angeles County Environmental Services (Health Dept. for food service & sales)
- Los Angeles County Environmental Programs (Industrial Waste)
- Los Angeles County Sanitation District
- Santa Clarita Valley Water Agency
- William S. Hart School District and appropriate elementary school district

1.2 Regulatory Setting

1.2.1 Federal

National Register of Historic Places

Although there is no federal nexus for this project, the subject property was evaluated in consideration of National Register of Historic Places (NRHP) designation criteria. The NRHP is the United States' official list of districts, sites, buildings, structures, and objects worthy of preservation. Overseen by the National Park Service, under the U.S. Department of the Interior, the NRHP was authorized under the National Historic Preservation Act of 1966, as amended. Its listings encompass all National Historic Landmarks, as well as historic areas administered by the National Park Service.

NRHP guidelines for the evaluation of historic significance were developed to be flexible and to recognize the accomplishments of all who have made significant contributions to the nation's history and heritage. Its criteria are designed to guide state and local governments, federal agencies, and others in evaluating potential entries in the NRHP. The NRHP criteria for evaluation consider the quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

- A. That are associated with events that have made a significant contribution to the broad patterns of our history; or
- B. That are associated with the lives of persons significant in our past; or
- C. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. That have yielded, or maybe likely to yield, information important in prehistory or history.

To be listed in the NRHP, a property must not only be shown to be significant under the NRHP criteria, but it also must have integrity." Integrity is defined as "the ability of a property to convey its significance" (NPS 1995: 44). NRHP guidance further asserts that properties that are 50 years of age or older be considered for eligibility. Properties less than 50 years of age at the time of the evaluation must possess "exceptional importance" to warrant consideration for NRHP listing (NPS 1995: 41-43).

1.2.2 State

California Register of Historical Resources

In California, the term "historical resource" includes, but is not limited to, "any object, building, structure, site, area, place, record, or manuscript which is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California" (PRC § 5020.1[j]). In 1992, the California legislature established the California Register of Historical Resources "to be used by state and local agencies, private groups, and citizens to identify the state's historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change"

(PRC § 5024.1[a]). The criteria for listing resources in the CRHR were expressly developed to be in accordance with previously established criteria developed for listing in the NRHP. The CRHR criteria are enumerated under PRC § 5024.1(c)(1-4) and require that a resource be significant under at least one of the following criteria:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
2. Is associated with the lives of persons important in our past.
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
4. Has yielded, or maybe likely to yield, information important in prehistory or history.

In addition to meeting one of the significance criteria described in PRC 5024.1(c), a resource must also possess sufficient integrity to qualify for listing in the CRHR. Integrity as defined in 14 CCR § 4852(c) is "the authenticity of an historical resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance" as evaluated with regard to the resource's retention of location, design, setting, materials, workmanship, feeling, and association. Historical resources that lack sufficient integrity to meet the criteria for listing in the NRHP may still be eligible for listing in the CRHR if it maintains the potential to yield significant scientific, historical information, specific data, or meets one of the following special considerations for resources described under 14 CCR § 4852(d):

1. Moved buildings, structures, or objects. The State Historical Resources Commission (Commission) encourages the retention of historical resources on site and discourages the non-historic grouping of historic buildings into parks or districts. However, it is recognized that moving an historic building, structure, or object is sometimes necessary to prevent its destruction. Therefore, a moved building, structure, or object that is otherwise eligible may be listed in the California Register if it was moved to prevent its demolition at its former location and if the new location is compatible with the original character and use of the historical resource. An historical resource should retain its historic features and compatibility in orientation, setting, and general environment.
2. Historical resources achieving significance within the past 50 years. In order to understand the historic importance of a resource, sufficient time must have passed to obtain a scholarly perspective on the events or individuals associated with the resource. A resource less than 50 years may be considered for listing in the California Register if it can be demonstrated that sufficient time has passed to understand its historical importance.
3. Reconstructed buildings. Reconstructed buildings are those buildings not listed in the California Register under the criteria in 14 CCR § 4852(b) or PRC § 5024.1(c)(1-4). A reconstructed building less than 50 years old may be eligible if it embodies traditional building methods and techniques that play an important role in a community's historically rooted beliefs, customs, and practices, e.g., a Native American roundhouse.

The CRHR includes not only listed prehistoric and historic cultural resources but also resources that are designated under local ordinances or identified through local historical resource surveys.

California Environmental Quality Act

As described further below, the following statutes and regulations related to CEQA are of relevance to the analysis of archaeological, historic, and tribal cultural resources:

- PRC § 21083.2(g) defines “unique archaeological resource.”
- PRC § 21084.1 and 14 CCR § 15064.5(a) define “historical resources.” In addition, 14 CCR § 15064.5(b) defines the phrase “substantial adverse change in the significance of an historical resource.” It also defines the circumstances when a project would materially impair the significance of an historical resource.
- PRC § 21074(a) defines “tribal cultural resources.”
- PRC § 5097.98 and 14 CCR § 15064.5(e) set forth standards and steps to be employed following the accidental discovery of human remains in any location other than a dedicated ceremony.
- PRC § 21083.2(b)-(c) and 14 CCR § 15126.4 provide information regarding the mitigation framework for archaeological and historic resources, including examples of preservation-in-place mitigation measures; preservation-in-place is the preferred manner of mitigating impacts to significant archaeological sites because it maintains the relationship between artifacts and the archaeological context and may also help avoid conflict with religious or cultural values of groups associated with the archaeological site(s).

Under CEQA, a project may have a significant effect on the environment if it may cause “a substantial adverse change in the significance of an historical resource” (PRC § 21084.1; 14 CCR § 15064.5[b]). An “historical resource” is any site listed or eligible for listing in the CRHR. The CRHR listing criteria are intended to examine whether the resource in question: (a) is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage; (b) is associated with the lives of persons important in our past; (c) embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or (d) has yielded, or may be likely to yield, information important in pre-history or history.

The term “historical resource” also includes any site described in a local register of historic resources or identified as significant in a historical resources survey meeting the requirements of PRC § 5024.1(q).

CEQA also applies to “unique archaeological resources.” PRC § 21083.2(g) defines a “unique archaeological resource” as any archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

1. Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.
2. Has a special and particular quality such as being the oldest of its type or the best available example of its type.
3. Is directly associated with a scientifically recognized important prehistoric or historic event or person.

Resources that meet the statutory definition of a historical resource or unique archaeological resources are presumed to be historically or culturally significant for purposes of CEQA (PRC § 21084.1; 14 CCR § 15064.5[a]). The lead agency is not precluded from determining that a resource is a historical resource even if it does not fall within this presumption (PRC § 21084.1; 14 CCR § 15064.5[a]). A site or resource that does not meet the definition

of “historical resource” or “unique archaeological resource” is not considered significant under CEQA and need not be analyzed further (PRC § 21083.2(a); 14 CCR § 15064.5(c)(4)).

Under CEQA a significant cultural impact results from a “substantial adverse change in the significance of an historical resource [including a unique archaeological resource]” due to the “physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired” (14 CCR § 15064.5(b)(1); PRC § 5020.1[q]). In turn, the significance of a historical resource is materially impaired when a project:

1. Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register; or
2. Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to section 5020.1(k) of the Public Resources Code or its identification in an historical resources survey meeting the requirements of section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or
3. Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register as determined by a lead agency for purposes of CEQA.

1.2.3 Local: City of Santa Clarita Municipal Code

City of Santa Clarita

This study was completed in consideration of all sections of the City of Santa Clarita Municipal Code (SCMC) related to historic preservation. The relevant historic preservation ordinances are provided below.

SCMC § 10.06.020. Definitions

"Historic structure" means any structure that is:

1. Listed individually in the National Register of Historic Places (a listing maintained by the Department of the Interior) or preliminarily determined by the Secretary of the Interior as meeting the requirements for individual listing on the National Register.
2. Certified or preliminarily determined by the Secretary of the Interior as contributing to the historical significance of a registered historic district or a district preliminarily determined by the Secretary to qualify as a registered historic district.
3. Individually listed on Table OS-3, Historic Resources, in the Open Space and conservation Element of the City's General Plan.
4. Individually listed on a State inventory of historic places in states with historic preservation programs which have been approved by the /secretary of the Interior; or

5. Individually listed on a local inventory of historic places in communities with historic preservation programs that have been certified either by an approved State program as determined by the Secretary of the Interior in states with approved programs.

SCMC § 17.11.020. Definitions

“Historic Resource” means structures or site features on properties listed on the National Register of Historic Places, the California Register of Historic Landmarks, the list of California Historical Landmarks, or the list of California Points of Historical Interest, or those structures designated under this ordinance. A listing of properties and structures designated shall be available with the Community Development Department.

SCMC § 17.64.030. Commission Resolution Findings for Designating a Historic Resource

A building, structure, or object may be designated by the Commission as a historic resource if it possesses sufficient character-defining features and integrity, and meets at least one of the following criteria:

- A. Is associated with events that have made a significant contribution to the historical, archaeological, cultural, social, economic, aesthetic, engineering, or architectural development of the City, State or Nation; or
- B. Is associated with persons significant in the history of the City, State or Nation; or
- C. Embodies distinctive characteristics of a style, type, period, or method of construction, or is a valuable example of the use of indigenous materials or craftsmanship; or
- D. Has a unique location, singular physical characteristic(s), or is a landscape, view or vista representing an established and familiar visual feature of a neighborhood, community, or the City; or
- E. Has yielded, or has the potential to yield, information important to the history or prehistory of the City, State, or nation.

1.3 Built Environment Study Area

The built environment study area (study area) for this project is illustrated in Figure 3 (Appendix A). To establish an appropriate project study area under CEQA, all potential project-related impacts or effects that could result in a substantial adverse change in the significance of a known or unknown historical resource should be considered.¹ Project construction and operation activities are considered a substantial adverse change if they cause physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource is materially impaired. Current professional practice commonly groups activities that could cause a substantial adverse change to historical resources into direct and indirect effect considerations. Direct or primary effects are caused by the project and occur at the same time and place (14 CCR § 15358[a][1]). Direct effect considerations are commonly linked to physical project construction activities and

¹ As used in the CEQA Guidelines and 14 CCR § 15358, the terms “effects” and “impacts” are synonymous in this report.

include, but are not limited to, demolition, construction-related ground-borne vibration, and property takes. Additionally, in some instances direct effects may be visual or auditory if the effect comes from the project at the same time and place with no intervening cause. By contrast, indirect or secondary effects are those caused by the project that occur later in time or are farther removed in distance but are still reasonably foreseeable. Indirect effect considerations may include growth-inducing effects and other effects related to induced changes in the pattern of land use, population density, or growth rate, and related effects on air and water and other natural systems, including ecosystems (14 CCR § 15358[a][2]).

The study area for historic era built resources is, therefore, the geographic area or areas within which the project may directly or indirectly cause changes to the character or use of historical resources, if any such resources exist. The delineation of the study area is influenced by a project's planned activities or setting, the scale and nature of the project, and the types of impacts (direct or indirect) that may result from the project.

Delineation of the study area considered the proposed project activities in conjunction with historic era built resources that are 45 years of age or older (those built in or prior to 1978) that may sustain impacts due to the construction or operation of the project. The study area currently consists of a parcel identified as APN 2836-011-018 and addressed as 22606 Soledad Canyon Road. The property was initially developed as a rodeo venue in 1927 before being repurposed in 1939 as an auto racetrack (the Saugus Speedway) and eventually the Santa Clara Swap Meet at some point after 1995, when the racetrack closed. Because this property was developed more than 45 years ago and is proposed for demolition, it has been included in the study area for historic era built resources (Figure 3). Additional considerations used to justify the delineation of the study area include the following:

- The area of direct physical effect is confined to the legal parcel boundary of APN 2836-011-018, wherein all ground disturbance associated with the project will occur. The maximum vertical extent of ground disturbance is anticipated to extend to 100 feet below the current ground surface at the northwestern portion of the parcel and no more than 5 feet below the current ground surface at various focused areas of the parcel. Other construction activities that would occur within the parcel boundary include the demolition of existing buildings and structures, grading and site preparation, construction of 318 single-family dwelling units, 73 accessory dwelling units, and 69,692 square feet of commercial space, construction of residential and commercial parking spaces, construction of recreational amenities, community open space, and landscaped areas. Because of the geographically constrained nature of these activities, the area of direct physical effect is confined to the legal parcel boundary of APN 2836-011-018.
- The area of direct physical effect excludes construction activities beyond the legal parcel boundary of APN 2836-011-018. These activities include improvements to upgrade transportation and utility infrastructure within the public right-of-way of Soledad Canyon Road and Commuter Way, a bus stop with a permanent shelter along Soledad Canyon Road, a new bus turnout at the stop, a pedestrian path from the parcel boundary to the bus stop, new streetlights along Soledad Canyon Road and Commuter Way, new fiber optic cable along Soledad Canyon Road, and sidewalk improvements along Soledad Canyon Road and Commuter Way. Due to the location and type of these construction activities—and because Soledad Canyon Road, Commuter Road, and elements within their right-of-way are not considered historical resources for the purposes of CEQA—there would be no potential to affect built historical resources. Additionally, since no built historical resources were identified within the boundaries of the study area, the area of direct physical effect is limited to the legal parcel boundary of APN 2836-011-018.

- The area of direct effect also excludes the segment of the Southern Pacific Railroad that runs directly adjacent to the western boundary of APN 2836-011-018. A nearby segment of this railroad was previously recorded 2,559 feet to the west of the project area by ESA in 2012. This segment appears in the BERD with a California Historical Resources status code of 7, indicating that it has not been evaluated for the NRHP or the CRHR, or that it needs to be reevaluated. While the railroad segment adjacent to the study area was not formally evaluated for the current project, the proposed construction activities indicate that it would not be modified or affected by the project and could, therefore, be excluded from the study area and formal evaluation. As such, the study area has been limited to the legal parcel boundary of APN 2836-011-018.
- Since no historical resources were identified within or adjacent to the delineated study area, and since there are no reasonably foreseeable project activities that would occur later in time or that would be farther removed in distance that could indirectly affect historical resources, the study area is limited to the legal parcel boundary of APN 2836-011-018.

1.4 Project Personnel

This report, associated fieldwork, and property significance evaluation were prepared by Dudek Senior Architectural Historian Monte Kim, PhD, with contributions from Architectural Historians Caitlin Greeley, MA and Erin Jones, M.A. Resumes for key personnel are provided in Appendix A, Preparers' Qualifications.

2 Research and Field Methods

The following section describes Dudek’s efforts to identify built environment historical resources in the study area. A formal California Historical Resource Information System records search was conducted for this project. In addition, Dudek background research and field methods are outlined below.

2.1 Records Search Results

On September 12-13, 2022, Dudek conducted a search of the California Historical Resources Information System (CHRIS) at the South Central Coastal Information Center (SCCIC), located on the campus of California State University, Fullerton. The search included any previously recorded cultural resources and investigations within a 1-mile radius of the proposed Project site. The CHRIS search also included a review of the NRHP, the CRHR, the California Points of Historical Interest list, the California Historical Landmarks list, and the California State Historic Resources Inventory list. The complete records search results are provided in the Confidential Appendix C of the *Archaeological Resources Technical Report, Riverview Development Project, Santa Clarita Valley*, prepared by Dudek (December 2022).

2.2.1 Previous Cultural Resources Studies

Results of the CHRIS database records search indicate that fifty-three (53) previous cultural resource studies have been conducted within the records search area between 1974 and 2013. Of these studied, one, LA-03840, is mapped as having addressed a portion of the proposed Project site; eight (8) other studies are immediately adjacent to the proposed Project area. Table 1 summarizes all previous cultural resources studies and is followed by a brief summary the report overlapping a portion of the proposed Project site.

Table 1. Previous Technical Studies Conducted within a 1-Mile Radius of the Proposed Project Site

Report Number	Author(s)	Date	Title	Proximity to Proposed Project Site
LA-00054	Leonard, Nelson N. III	1974	Archaeological Resources of the Proposed Castaic Conduit System	Outside
LA-00127	Clewlow, William C. Jr.	1975	Evaluation of Archaeological Resources and Potential Impact of Proposed Construction of the CA Staic Lake Water Agency Alternative Water Treatment Plant	Outside
LA-00210	Horne, Wiley	1976	Letter Report of the Archaeological Survey of a Los Angeles County Sanitation Project Engineer Report for Bouquet Canyon Relief Trunk Sewer Section 2	Outside
LA-00326	Love, Bruce	1988	Archaeological Report on Approximately One Acre for Santa Clarita Lanes Known as C.U.P. 88265	Outside
LA-00584	Schroth, Adella	1980	Archaeological Assessment of Tentative Tract 32262 Saugus Area of Los Angeles County	Adjacent

Table 1. Previous Technical Studies Conducted within a 1-Mile Radius of the Proposed Project Site

Report Number	Author(s)	Date	Title	Proximity to Proposed Project Site
LA-00643	Jacobs, David and Rice, Glen	1977	An Archaeological Survey of 225 Acres in the Foothills Overlooking Santa Clara Valley, Los Angeles County, California	Adjacent
LA-00651	Simon, Joseph M. and McCann, Ellen L.	1979	An Archaeological Assessment of the District 26 and 32 Treatment Plants and the District 26 Interceptor, Routes 1 Through 3	Outside
LA-00781	Schroth, Adella	1980	Archaeological Assessment of Tentative Trace #36700 Newhall Area of Los Angeles County	Outside
LA-00951	Romani, John F.	1980	Cultural Resources Survey for 6.69 Acres of Land Located at the Intersection of Magic Mountain Parkway and San Fernando Road in Valencia, California	Outside
LA-01019	Hawthorne, Janice G. and Schupp-Wessel, Leslie	1980	Cultural Resource Survey and Assessment of 89+ Acres in Valencia (zc-79-012 and Zc-80-078), Northwest Los Angeles County, California	Outside
LA-01152	Tartaglia, Louis J.	1982	Cultural Resource Survey, Tentative Parcel Map 12895	Outside
LA-01317	Tartaglia, Louis J.	1983	Preliminary Archaeological Reconnaissance San Francisquito Canyon	Outside
LA-01342	Tartaglia, Louis J.	1984	Cultural Resources Report San Francisquito Canyon	Outside
LA-01447	Tartaglia, Louis J.	1985	Cultural Resource Survey Report San Francisquito Canyon	Outside
LA-01750	Tartaglia, Louis J.	1989	Cultural Resources Survey Report Tentative Tract No. 44832	Outside
LA-01751	Tartaglia, Louis J.	1989	Cultural Resources Survey Report Tentative Tract No. 44821	Outside
LA-01752	Tartaglia, Louis J.	1989	Cultural Resources Survey Report Tentative Tract No. 44830	Outside
LA-01775	Love, Bruce	1989	Cultural Resource Assessment for Three Postal Service Sites, OS Angeles County	Outside
LA-01896	Van Voast, Judy	1989	Cultural Resource Survey Report on the Proposed Bouquet Canyon Treatment Plant Site Santa Clarita, Los Angeles County, California	Outside
LA-02118	Tartaglia, Louis J.	1986	Cultural Resource Survey Report Soledad Canyon Project	Adjacent
LA-02477	Whitney-Desautels, Nancy A.	1989	Archaeological Assessment Reclaimed Water Distribution System Los Angeles County, California Preliminary Report	Outside

Table 1. Previous Technical Studies Conducted within a 1-Mile Radius of the Proposed Project Site

Report Number	Author(s)	Date	Title	Proximity to Proposed Project Site
LA-02562	Wlodarski, Robert J.	1992	A Phase 1 Archaeological Study for the Proposed Commuter Rail Station: Bermite and Glazer Sites, City of Santa Clarita, Los Angeles County, California	Adjacent
LA-02783	Tartaglia, Louis J.	1988	Cultural Resource Survey Report Tentative Parcel Map 19392	Outside
LA-02979	Whitley, David S.	1993	Phase I Archaeological Survey and Cultural Resources Assessment for the Porta Bella Specific Plan Study Area, Santa Clarita, Los Angeles County, California	Outside
LA-03154	Whitley, David S. and Simon, Joseph M.	1994	Phase 1 Archaeological Survey and Cultural Resources Assessment for the Ranch Road-south Project Area, Santa Clarita, Los Angeles County, California	Outside
LA-03289	Davis, Gene	1990	Mobil M-70 Pipeline Replacement Project Cultural Resource Survey Report for Mobil Corporation	Outside
LA-03387	Whitley, David S. and Simon, Joseph M.	1994	Phase 1 Archaeological Survey and Cultural Resource Assessment for the 750 Acre Soledad Canyon Study Area, Los Angeles County, California	Adjacent
LA-03690	Wlodarski, Robert J.	1997	Cultural Resources Evaluation City of Santa Clarita Circulation Element EIR	Outside
LA-03840	Wlodarski, Robert J.	1996	A Phase I Archaeological Study: Santa Clarita Water Company Application 29898 for 13 Existing Well Site Locations, Los Angeles County, Ca.	Overlaps
LA-03895	Pence, Robert L.	1977	Archaeological Assessment of the Proposed Oxnard Long Pipeline Route From La Vista, Ventura County, to Quigley, Los Angeles County	Outside
LA-03913	Unknown	1997	Phase I Archaeological Survey and Cultural Resources Assessment of the Castaic Lake Water Agency Study Area, Los Angeles County, California	Outside
LA-03915	Unknown	1996	Phase I Archaeological Survey and Cultural Resources Assessment of the North Valencia Annexation Project Study Area, Los Angeles County, California	Outside
LA-04158	Mason, Roger D. and Brechbiel, Brant A.	1998	Cultural Resources Records Search and Survey Report for a Pacific Bell Mobile Services Telecommunications Facility: La 622-01 in the City of Santa Clarita, California	Outside

Table 1. Previous Technical Studies Conducted within a 1-Mile Radius of the Proposed Project Site

Report Number	Author(s)	Date	Title	Proximity to Proposed Project Site
LA-04159	Bonner, Wayne H.	1998	Cultural Resources Investigation Lot 8, Tract 38936 City of Santa Clarita, Los Angeles County, California	Outside
LA-04251	Mason, Roger D.	1996	Results of Cultural Resources Investigation in Response to U.S. Army Corps of Engineers Public Notice No. 96-00160-AOA	Outside
LA-06862	McLean, Deborah K.	2001	City of Santa Clarita Proposal to Widen the Bouquet Canyon Road Bridge Over the Santa Clarita River Located North of the Intersection of Valencia Boulevard and Bouquet Canyon Road in the City of Santa Clarita	Outside
LA-06917	Bricker, Lauren W. and Tearnen, Janet L.	1998	Historic Property Clearance Report for the Magic Mountain Parkway Via Princessa Improvement Project in the City of Santa Clarita, Los Angeles County, California	Outside
LA-08255	Arrington, Cindy and Sikes, Nancy	2006	Cultural Resources Final Report of Monitoring and Findings for the Qwest Network Construction Project State of California: Volumes I and II	Outside
LA-08958	Tsunoda, Koji and Moreno, A.	2007	Archaeological Survey Report for Southern California Edison Company Saugus-north Oaks FO Cable Project Los Angeles County, California (wo#8456-0639, Jo#6155)	Outside
LA-09028	Simolke, Daria and Romani, John	1989	Historic Property Survey 07-la-126 P.m. 7.8/10.8 Route 126 From Valencia Boulevard to Lyons Avenue, Santa Clarita Los Angeles County, California 07-109370.	Outside
LA-09302	Bonner, Wayne H.	2008	Cultural Resources Records Search and Site Visit Results for T-Mobile Candidate SV11040A (SCE Pardee-Sylmar #1 and #2, M2-T5 1966), Calle Adrino/Alicante Drive, Santa Clarita, Los Angeles County, Californian	Outside
LA-09861	Schmidt, June	2009	Saugus-North Oaks-Tengen 66 kV Deteriorated Pole Replacement Project, Los Angeles County, CA	Adjacent
LA-10484	Schmidt, James	2010	WO 4605-2357: Saugus-Tengen-North Oaks 66 kV Deteriorated Pole Replacement Project. Los Angeles county.	Outside
LA-10560	Hunt, Kevin and Schultz, Richard D.	2005	Final Confidential: Cultural Resources Study for the Upper Santa Clara River Watershed Arundo and Tamarisk Removal Program Long-term Implementation Plan, program	Adjacent

Table 1. Previous Technical Studies Conducted within a 1-Mile Radius of the Proposed Project Site

Report Number	Author(s)	Date	Title	Proximity to Proposed Project Site
			Environmental Impact Report/Environmental Assessment, Los Angeles County, California	
LA-10642	Tang, Bai "Tom"	2010	Preliminary Historical/Archaeological Resources Study, Antelope Valley line Positive Train Control (PTC) Project Southern California Regional Rail Authority, Lancaster to Glendale, Los Angeles County, California	Adjacent
LA-11228	Unknown	2004	Environmental Analysis - Onshore Component of BHP Billiton LNG International Inc. Cabrillo Port Project	Outside
LA-11301	Maki, Mary	2010	Phase I Archaeological Survey of Approximately 16 Acres for the Lake Castaic Water Agency's Phase 2A Recycled Water Project, Santa Clarita, Los Angeles County, California	Outside
LA-11302	Gibson, Joe	2010	Cultural Memorandum Report for the Recycled Water Program, Phase IIA Project in the City of Santa Clarita	Outside
LA-11303	Gibson, Joe	2010	Draft Mitigated Negative Declaration/Environmental Assessment Recycled Water Program, Phase 2A	Outside
LA-11514	Schmidt, James	2011	Archaeological Letter Report: Trumpet, Crabtree, Nero, and Davenport 16kV Deteriorated Pole Replacement Projects (WO 6059-4800, I-4805 & O-4888), Los Angeles County, California	Outside
LA-11526	Maki, Mary	2011	Addendum 1 for Proposed Revisions to the Castaic Lake Water Agency's Phase 2A Recycled Water Project, Santa Clarita, Los Angeles County, California	Outside
LA-12281	Bonner, Wayne and Crawford, Kathleen	2012	Cultural Resources Records Search and Site Visit Results for T-Mobile West, LLC Candidate SV11040A (SCE Pardee-Sylmar M2-T5) 25660 Alicante, Newhall, Los Angeles County, California	Outside
LA-12526	Ehringer, Candace; Ramirez, Katherine; and Vader, Michael	2013	Santa Clarita Valley Sanitation District Chloride TMDL Facilities Plan Project, Phase I Cultural Resources Assessment	Outside

Source: SSJVIC records search August 8, 2022

† Report contains information about historical built environment resources.

LA-03840

A Phase I Archaeological Study: Santa Clarita Water Company Application 29898 for 13 Existing Well Site Locations, Los Angeles County, Ca. (Wlodarski, 1996), documents the results of a Phase I archaeological survey and cultural resources assessment consisting of an archival record search, a literature and map review, and an intensive archaeological reconnaissance. The area of study overlaps less than 10% of the proposed Project site: the Stadium well site, located in an area just northwest of the Saugus Speedway. The study was conducted to identify impacts to any cultural resources that might occur as a result of the project, for the purpose of CEQA compliance, in addition to any Federal mandates. No previously recorded cultural resources were identified within the current proposed Project site as a result of the investigation. The recommendations of the author include caution during any development within the project area, as well as a stop-work and consultation with and assessment by the Lead Agency and/or a Society of Professional Archaeologists (SOPA) qualified archaeologist if any unanticipated cultural resources were discovered.

2.2.2 Previously Recorded Cultural Resources

The SCCIC records indicate that sixteen (16) cultural resources have been previously recorded within a 1-mile radius of the proposed Project site, none of which are located within or are adjacent to the proposed Project site. The identified cultural resources include five (5) built environment resources. Table 2 summarizes all previously recorded cultural resources identified within the records research radius followed by summaries of all built environment resources located within the records search radius.

Table 2. Previous Recorded Cultural Resources within a 1-Mile Radius of the Proposed Project Site

Designation	Description	Recording Events	NRHP/CRHR Status	Approximate Proximity to Proposed Project Site
P-19-002105 (CA-LAN-2105H)	Historic Structure: Los Angeles Aqueduct	1992 (A. Cole, D. McDowell, and D. Shelton, Science Applications International Corp.); 1992 (J. Costello, J. Marvin, and J. Tordoff, Foothill Resources); 2007 (A. Moreno, K. Tsunoda, Jones & Stokes); 2009 (Katherine Anderson, ESA); 2011 (N. Lawson, M. Kaye, CH2M Hill); 2017 (Alec Stevenson, AECOM)	evaluated and determined to be eligible	1510 meters (4954 feet) northeast
P-19-186861	Built environment resource: SCE's Big	2002 (J. Schmidt, Compass Rose);	Unknown	1282 meters (4206 feet) west

Table 2. Previous Recorded Cultural Resources within a 1-Mile Radius of the Proposed Project Site

Designation	Description	Recording Events	NRHP/CRHR Status	Approximate Proximity to Proposed Project Site
	Creek East & West Transmission Line	2016 (Audry Williams, SCE); 2019		
P-19-188010	Built environment resource: Saugus Union School District Headquarters	1991 (P. Lee, California Archives)	5S3-Appears to be individually eligible	550 meters (1804 feet) northeast
P-19-190295	Built environment resource: SCE Tower Pardee-Sylmar M2-T5/ T-Mobile West LLC SV11040A/SCE Pardee-Sylmar M2-T5	2012 (K.A. Crawford, Michael Brandman Associates)	ineligible	1425 meters (4675 feet) southwest
P-19-190320	Built environment resource: SPRR segment	2012 (C. Ehringer, ESA)	7: Not Evaluated	780 meters (2559 feet) west

P-19-190320

P-19-190320 is a built environment resource, Southern Pacific Railroad segment that is located 2,559 feet west of the proposed Project area. The resource was originally recorded in 2012 by ESA for the larger *Phase I Cultural Resources Assessment*, prepared for the Santa Clarita Valley Sanitation District. The resource has not been formally evaluated for listing on the NRHP or CRHR and was assigned the status code 7 (Ehringer 2012).

2.2 Archival Research

Archival repositories, historical records, and related additional reports accessed by Dudek are summarized below.

Built Environment Resource Directory

The Built Environment Resource Directory (BERD) files provide information, organized by county, regarding non-archaeological resources in the Office of Historic Preservation (OHP) inventory. The OHP inventory contains information only for built environment resources that have been processed through OHP. This includes resources reviewed for eligibility for the NRHP and the California Historical Landmarks programs through federal and state environmental compliance laws, and resources nominated under federal and state registration programs. The BERD replaces the former Historic Properties Directory that previously provided evaluation status information for resources processed through the OHP. Dudek accessed the BERD for Los Angeles County on January 27, 2023, and determined that there is no recordation of a previous recordation or evaluation.

City of Santa Clarita Building and Safety

On January 28, 2023, Dudek submitted a request to City of Santa Clarita to view copies of all building permits and records associated with the subject property for new construction, demolition, alteration, and additions. Copies of available permits were received on January 31, 2023. Building permits ranged in years from 1938 to 2000. Permit No. 14978 dated March 17, 1941, indicates that William Bonelli applied for a permit to construct a grandstand and bleachers on the property. On October 17, 1944, William Bonelli applied for a permit to install metal bleachers for the raceway. During the 1970s, a number of permit applications were submitted under the name of Bonelli Ranch for repairs on the grandstand and restrooms.

Historical Newspaper Review

Dudek reviewed historical newspapers archived on newspapers.com and regional universities to understand the development of the subject property and the project area. These documents were used in the preparation of Section 3: Historic Context of this report.

Historical Aerial Photographs and Map Review

Dudek conducted a review of historical topographic maps dating between 1903 and 2018, and aerial photographs that date between 1947 and 2020, as part of the archival research effort for the proposed project. A discussion of legible topographic maps is included in Table 2. Review of Topographical Maps Depicting the Proposed Project Site. A discussion of legible aerial photography is included in Table 3. Historic Aerial Photograph Review (NETR 2023a; NETR 2023b).

Historic Topographic Map Review

A review of available topographic maps was conducted and included the following years: 1903, 1908, 1916, 1924, 1929, 1930, 1933, 1939, 1943, 1948, 1953, 1958, 1964, 1967, 1970, 1988, 1999, 2012, 2015, and 2018 (NETR 2022a). Topographic maps depict not only elevation of the study area as well as the areas surrounding it, but they also illustrate the location of roads and some buildings. Although topographic maps are not comprehensive, they are another tool in determining whether a study area has been disturbed and sometimes to what approximate depth.

Table 3. Review of Historic Aerials and Topographical Maps Depicting the Proposed Project Site

Year	Description
1903	The proposed Project site is largely undeveloped and marked as Soledad Canyon. There are railroad tracks running along the base of the mountains to the southwest. There is a road that parallels the tracks, just to the east of the tracks. The Santa Clara River drainage widens in the north area of the site, running east to west. There is an unimproved road running west to east, on the east side of the project area, which appears to be Soledad Canyon Road.
1908	There are no significant changes
1916	There are no significant changes
1924	There are no significant changes
1929	The proposed Project area has been developed. The racetrack is depicted, with three surrounding grandstands. Soledad Canyon Road is visible along the eastern edge of the project area. There are two entrances into the project area from Soledad Canyon Road. One entrance is south of the

Table 3. Review of Historic Aerials and Topographical Maps Depicting the Proposed Project Site

Year	Description
	racetrack, and the road runs along the west side of the track, parallel to the train tracks. There is a structure just southeast of the racing track, northwest of that access road, where it connects to Soledad Canyon Road. The road continues west and connects to a circle drive next to a structure in the northwest area of the proposed Project site, then continues east to connect again with Soledad Canyon Road. The area is labelled Baker Ranch.
1930	This appears to be the same as the 1924 topographical map
1933	This appears to show a similar image to the 1929 topographical map
1939	This appears to be the same as the 1933 topographical map
1943	The racing track is not visible on this topographical map. The Southern Pacific Railroad is labelled to the west, and the area of the proposed Project is labelled Bonelli Ranch. There is one structure noted between the railroad and Soledad Canyon Road.
1948	This appears to be the same as the 1924 topographical map
1953	This is a complex topographical map depicting the racetrack, with five grandstands around the perimeter. An access road loops around the track to connect with Soledad Canyon Road on both sides of the track. The road also connects with a northwest trending road which loops up to the east to connect again with Soledad Canyon Road. There are three structures immediately northwest of the racing track, one is L shaped and parallel to a long rectangular building. There is a third building set back closer to the railroad tracks, west of the 2 parallel structures. There is another square structure depicted a little farther northwest, and three more structures clustered in the northwest area, at the base of the hill.
1958	This appears to be the same as the 1953 topographical map
1964	This appears to be the same as the 1943 topographical map
1967	This appears to be the same as the 1943 topographical map
1970	This appears to be the same as the 1953 topographical map
1988	This appears to match the 1953 topographical map, with the addition of one more grandstand viewing area around the northeast curve of the racing track.
1999	There are no significant changes
2012	This topographical map only depicts Soledad Canyon Road and the topographic features of the landscape. Area is labelled as Bonelli Ranch.
2015	This topographical map depicts Soledad Canyon Road and the topographic features of the landscape. Commuter Way, a loop road off Soledad Canyon Road, is labelled and depicted at the south edge of the proposed Project site.
2018	This topographical map depicts Soledad Canyon Road and the topographic features of the landscape. Commuter Way, a loop road off Soledad Canyon Road, is labelled and depicted at the south edge of the proposed Project site. There is a northwest trending road that crosses Commuter Way, and runs northwest, parallel, and closer to the railroad tracks, then turns east to reconnect with Soledad Canyon Road.

Historic Aerial Photograph Review

A review of all available historic aerial photographs was conducted and included the following years: 1947, 1952, 1959, 1969, 1974, 1977, 1985, 1992, 1994, 1996, 1997, 1998, 1999, 2000, 2002, 2005, 2009, 2010, 2012,

2014, 2016, 2018, and 2020 (NETR 2022b). Through careful comparative review of historic aerials, changes to the landscape and built environment of a study area may be revealed.

Table 4. Review of Historical Aerial Photographs Depicting the Proposed Project Area

Year	Description
1947	The proposed Project area is developed with structures, roads and a racetrack with viewing stands around the circumference. It is bounded on the northeast by Soledad Canyon Road, and on the southwest by railroad tracks. The Santa Clara River drainage is visible, running parallel, east of Soledad Canyon Road. The racetrack is visible in the southeastern area of the site, with five structures around the outside of the track, that appear to be the viewing stands. There appears to be four rectangular structures clustered northwest of the racetrack, and one larger structure set back to the west, southwest of a small orchard. There are wide roads leading to the structures and around the racetrack. The area east of the orchard and the structures is open and undeveloped. There are structures, possibly two, at the base of the hill in the farthest northwest level area of the site, and a road leading to the area. There is also a road that leads up the hill, to a square structure on the peak.
1952	There are no significant changes
1959	The racetrack is clearly visible in the southeast. It appears that there are two large buildings northwest of the racetrack (rather than four), and one set father back, closer to the railroad (a total of three structures close to the racetrack). The orchard has been removed. Two structures are still visible in the northwest corner of the project area. There appears to be a structure west of the racetrack, near the northwest curve.
1969	The open area east of the structures and northwest of the racetrack has been graded and possibly graveled for parking. No other significant changes are apparent.
1974	The structure west of the racetrack, near the northwest curve, appears to be gone. No other significant changes are apparent.
1977	The viewing stands along the southeast side of the racetracks appear to be gone. The area southwest of the racetracks has been paved, as well as the area around the structures immediately northwest of the racetrack. No other significant changes are apparent.
1985	There appears to be a structure west of the racetrack, near northwest curve. The open area north of the racetrack appears to be a graveled parking area. There are no other significant changes.
1992	The structures in the northwest area of the site are no longer visible due to tree overgrowth. The square structure on top of the hill appears to be an open foundation. There are no other apparent significant changes.
1994	The middle building of the three structures northwest of the racetrack, has been partially demolished. The shed to the west and the matching rectangular structure to its southeast are intact. One small building is visible in the northwest area of site. There are no other significant changes.
1996	The middle building is fully demolished, the outline of its footprint is visible. The parking area directly northeast of the demolished building has been paved.
1997	There are no significant changes
1998	The remaining rectangular structure, northwest of the racing track, has been demolished. The shed closer to the railroad tracks is still extant. No other significant changes are apparent.
1999	There are no significant changes
2000	There are no significant changes
2002	There are no significant changes

Table 4. Review of Historical Aerial Photographs Depicting the Proposed Project Area

Year	Description
2005	There are no significant changes
2009	There are no significant changes
2010	There are no significant changes
2012	There are no significant changes
2014	The grassy area east of the buildings in the northwest area, at the base of the hill, has been graveled over to extend parking. There are no other apparent significant changes.
2016	There are no significant changes
2018	There are no significant changes
2020	There are no significant changes

2.3 Interested Party Correspondence

On January 31, 2023, Dudek Architectural Historian Caitlyn Greeley sent an electronic outreach letter and figures depicting the project area to the Santa Clarita Valley Historical Society. The letter provided a brief description of the proposed project and requested information about historic and cultural resources in or near the project area. On February 4, 2023, Leon Worden, Vice-President of the Santa Clarita Valley Historical Society (SCVHS), responded by email and stated the following: “Thank you for the opportunity to provide the requested information. We are preparing a response.” On February 8, 2023, Mr. Worden sent a follow-up email with an attached letter that included a property specific history of the Bonelli/Saugus Speedway, references cited in the document, and historic images related to the property. Dudek senior architectural historian Monte Kim acknowledged receipt of the letter on February 8, 2023, and thanked Mr. Worden for the historical information on the property. On February 12, 2023, Mr. Worden sent an additional follow up email with an attached revised history of the subject property. He stated that “we did some additional research and dealt with the unanswered question—determined when the first rodeo was held on the Speedway property, and how it came about. Hope you can replace the earlier version.” In addition to providing information that assisted Dudek staff in better understanding the property’s history and potential significance, Mr. Worden provided recommendations for the project applicant to consider:

The City of Santa Clarita’s Historic Preservation Ordinance [adopted in 2013 under § 18.106] applies to approximately 10 properties within the City plus eight historic structures inside William S. Hart Park. All are in Newhall; the subject property is not among them. Proposals for inclusion in the City’s Historic Resources Inventory may be initiated by the property owner, by the Planning Commission (acting as the Historical and Landmarks Commission), or by the City Council. Under the ordinance, “If designation is initiated by the Historical and Landmarks Commission of the City Council,” the property is notified, and “[i]f the owner does not consent to the designation application, the designation procedure shall not proceed.” In other words, property owner consent is required for historic designation under the City of Santa Clarita’s Historic Preservation Ordinance. As the subject property is not covered under the City’s

Historic Preservation Ordinance, if the property owner chooses to go forward with the proposed project, then SCVHS makes the following recommendations:

- 1) *Historically themed development.* Celebrate and preserve the rich history of the property by incorporating historical components into the planning and design of the project. Remain true to the uses of the subject property's history as an important rodeo and motorsports venue, as well as an early Western film location, by assigning names of individuals who were historically associated with the property (e.g., Hoot Gibson, Ron Homaday Sr., Bonelli family) to features such as commercial buildings or plazas. Use historical site and event photos from the subject property, including the "Bonelli House," as the basis for architecture components that replicate genuine equestrian/rodeo and auto-racing features from Saugus. Residential garage doors could mimic the doors to the adobe stables. Incorporate the "checkered flag" into exterior project features.
- 2) *Preserve historic names.* Name streets and walkways within the project for people who appeared and events that took place historically at the subject property.
- 3) *Interpretive signage and/or display.* Develop a signage program that conveys the many interesting and important stories of the subject property through a series of historic markers or signs, and/or designate a publicly accessible space such as a pocket park or a community building to tell the history of the subject property with interpretive sign boards. If there is to be a community building, also incorporate space for secure, wall-mounted cases to display appropriate artifacts.
- 4) *Public art piece.* Solicit designs and install a public art piece in a prominent location within the project area that captures the history of the subject property.
- 5) "Grandstands" feature. If there is to be a pocket park with a central gathering or performance space, install perimeter seating that is reminiscent of the look and feel of the rodeo and auto-racing grandstands and barrier/crash walls.
- 6) *Documentary record.* Allow representatives of SCVHS to access the property for the purpose of documenting the existing historical features through photography, architectural drawings, material descriptions and other data, and sample recovery prior to demolition.
- 7) *Salvage.* Allow representatives of SCVHS to access the property for the purposes of selecting historic features and artifacts for off-site preservation, potentially including the "block house" where driver meetings were held. Facilitate the removal and long-term curatorial care of selected materials.

On February 12, 2023, Dudek senior architectural historian thanked Mr. Worden via email for his additional efforts to establish the year that the first rodeo was held on the subject property. The revised version of Mr. Worden's history of the Bonelli/Saugus Speedway is included in Appendix C, along with all other correspondence with the SCVHS. Since February 12, 2023, Dudek has not received any additional responses.

2.4 Field Survey

Dudek Architectural Historians Caitlin Greeley, MA, and Claire Cancilla, MSHP, conducted an in-person field survey of the project area on January 25, 2023. The survey focused on documenting the built environment properties potentially affected by the project. The survey entailed walking the entire project area to document the exterior

conditions of the subject property proposed for demolition or renovation as part of the project, as well as buildings and structures that are immediately adjacent to proposed project activities. Each property was documented with notes and photographs, specifically noting character-defining features, spatial relationships, observed alterations, and historic landscape features in the study area. Dudek documented the fieldwork using field notes, digital photography, close-scale field maps, and aerial photographs. Survey photographs of the study area were taken with a digital camera. All field notes, photographs, and records related to the current study are on file at Dudek's Pasadena, California, office.

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3 Historic Context

Chapter 3, the Historic Context, provides an overview of Californian history as it relates to the formation of the Saugus area before focusing on the development of built environment components located within the study area. The State of California's post-contact history is divided into the Hispanic Era (Spanish and Mexican Periods) and the early American Period. A summary of California's general, pre-21st century history is presented before the context narrows to an in-depth discussion of historic-aged built environment components within the Built Environment Study Area.

3.1 Hispanic Era (1769-1846) and Early American Period (1848-1875)

From the early 16th century to the mid-18th century, Euroamerican exploratory parties intermittently ventured into California to cultivate resource and establish settlements. In 1769, as colonial competition mounted, Don Gaspar de Portolá, the Lord Proprietor (governor) of Baja California (Spanish-occupied Mexico), declared the region a Spanish territory. Early development included the development of religious settlements, administered by Jesuit missionaries of the Catholic Church, and the establishment of military fortifications. With the religious and defensive infrastructure, towns and loose settlements began to form nearby. Although Alta California was a Spanish colony, its remote location hindered the transportation of immigrants and supplies. To promote settlement, the territorial government awarded ranchos, which were expansive land grants for cultivating livestock, to loyal Spanish citizens or Hispanic veterans. The offerings of land failed and, in 1810, Spanish control over Baja and Alta California faltered when Mexico's Native population launched an independence campaign. In 1821, after a decade of intermittent rebellion and warfare, Mexico gained its independence and, in 1824, organized as the United Mexican States (Starr 2007: pp. 105-109).

The Mexican government, which sought to repel encroaching Euroamerican powers, rapidly expanded the rancho program. Between 1822 and 1844, the rancho program increased California's population while the mass cultivation of livestock created to a thriving tallow and hide trade. In 1839, California's Governor, Juan Bautista Alvarado, bestowed much of (contemporary) City of Santa Clarita, Los Angeles County, and Ventura County to veteran Antonio del Valle. While farming in 1842, Jose Francisco de Garcia Lopez, a relative of del Valle living on the rancho, found gold flakes entwined his onion roots. Lopez's discovery catalyzed a local gold rush that yielded 1,300 pounds of gold in just five years. However, as gold continued to be stripped from Santa Clarita Valley in 1845, many Californios were primarily concerned over the mounting tensions between the US and Mexico. United States of America and Mexico (Wormser 1999; Reynolds 1992: pp. 19-21).

In 1846, the United States' campaign to stretch from coast to coast had reached the Mexican controlled territory of Alta California. The war raged for two years before the nations signed the Treaty of Guadalupe Hidalgo in 1848 and confirmed the US's ownership of the Californian territory. Despite losing Alta California, Mexico negotiated protected land rights for 800 rancho owners who, collectively, possessed 6.63 percent. Within days of signing the treaty, James W. Marshall reported finding gold flakes at John Sutter's northern California rancho, New Helvetia, in Coloma, California. Hundreds of thousands of immigrants rushed to mine the new gold deposits and, in 1851, California's Congress reformed the state's land laws to promote American settlement. Despite the treaty's land provision, a state-sponsored commission property demanded that Californios produce satisfactory survey and title

documents with explicit property boundaries. Traditional Hispanic property documentation, *diseños*, illustrated property boundaries with minimalistic interpretations of natural, ephemeral landmarks. The discrepancy in recordation styles resulted in lengthy, costly court battles which forced most Rancho owners, including the del Valle family, to relinquish their properties by the 1860s (Starr 2007: p. 105; Wormser 1999).

The del Valle family maintained Rancho San Francisco until 1865, when Thomas Bard, an agent for the capitalist Thomas Scott purchased 42,216 acres of the rancho from the del Valle heirs (Triem 1996:1). Bard immediately transferred ownership of the rancho to Thomas Scott and the Philadelphia & California Petroleum Company (Perkins 1957: 23) Shortly after the transfer of the property, speculators struck oil on land adjacent to the former del Valle Rancho. Bard and Scott quickly abandoned their intended ranching pursuit to drill oil, as did a new wave of speculative miners who rushed to the area. The success of the local oil industry fluctuated, and, over the next decade, permanent settlers accumulated acreage to establish agricultural homesteads instead of developing new oil wells (Perkins 1957; Reynolds 1992: 34: 129).

In 1875, business magnate Henry Mayo Newhall arrived in the area to purchase 45,000 acres of the original Rancho San Francisco. While Newhall maintained some of the land, he platted self-named townsite, and resold a large right-of-way to the Southern Pacific Railroad (SPRR). Newhall named the railroad station, located directly north of the townsite, Saugus in honor of his hometown in Massachusetts. The Newhall area remained a small settlement nearby SPRR's Saugus Station until the early 20th century when the state-sponsored highway and State Water Project 1926 brought temporary workers to the region (Reynolds 1992: pp. 85, 118).

3.2 Development of the Built Environment Study Area (APN 2836-011-018)

Baker Ranch and Rodeo (c. 1923 -1939)

The earliest documented usage of the subject property during the twentieth century was in 1923, when Roy Baker, the brother of the notable shoe entrepreneur C.H. Baker, purchased the property to breed, board, and train pedigree horses (SCVHd: 9). Although research uncovered no information about the subject property during the early 1900s, the adjacent parcel immediately to the south was used to manufacture high-grade gunpowder during World War I by the entrepreneur, Jim “Boilermaker” Jeffries, the owner of the Los Angeles Powder Company (SCHV 2023d: 8).

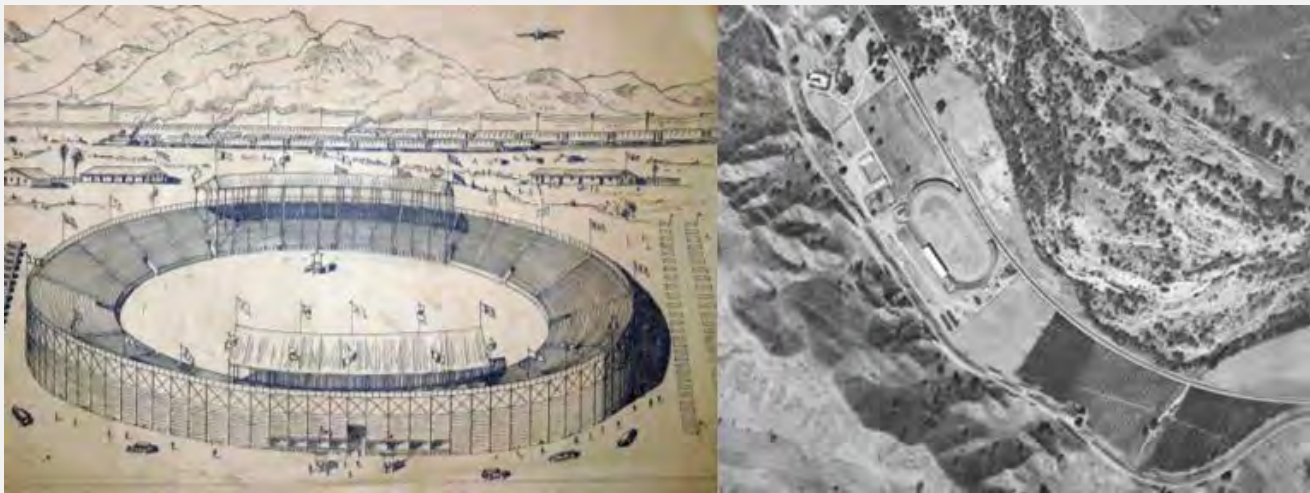
In 1925, Roy Baker hired professional horseman Robert Launer “Bob” Anderson to serve as the superintendent of his so-called Black Horse Ranch. Born in South Dakota in 1899, Anderson spent his youth as a cowboy before joining the rodeo circuit. In 1913, he won a bronco riding event in Salt Lake City, and by 1916, he was living in Newhall working as a professional horseman. Between 1921 and 1923, Anderson organized three annual rodeos in the community of Newhall. In 1924, Anderson held his annual rodeo closer to the town of Saugus. The event was extremely successful, attracting a crowd of 10,000 spectators (SCVHd: 9-10).

In c. 1926, Baker built a residence (map ID 1), stable (map ID 2), dirt horse track (map ID 11), and water basin (map ID 14) on the subject property. On April 11, 1926, Bob Anderson and Roy Baker organized the first public rodeo in Saugus on the subject property. The success of this event encouraged the pair to begin construction of a new stadium and a .33-mile oval horse track (map ID 11) with partially covered grandstand seating. The arena

opened on May 1, 1927, and seated 18,000 fans, which seated six-times the local population (Figure 1). During the Great Depression, Baker was forced to the property in 1930 to western film actor Edmund Richard “Hoot” Gibson. Gibson attracted the film industry to the area, capitalizing on the area’s rural environment and rugged terrain offered tourists the romanticized “Wild West” feel (SCHV 2023a; SCHV 2023b: 11, UCSB 2023; Worden 2023; SCVH 1982).

Despite the attraction’s popularity, the effects of the 1928 Saint Francis Dam disaster and the Great Depression forced Gibson into bankruptcy. In 1934, Paul Hill, owner of Western Livestock Stockyards, purchased the property and maintained the rodeo. In 1938, two months of sustained floods destroyed the Horse Track (11) and Hill defaulted on the property’s mortgage. The bank repossessed Baker Stadium in 1939 and transferred the title to William Bonelli, a prominent rancher, real estate developer, economics professor, politician, and chairman of the State Board of Equalization who sought to rebuild the ranch and Horse Track (11) (SCHV 2023a; UCSB 2023; Worden 2023; SCVH 1982).

Figure 1. Rendering of the Baker Ranch Stadium (left) and Baker Stadium in 1928 historical aerial (right) (Horse Track 11) (Artist E. Van Den Hoven, Santa Clarita Historical Society, 2016; UCSB 2023).



Bonelli Stadium and Early Auto Racing (1939 - 1956)

William George Bonelli (1895-1970), an economics professor at Occidental College and chairman of the State Board of Equalization, purchased the property in 1939 and reconstructed the Horse Track (11) and grandstand. Initially, the grandstand was wood until, just four years later, the stands were replaced with metal stadium bleachers. Although livestock continued to draw crowds for the next 20 years, a new form of entertainment was growing directly south of Bonelli Stadium (SCHV 2023b; Worden 2023).

As Bonelli reconstructed the stadium, he became enamored with the developing Midget Car auto racing scene in nearby Los Angeles. Midget Cars are small, front-engine vehicles originally constructed by enthusiasts unable to afford full-sized vehicles. Like go-carts, the automobiles are pieced together from discarded motorcycle engines,

outboard motors, and abandoned, mismatched auto-parts. Unlike go-carts, Midget Cars are specifically constructed for speed. Racers initially competed on city streets or vacant dirt lots with sharp curves. In 1933, the Midget Auto Racing Association (MARA) was organized at Loyola High School in Los Angeles, just 33 miles south of the Built Environment Study Area. Initially, underground, Midget Car racing quickly became mainstream, home-grown entertainment (Williams 2018).

Numerous raceway and stadium owners, including Bonelli, invited Midget Car racers to compete at their arena. Race circuits formed in the Los Angeles Basin and the sport quickly became a symbol of Los Angeles' car culture. Most tracks developed for auto racing were merely equipped with a wood fence to separate fans from the racers, who sped by at less than feet from the stands. Additionally, the oval shaped tracks had hard-packed clay, which provided a tacky surface for grip, and banked edges. When racers on the outside of the track hit the bank, centrifugal force flung the vehicle to the straight edge of the track and away from the crowd. Bonelli Stadium, however, was developed for rodeos and featured a loose dirt raceway with flat edges. Midget Car racing in the best of circumstances is an exceptionally dangerous sport and, although Bonelli Stadium was a popular venue, it was recognized as a perilous venue. To put fans at ease, Bonelli installed a crash wall along the entire length of the track to protect patrons seated in the grandstands (Williams 2018; SCVH 2023b).

Fans attended Bonelli Stadium in force until June 1942, when racing took a three-year hiatus during World War II. During the hiatus, in c. 1944, Warehouse (3) was added to the property. In September 1945, Bonelli Stadium roared back to life after WWII (SCVH 2023b).

Figure 2. Midget Car racers taking a corner on Bonelli Stadium's unbanked, dirt track in 1945 (SCCVH 2023).



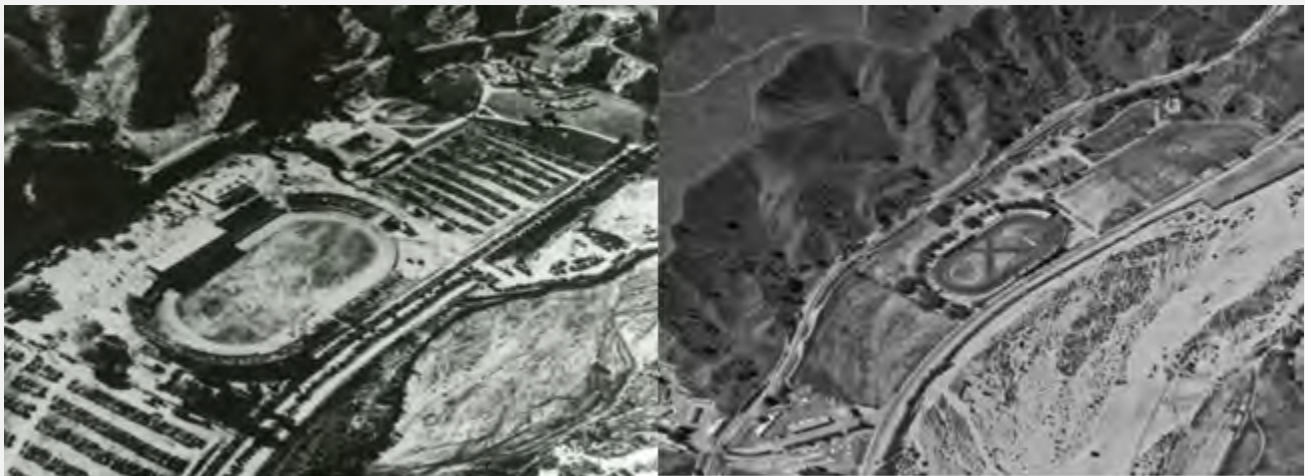
In 1946, Bonelli paved the dirt track as high-powered roadster vehicles became popular. However, a year later, Bonelli restored the facility's dirt track so that the still-popular Midget Cars could race at the stadium. During this time, high-powered roadsters and Midget Cars shared the .33-mile track, along with the occasional rodeo (Figure 3). As the racing industry continued to expand in the late 1940s, Bonelli continued to improve the stadium

for a variety of racecar styles. Other improvements included the replacement of the original covered wooden rodeo grandstands in 1951 with a “used” grandstand from the Gilmore Stadium in Los Angeles. (Rabe 2014; Los Angeles Times 1995, p. 119; SVCH 2023b).

Saugus Speedway and Saugus Swap Meet (1956 - Present)

In 1956, the dirt track surface and the figure 8 in the infield were permanently paved over with asphalt at the direction of Joshua C. Agajanian, a prominent member of a local ranching, waste hauling, and banking family. Agajanian later became involved in the business end of racing as a promoter and sponsor of several notable drivers, including Parnelli Jones, before becoming part owner of the Ontario Motor Speedway. Another prominent racing promoter was Tony Coldeway, who succeeded Agajanian at the Bonelli Stadium in 1959. Coldeway introduced the popular Saturday-night stock car racing event, which was held weekly over the course of the next 40 years. Also in 1959, Bonelli Stadium became known as the Saugus Speedway or the “Super Track” (SVCH 2023c: 15-16; Los Angeles Times 1995, p. 119).

Figure 3. Bonelli Stadium (left) c. 1950, before the Horse Track (11), was paved for auto racing. The racetrack was paved in 1956 as an Auto Racetrack (11) (right) (SCVH 2023; UCSB 2023).



According to a letter drafted by the Santa Clarita Valley Historical Society, which is cited in this report as SVCH 2023c), the Saugus Speedway opened its 1959 season on Memorial Day. The letter went on to describe this event, as well as the popular Saturday night races:

The racing program included a trophy dash, a 15-lap semi-final, a 30-lap feature race, and a special stocker event. The latter was open to all 1941-1952 model cars. ‘Saturday night’s program at Saugus Stadium brings in hot rod auto racing,’ *The Signal* reported. ‘The famed television-type cars will be under open competition rules to all hot rods, jalopies and modified hopped up engines and all types of speed equipment are permitted. According to the Pherigos, ‘Every Saturday night from April through October, the short track stock car racing fans of Southern California converge on the fastest, flattest third mile oval in the country, , , , Three divisions per night provide racing buffs with

nearly four hours of stock car racing thrills featuring Modified, Sportsman, or Street Stock charging down the straights and powering into the flat and challenging turns (SCVH 2023c: 17).

Beginning in May 1963, Sunday morning swap meets began to be held at the stadium. The swap meets have been open to anyone interested in renting a booth to sell merchandise, and have expanded to a twice weekly event that continues to this day (SCVH 2023c: 17).

Bonelli died in 1970 and the speedway was inherited by his heirs. Bonelli's heirs made improvements to the property that included the two Ticket Kiosks (10), the six identical concession stands (6), the Restrooms (7), a control room with a moderator, signage, lighting, metal grandstands, and a concrete barrier with high fencing for spectator safety. These improvements were made under the management of Marshall Wilkings, who launched a rejuvenation program for the Saugus Speedway during the late 1970s and early 1980s. According to an article in the *Pherigos*, "the grandstands were completely refurbished in 1979. The pits and track infield were repaved during that off season, leaving only the parking lot unpaved. A new lighting system became operational in 1980, and in '81 an additional light tower, 80 feet high, was erected behind the main grandstand. Soon afterwards, the old roof supports were completely removed, giving the speedway a contemporary '80s look. Black stripes on the crash wall were painted red in 1983" (SCVHS 2023c: 18).

The Bonelli family vacated the residence in 1980 and moved off-site. According to a 1988 newspaper article in *The Signal*, the 5,600-square foot Residence (1) was largely demolished by Bonelli heirs as the recently incorporated City of Santa Clarita drafted legislation to protect the valley's historic resources. Concerned about what the environmental protection laws meant for the future profitability of the property, the Bonelli family demolished almost all the original c. 1926, Spanish-style, 5,600-square-foot, Baker Residence (1) (Figure 4) (Green 1988).

Figure 4. 1988 photo of the Baker Residence (1) being demolished (Thornhill 1988).



Auto racing continued at Saugus Speedway until 1995, when the Bonellis decided to discontinue use of the grandstands and cancel racing at the facility after hiring an engineering firm to inspect the grandstands. A City building official speculated that “the Bonellis’ structural engineer must have found something serious,” even though his staff had conducted an annual inspection of the property and “no major problems stood out.” The remainder of the deteriorating facility was resigned to hosting occasional concerts, go-kart races, and a weekly outdoor swap meet.

At the time that the raceway closed in 1995, the Bonelli family and the Rodeo Land Co. still owned the property (Los Angeles Times 1995, p. 119; SVCHistory.com 2018). The current owner is listed as the Rodeo Land Company (Parcel Quest 2023).

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4 Results of Identification and Evaluation Efforts

This chapter provides a physical description and an evaluation of the subject property located in the study area under the NRHP, CRHR, and City of Santa Clarita designation criteria. To assess the historical significance and integrity of the property located within the study area, the subject property was recorded and evaluated in consideration of NRHP, CRHR, and City of Santa Clarita integrity requirements. A physical description of the property and its development history is also provided below. For the purposes of clarity, the subject property discussed below was divided into resource numbers associated with the Built Environment Study Area map (Figure 3), and each building and structure observed was assigned a corresponding resource number. For a more detailed analysis of this property see the State of California Department of Parks and Recreation Series 523 (DPR) form provided in Appendix B.

4.1 Resource Descriptions

Property Description

The Built Environment Study Area is developed on an approximately 36-acre parcel (APN 8330-012-023) bounded by the SPRR railroad to the west and Soledad Canyon Road to the east. The majority of the property is developed with a paved Auto Racetrack (11) and a partially paved parking lot (5) which is currently used for the Santa Clarita Swap Meet. Along with the Auto Racetrack (11) and Parking Lot (5), the property is developed with 19 permanent buildings and structures, and temporary container boxes associated with the Swap Meet (Figure 5).

Resources Built in c. 1926

Resource 1. Baker Residence (c. 1926)

The Baker Residence (1) is a single-story building with a flat roof and rectangular, slab foundation (Figure 6). The residence is constructed from adobe brick which has been repeatedly clad in stucco. The center of the residence's main (east) elevation features remnants of a large brick chimney which, along with the rest of the original Baker Residence (1), was demolished in 1988 (Worden 2023). North of the chimney remnant is the residence's entry, which consists of a wood plank door braced with metal brackets. A large, square picture window is centered on the residence's north elevation; its windowsill has been clad in stucco. The rear (west) and south elevations are featureless.

Resource 2. Stable (c. 1926)

The Stable (2) is a one-story, stucco-clad building with a rectangular, slab foundation and side-gable roof. The main and rear elevations (west and east) feature minimally overhanging eaves with exposed rafters. The roof is flush against the gable walls with wood fascia (Figure 7). Three circular vents are in the gable walls. Although the building's roof appears to originally have been clad in red Spanish tiles, as indicated by a remaining section along the roof's ridgeline, it has been re-clad with horizontal wood planks. The building's primary (east) elevation features three arch-shaped, wood, braced, double doors and a large, rectangular window with protective shutters. Several of the doors, and one of the window shutters, appear to be original but two of the original doors have been replaced.

Secondary elevations feature symmetrical, boarded-up rectangular window openings. The rear (southwest) elevation is not visible for recordation as it abuts the SPRR right of way.

Resource 11. Auto Racetrack (Current Conditions)

Racetrack (11) has been redeveloped several times throughout its existence. At the time of this Report's survey, the Racetrack (11) is a flat, paved, 0.33-mile oval loop formerly used for NASCAR events. Since Saugus Speedway closed in 1995, the grandstands have been removed and the track's pavement has deteriorated. Painted markings indicating positions on the track are still present, as is the NASCAR logo in several locations. The track is bordered by a thick concrete barrier with vertical metal poles wrapped in a wire fence. The trees, which have boarded the track since the early 20th century are still present (Figure 8).

Resource 14. Water Basin (c. 1926)

The Water Basin (15) is a square reservoir once used to water Baker Ranch's livestock (Figure 9). The basin measures 25.8 feet by 25.8 feet and has concrete notches protruding from the basin's exterior. The resource is located on a hill above the ranch and appears to have been utilized by grazing animals. These types of basins often have associated infrastructure that feeds water to lower elevations on the ranch using a gravity system. If this basin once had associated infrastructure, it is no longer extant.

Resources Built Between 1938 and 1978

Resource 4. Ancillary Building

This Ancillary Building (4) is a square, one-story building with a slab foundation, slant roof, and board and batten cladding. The building's window openings have been boarded over and the entries display modern replacement doors. The building's main (southwest elevation) is sheltered by a minimally overhanging eave with exposed rafters. The roof is flush along the other elevations and has a wood fascia board. The southwest (main) and southeast elevations have vinyl replacement doors (Figure 10).

Resource 8. Ancillary Building

At the time of the survey, only the southwest elevation was visible. This Ancillary Building (8) is a one-story, rectangular building with a front gabled roof that has overhanging eaves. The building is clad in board and batten (Figure 11).

Resource 3. Warehouse

Warehouse (3) is a two-story pre-manufactured building with a rectangular footprint and a metal-clad, front-gable roof. The building, developed on a slab-concrete footprint, is also clad in corrugated metal. Two sets of standard sized- metal double doors are located on the Warehouse's (3) southern elevation. Oversized, double sliding doors positioned on an exterior track are located on the building's east (main) elevation, which is secured by a metal cyclone fence (Figure 12).

Resource 6. Concession Stands

Resource 6 is comprised of six identical Concession Stands that border the southwest edge of the Auto Racetrack (11). The Concession Stands (6) are one-story buildings developed on square, slab-concrete foundations. The buildings have hipped roofs clad in Spanish-inspired red tiles and minimally overhanging eaves. The Concession Stands (6) originally were of uniform, concrete masonry block construction with wood doors. Overtime, alterations have been made to select buildings including, replacement cladding, doors, and/or concession windows (Figure 13).

Resource 12. Tom's Diner

Tom's Diner (12), constructed in c. 1955, was the earliest concession stand constructed in the Built Environment Study Area. The building appears to have been constructed from concrete masonry blocks and originally featured a front-gable roof clad in red Spanish tile. The main (north) elevation of the building has a concrete block skirt topped with an extended sill and metal rollup door. Tom's Diner (12) had been reclad in wood boards, except for on its main (north) elevation and a replacement plywood service counter. Additionally, aluminum signage reading "Tom's Diner" obscures the west, north, and south facing roof lines, giving the building a flat-roof appearance. A mature tree shades the building and a sheltered seating area directly to the north of Tom's Diner (Figure 14).

Resource 5. Parking Lot

The Parking Lot (5) includes both gravel and paved areas, all of which are lined. The paved section is located west and directly north of the Auto Racetrack (11). The gravel area, an overflow lot, is located directly north of the paved Parking Lot (5) (Figure 15).

Resources Associated with the Post-1978 Period

Resource 13. Office Building

The Office Building (13) is a generally rectangular building with a side-gable roof featuring wide, overhanging eaves with exposed rafters, and asphalt shingles. The Office Building (13) has been repeatedly altered and expanded over time, which has altered its uniform general footprint and roof form. The building features plain doors, boarded over windows, and appears to be clad in smooth stucco. The main entrance is comprised of double doors located on the main (east) elevation. Two identical extensions, which appear to have been developed at different times, extend from the building's north elevation. Each extension is accessed by a single wood door (Figure 16).

Resource 7. Restrooms

The Restrooms (7) are a premanufactured single-wide building with temporary signage advertising its purpose. The building's front gable roof is minimally sloped and lacks eaves. Restrooms (7) are constructed on a tall, raised foundation with two reciprocals, accessed via single metal doors, located on the buildings main (east) elevation. The entrances are accessed via a permanent, concrete ADA compliant ramp protected by steel guardrails (Figure 17).

Resource 9. Ancillary Building

At the time of the survey, only the southern elevation was visible. This Ancillary Building (9) is a one-story, rectangular building with a front gabled roof that has overhanging eaves. The building and roof are both clad in corrugated metal (Figure 18).

Resource 10- Ticket Kiosks

The Ticket Kiosks (10) are small rectangular buildings on slab foundations. The buildings have side gable roofs with minimally overhanging eaves and exposed rafters. Centered on the primary elevation of each kiosk is a narrow, rectangular-shaped ticket window with extended wood sills. The buildings appear to have original wood doors (Figure 19).

Resource 15- Stage Platform

The Stage Platform (15) has a construction date of c. 2018. The temporary structure has a rectangular plan and a flat roof. Four wood posts support the roof. Each post has a wood bracket. The structure appears to function as a stage platform which features wheels underneath the platform for transportation (Figure 20).

Figure 5. Overview of the Santa Clarita Swap Meet and Saugus Speedway at the time of Survey in 2022. Looking north (IMG_3218).



Figure 6. Overview of Baker Residence (1) showing main (east) and north elevations. Looking southwest (IMG_2296).



Figure 7. Overview of the Stable (2) showing primary (east) and north elevations. View looking west (IMG_3272).



Figure 8. Overview the Auto Racetrack (11), view looking southeast (IMG_2119).



Figure 9. Overview of Baker Ranch's Water Basin (14). View looking east (IMG_001).



Figure 10. Oblique of Ancillary Building's (4) primary (southwest) and side elevations. View looking east (IMG_3171).



Figure 11. Overview of Ancillary Building's (8). View looking northeast (IMG_3261).



Figure 12. Overview of the Warehouse (3) primary (southeast) and side elevation. View looking west (IMG_3169).



Figure 13. Overview of one of the six identical Concession Stands (6), view looking north (IMG_2200).



Figure 14. Tom's Diner (12) was constructed in c. 1955, view looking north (IMG_2034).



Figure 15. Overview of the Parking Lot (5) showing both the paved (foreground) and gravel (background) areas. View looking northwest (IMG_1975).



Figure 16. Overview of the Office Building (13), view looking southwest (IMG_2047).



Figure 17. Overview of the Restrooms (7). View looking northeast (IMG_3191).



Figure 18. Overview of the Ancillary Building (9). View looking southeast (IMG_3251).



Figure 19. Overview of the two Ticket Kiosks (10), view looking east (IMG_2169 and IMG_3260).



Figure 20. Overview of the Stage Platform (15), looking east (IMG_3188).



4.1.1 Identified Building Alterations

Saugus Swap Meet and Saugus Speedway (APN 2836-011-018) was initially developed in c. 1926 as Baker Ranch and Rodeo. In 1939, the property was transitioned to a vehicular speedway for midget car racing and renamed Bonelli Stadium. Bonelli Stadium was redeveloped as Saugus Stadium in 1956 for stock car racing. Unless noted, the date of alterations are unknown. Identified alterations include:

Resource 1. Baker Residence (c. 1926)

- 1988: The majority of the original c. 1926 homestead was demolished by the Bonelli Family.

Resource 2. Stable (c. 1926)

- Reroofed
- Door replacements
- Windows boarded over

Resource 11. Racetrack

- c. 1926: Originally developed as a dirt track
- 1939: Redeveloped in 1939 after original track damaged by flooding
- 1956: Paved

- Security Barrier Added
- Repainted/Striped

Resource 14. Water Basin (c. 1926)

- Graffiti Vandalism

Resource 4. Ancillary Building

- Window openings boarded over
- Replacement entry doors

Resource 8. Ancillary Building

- No identified alterations

Resource 3. Warehouse

- No identified alterations

Resource 6. Concession Stands

- Replacement wall cladding
- Replacement doors
- Replacement window

Resource 12. Tom's Diner

- No identified alterations

Resource 5. Parking Lot

- Paved
- Stripped

Resource 13. Office Building

- Boarded over windows
- Two additions appended to the building's north elevation

Resource 7. Restrooms

- No identified alterations

Resource 9. Ancillary Building

- No Identified Alterations

Resource 10. Ticket Kiosks

- No identified alterations

Resource 15. Stage Platform

- No identified alterations

4.1.2 NRHP/CRHR Evaluations

Dudek evaluated the property at 22606 Soledad Canyon Road (APN 2836-011-018)—which has had multiple uses as the Banker Ranch Rodeo (1923-1939), Bonelli Stadium (1939-1956), and the Saugus Speedway (1956-1995)—and determined that the property’s only significant period is the period between 1939 and 1956, when the property was used primarily as a venue for midget car racing. However, because the property lacks sufficient integrity to convey its significance during this period, it is not eligible for listing in the NRHP or CRHR.

Under NRHP Criterion A and CRHR Criterion 1, the subject property possesses a direct and important association with a pattern of events significant in the recreational development of Southern California during the period between 1926 and 1956. Beginning in 1926, the owners of the property—Roy Baker and Robert Launer Anderson—held regular public rodeos, which they advertised as the Baker Ranch Rodeo. The popularity of these rodeos led Baker and Anderson to construct a new stadium with a partially covered wooden grandstand and a quarter-mile, earthen-surface oval track. The new arena seated 18,000 fans and opened to the public on May 1, 1927. In 1930, Baker and Anderson sold the property to the motion picture star Hoot Gibson, who filled the stadium with rodeo fans and Hollywood celebrities alike. Gibson also leased the stadium to movie companies who used the property as a set for their films during the early 1930s. In 1934, Gibson sold the stadium to Paul Hill, a rodeo star of national renown. In 1939, the venue was renamed the Bonelli Stadium after ownership of the property passed to William G. Bonelli, a controversial political figure and avid fan of auto racing competitions. Although Bonelli continued to host annual rodeos at the venue, he also introduced the novel sport of midget auto racing to the arena. Midget cars were a class of small-size, high-power racecar. The flat, earthen surface of the oval track at the Bonelli Stadium was ideal for the midget cars and became a regular stop for top drivers during the 1940s. On September 9, 1945, Bonelli Stadium served as the site of the first postwar motor sports event on the West Coast. In 1956, the earthen-surface, oval track was permanently surfaced with asphalt to accommodate a new type of racing competition that featured high-speed stock cars. The transition to an asphalt racetrack designed for a new type of stock race cars signaled the end of the property’s historic period of rodeos and midget car races. Although the Saugus Speedway remained a popular venue for stock-car racing fans throughout the region, research did not indicate that the Saugus Speedway made a particularly significant contribution to the development of stock car racing during the period from 1956 to 1995. After the mid-1950s, the Saugus Speedway had become one of many speedway venues for stock car races and NASCAR racing events, both regionally and across the nation. In Southern California alone, there was the Ventura Speedway, Ascot Park Raceway in Gardena, Orange Show Speedway, El Cajon Speedway, and the Mesa Marin Raceway in Bakersfield (Los Angeles Times 1989, p. 9). Nationally, the best known speedways included the Indianapolis Motor Speedway and the Daytona International Speedway. Research did

not indicate that the Saugus Speedway made a particularly significant contribution to the development of stock car racing during this period or was associated with any events significant in history. The property's associative significance under NRHP and CRHR Criteria A/1 thus inheres in its important contribution to the recreational development of Southern California during the three decades between 1926 and 1956.

Under NRHP Criterion B and CRHR Criterion 2, the subject property possesses a demonstrable and direct association with the productive life of two individuals—Edmund Richard “Hoot” Gibson (1892 - 1962) and William George Bonelli (1895 - 1979)—who both made a significant contribution to the recreational development of Southern California. Born in Tekamah, Nebraska, Hoot Gibson grew up working with horses and competing in rodeos before moving to Hollywood to become an actor, film director, and producer of cowboy and western films. Leon Worden of the Santa Clara Valley Historical Society noted that “Hoot Gibson’s association with the subject property is significant. Not only did Gibson perpetuate the stereotype of the rodeo through the use of the subject property and through his rodeo performances across the country, but he also availed the subject property for use as a film location. A major Hollywood star of the day, Gibson and others like him created and reinterpreted the mythical American West for movie-goers from coast to coast, many of whom drew conclusions about American history from the silver screen” (Worden 2023: 7). In addition to Hoot Gibson, the property possesses a significant association with William Bonelli, the former member of the California State Board of Equalization who purchased Hoot Gibson’s rodeo venue in 1939. Bonelli played an influential role in promoting the novel motorsport of midget car racing in Southern California. The Bonelli Stadium drew large crowds of 10,000 to 12,000 spectators and was one of the region’s premier venues for midget car racing, which emerged as a national sensation during the 1940s. For these reasons, the subject property possesses a significant association with the productive life of William Bonelli under Criteria B/2 during the period between 1939 and 1956 when the racetrack served as a regional center for midget car races, as well as the productive life of Hoot Gibson who popularized the rodeo to a broader American public through events held at the venue between 1930 and 1939.

Under NRHP Criterion C and CRHR Criterion 3, the subject property may have been considered significant for embodying the distinctive characteristics of a 1920s rodeo arena and a racetrack used for midget cars during the 1930s and 1940s, but because of alterations and removal of features that originally distinguished the arena and racetrack, the property no longer reflects the period when rodeos and midget car racing was popular at the property. Among the features that typified both the rodeo arena and midget car racetrack was a dirt surface, which was paved over with asphalt in 1956. Additionally, the iconic wooden grandstands built in 1926 were removed and replaced by a much more diminutive structure in 1951. As such, any design or construction value that the property may have possessed has been substantially diminished. Additionally, the property is not the work of a master architect or engineer, nor does it possess high artistic value, or constitute a significant and distinguishable entity that warrants consideration as a district. Lacking architectural and engineering significance, the subject property does not meet any of the requirements for listing in the NRHP under Criterion C or the CRHR under Criterion 3.

Under NRHP Criterion D and CRHR Criterion 4, the subject property is not significant as a source, or likely source, of important historical information, nor does it appear likely to yield important information about historic construction methods, materials, or technologies. This technology is well understood through contemporary trade journals and scientific monographs. As such, the property lacks significance under NRHP Criterion D and CRHR Criterion 4.

4.1.3 Local Criteria Evaluation

In addition to evaluating the subject property for potential listing in the NRHP and CRHR, Dudek also evaluated the resource's potential significance under the local criteria for designating a historic resource as outlined in Section 17.64.030 of the City of Santa Clarita Municipal Code:

Under SCMC § 17.64.030(A), archival research revealed that the subject property is associated with events that have made a significant contribution to the historical development of Santa Clarita. As discussed in the previous section under NRHP Criterion A and CRHR Criterion 1, the property contributed to the recreational development of Southern California through the public rodeos and midget car races that it held during the period between 1926 and 1956. As such, the subject property meets Criterion A of the City of Santa Clarita's criteria for designating historic resources.

Under SCMC § 17.64.030(B), archival research revealed that the subject property is associated with two individuals—Edmund Richard “Hoot” Gibson and William George Bonelli—who both made a significant contribution to the recreational development of Santa Clarita. As discussed in the previous section under NRHP Criterion B and CRHR Criterion 2, Hoot Gibson and William Bonelli played a significant role in popularizing the rodeo and midget car racing to a broader audience, both locally and regionally. As such, the subject property meets Criterion B of the City of Santa Clarita's criteria for designating historic resources.

Under SCMC § 17.64.030(C), archival research did not indicate that the subject property embodies the distinctive characteristics of a style, type, period, or method of construction, or is a valuable example of the use of indigenous materials or craftsmanship. As discussed in the previous section under NRHP Criterion C and CRHR Criterion 3, alterations and removal of features that originally distinguished the arena and racetrack—particularly the earthen track and the wooden grandstands—have substantially diminished characteristics that distinguished the property during the period between 1926 and 1956. As such, the subject property does not meet Criterion C of the City of Santa Clarita's criteria for designating historic resources.

Under SCMC § 17.64.030(D), archival research indicated that the subject property represents an established and familiar visual feature of the city. Although the iconic wooden bleaches that visually dominated the area is no longer extant, the oval form of the rodeo arena and the midget car racetrack are still visible, thus making the property a familiar historic feature of Santa Clarita's urban landscape. As such, the subject property meets Criterion D of the City of Santa Clarita's criteria for designating historic resources.

Under SCMC § 17.64.030(E), archival research did not indicate that the subject property has yielded, or has the potential to yield, information important to the history or prehistory of the city, state, or nation. As such, the subject property does not appear to meet Criterion E of the City of Santa Clarita's criteria for designating historic resources.

4.1.4 Integrity Discussion

In addition to meeting at least one significance criterion, a resource must also retain sufficient integrity to convey its significance under a majority of the seven aspects of integrity (location, design, materials, workmanship, setting, feeling, and association) to be eligible for listing in the NRHP and CRHR, or designated as a local landmark. The following section analyzes the integrity of the property at 22606 Soledad Canyon Road under each of the seven aspects of integrity.

Location: Location is the place where the resource was constructed or the place where the historic event occurred. The subject property retains its integrity of location since the surviving buildings and structures remain in their original locations within the parcel.

Design: Design is the combination of elements that create the form, plan, space, structure, and style of a property. The subject property lacks design integrity because of the demolition of the original 1927 wooden grandstands and the paving over of the entire earthen-surfaced rodeo arena and midget car racetrack with asphalt. As such, the property no longer conveys its original design as it existed during its period of significance, 1926 to 1956.

Setting: Setting is the physical environment of a historic property or historical resource. Although the property retains its largely rural, mountainous natural setting, its immediate historic setting has been diminished by the expansion of Soledad Canyon Road from a two-lane to four-lane roadway and the addition of numerous buildings within the property that were built after 1956 and do not contribute to the significance of the former historic facility, the Bonelli Stadium.

Materials: Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property or resource. A key distinctive material that is critical to conveying the subject property's significance is the earthen surface that existed during the period between 1926 and 1956 that the property was used for a rodeo arena and midget car racetrack. With the paving over of the venue's dirt surface with asphalt in 1956, the property no longer retains its integrity of materials.

Workmanship: Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. While evidence of the property's historic workmanship is visible in the frame construction and utilitarian features of the extant ancillary buildings and structures, the property overall no longer retains its integrity of workmanship because of the demolition of the original wooden grandstands, which were key to conveying the property's significance.

Feeling: Feeling is a property's expression of the aesthetic or historic sense of a particular period of time. Because key physical features that were present during the property's period of significance—particularly the wooden grandstands and the earthen surface rodeo arena and midget car racetrack—are missing and no longer extant, the property no longer evokes its historic character. Moreover, the addition of numerous buildings within the property that were built after 1956 and that do not contribute to the significance of the former historic facility, the Bonelli Stadium, have also diminished the property's integrity of feeling. As such, the property lacks integrity of feeling.

Association: Association is the direct link between an important historic event or person and a historic property or resource. Although the property does have a direct association with the recreational development of the Santa Clarita area and Southern California, the remaining extant buildings and structures are insufficient to fully convey the property's associative significance as a former rodeo arena and midget car racing venue because key necessary features—the wooden grandstands and the earthen surface of the rodeo arena and racetrack—are no longer extant. As such, the property lacks its integrity of association.

In conclusion, the property at 22606 Soledad Canyon Road does not retain sufficient integrity to convey its significance under NRHP/CRHR Criteria A/1 and B/2, or under SCMC local Criteria A and B. Since the NRHP, CRHR and local designation require that a property possess both significance and integrity, the subject property has, therefore, been found not eligible.

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5 Recommendations and Findings

As a result of Dudek’s extensive archival research, field survey, and property significance evaluation, the property located at 22606 Soledad Canyon Road (APN 2836-011-018) is not eligible for the NRHP, CRHR, or as a locally designated resource, due to a lack of integrity. Therefore, the property is not considered an historical resource for the purposes of CEQA. The recommended Status Code for the property is 6Z. As the proposed project would have no impact on historical resources, no further study is required.

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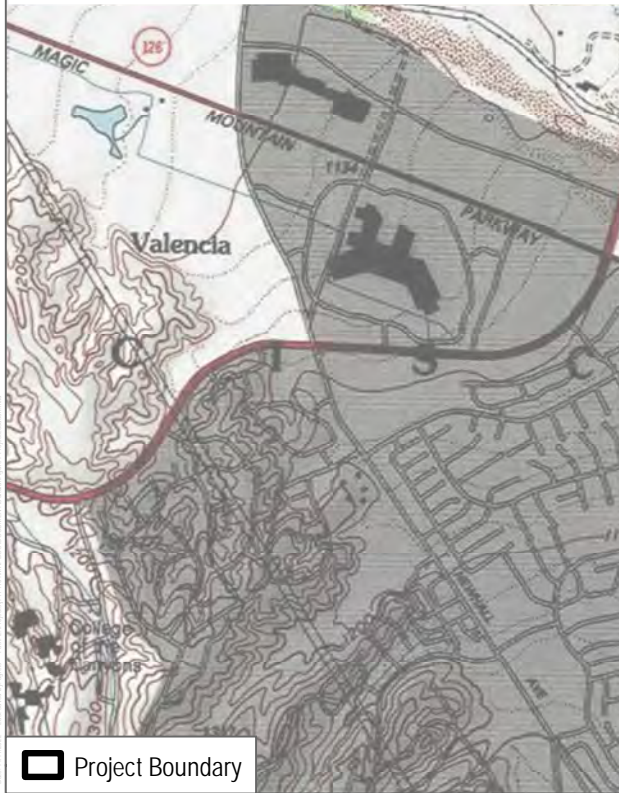
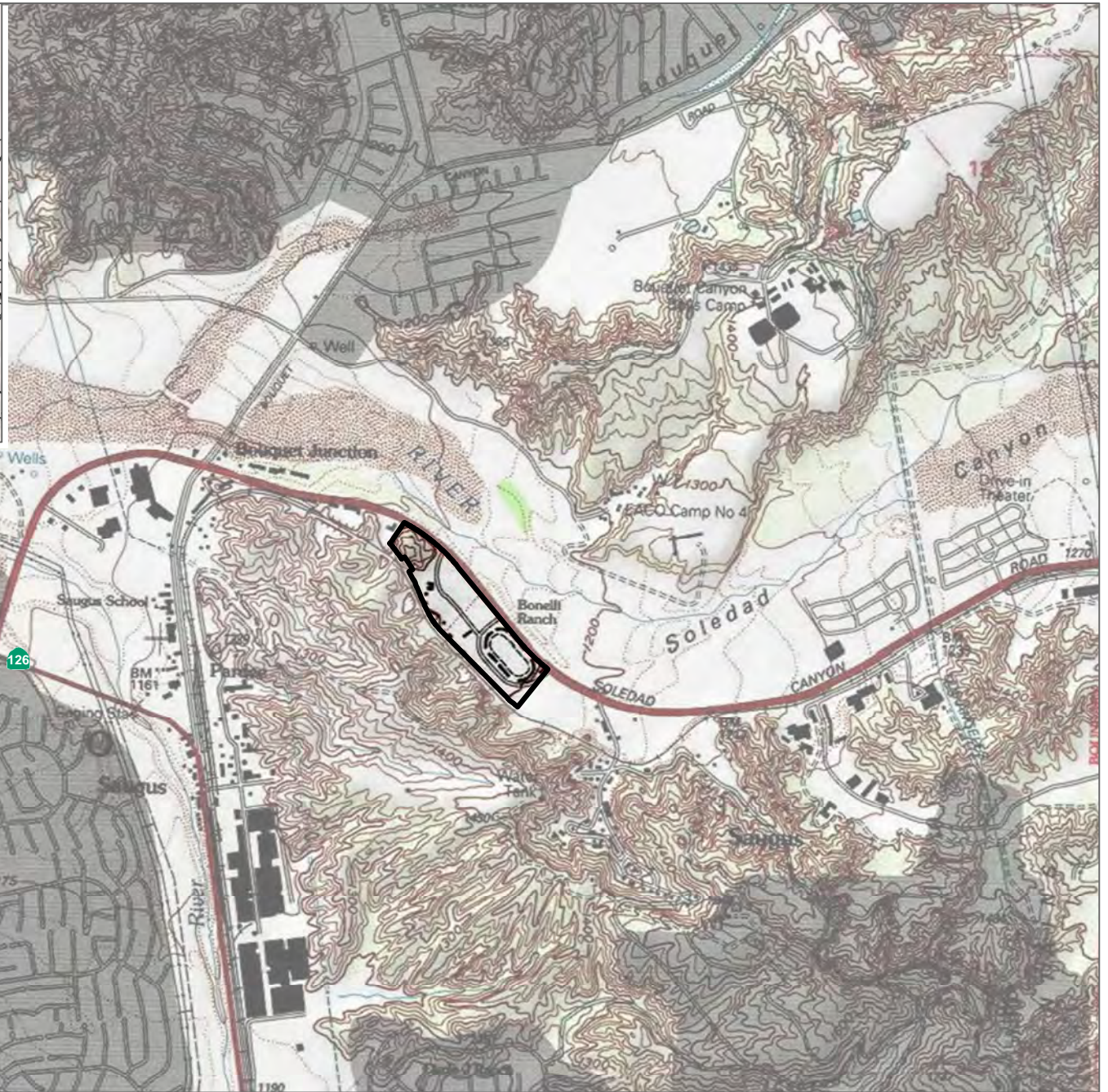
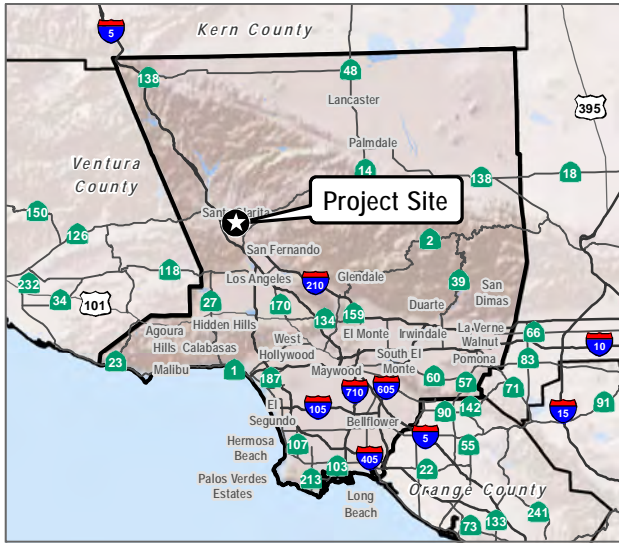
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Appendix A

Figures



SOURCE: USGS 7.5-Minute Series Newhall Quadrangle



FIGURE 1

Project Location

Riverview Development Project



 Project Boundary

SOURCE: Open Street Maps: Bing Maps



FIGURE 2
Project Site
Riverview Development Project



SOURCE: Open Street Maps; Bing Maps



FIGURE 3
 Built Environment Resources Within the Study Area
 Riverview Development Project

RIVERVIEW SITE PLAN 2/12/24



LEGEND:

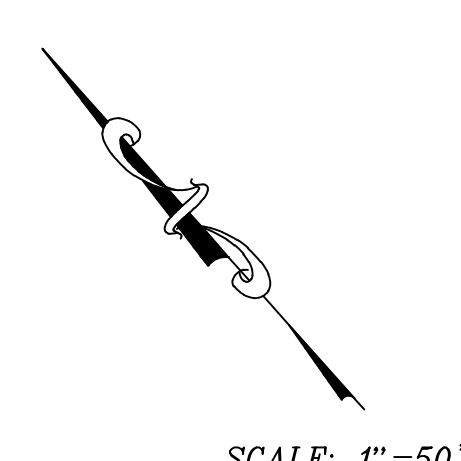
---	PROJECT BOUNDARY
---	PROPOSED LOT LINE
---	EXISTING CONTOURS
---	PROPOSED CONTOURS
---	PROPOSED TOP/TOE OF SLOPE
---	PROPOSED DAYLIGHT
---	EXISTING RIGHT OF WAY
---	PROPOSED RIGHT OF WAY
---	EXISTING CURB
---	PROPOSED CURB
---	PROPOSED STORM DRAIN
---	EXISTING STORM DRAIN
---	PROPOSED WATER
---	EXISTING WATER
---	PROPOSED SEWER
---	EXISTING SEWER

PA-1 PRODUCT DATA: SINGLE-FAMILY ATTACHED (ROWTOWNS)	PA-2 PRODUCT DATA: SINGLE-FAMILY DETACHED (CLUSTER)	PA-3 PRODUCT DATA: SINGLE-FAMILY DETACHED (CLUSTER)	PA-4 PRODUCT DATA: SINGLE-FAMILY ATTACHED (BACKYARD TOWNS)
17 BUILDINGS	60 BUILDINGS	62 BUILDINGS	31 BUILDINGS
TOTAL UNITS: 95 UNITS	TOTAL UNITS: 60 UNITS	TOTAL UNITS: 62 UNITS	TOTAL UNITS: 101 UNITS
PARKING REQUIRED: RESIDENT (2/UNIT): 190 SPACES GUEST (0.5/UNIT): 49 SPACES TOTAL PARKING REQUIRED: 239 SPACES	PARKING REQUIRED: RESIDENT (2/UNIT): 120 SPACES GUEST (0.5/UNIT): 30 SPACES TOTAL PARKING REQUIRED: 150 SPACES	PARKING REQUIRED: RESIDENT (2/UNIT): 124 SPACES GUEST (0.5/UNIT): 33 SPACES TOTAL PARKING REQUIRED: 157 SPACES	PARKING REQUIRED: RESIDENT (2/UNIT): 202 SPACES GUEST (0.5/UNIT): 57 SPACES TOTAL PARKING REQUIRED: 259 SPACES
PARKING PROVIDED: RESIDENT (2/UNIT): 190 SPACES GUESTS: 49 SPACES TOTAL PARKING PROVIDED: 239 SPACES	PARKING PROVIDED: RESIDENT (2/UNIT): 120 SPACES GUESTS: 42 SPACES TOTAL PARKING PROVIDED: 162 SPACES	PARKING PROVIDED: RESIDENT (2/UNIT): 124 SPACES GUESTS: 33 SPACES TOTAL PARKING PROVIDED: 157 SPACES	PARKING PROVIDED: RESIDENT (2/UNIT): 202 SPACES GUESTS: 59 SPACES TOTAL PARKING PROVIDED: 261 SPACES

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SCALE: 1"=50'

Appendix B

DPR Form

State of California - The Resources Agency
 DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
 HRI #
 Trinomial
NRHP Status Code 6Z

Other Listings
 Review Code

Reviewer

Date

Page 1 of 29

***Resource Name or #:** (Assigned by recorder) Bonelli Stadium

P1. Other Identifier: Baker Ranch; Saugus Raceway' Saugus Speedway; Santa Clarita Swap Meet and Saugus Speedway

***P2. Location:** Not for Publication Unrestricted

- *a. County** Los Angeles **and** (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)
- b. USGS 7.5' Quad** Saugus **Date** 2021 **T 2S; R 8W; of Sec 4; Mount Diablo B.M.**
- c. Address** 22500 Soledad Canyon Road **City** Santa Clarita **Zip** 91350
- d. UTM:** (Give more than one for large and/or linear resources) **Zone** 11S , 359606.21 mE/ 3809366.97 mN
- e. Other Locational Data:** (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)
 Assessor Parcel Number (APN) 8330-012-023

***P3a. Description:**

The property at 22500 Soledad Canyon Road is an approximately 36-acre parcel (APN 8330-012-023) bounded by the SPRR railroad to the west and Soledad Canyon Road to the east. The majority of the property is developed with a paved Auto Racetrack (11) and a partially paved parking lot (5) which is currently used for the Santa Clarita Swap Meet. Along with the Auto Racetrack (11) and Parking Lot (5), the property is developed with 19 permanent buildings and structures, and temporary container boxes associated with the Santa Clarita Swap Meet (Photograph 1). (See Continuation Sheet page 9).

***P3b. Resource Attributes:** HP4. Ancillary Building; HP42. Stadium/Sports Arena; HP44. Adobe building/ structure.

***P4. Resources Present:** Building Structure



P5b. Description of Photo:

Overview of the Saugus Speedway facilities at the time of Survey (IMG_3128).

***P6. Date Constructed/Age and Source:**

Historic
 c. 1926 - c. 1980 (UCSB 2023; NETR 2023)

***P7. Owner and Address:**

Rodeo Land Company
 22500 Soledad Canyon Road
 Santa Clarita, CA 91350

***P8. Recorded by:** (Name, affiliation, and address)

Erin Jones, MA
 Dudek, 1810 13th Street, Suite 110
 Sacramento, CA 95811

***P9. Date Recorded:** 2/12/2023

***P10. Survey Type:** Intensive

***P11. Report Citation:** Jones, E. and Monte Kim. 2023. Built Environment Inventory and Evaluation Report for the Riverview Development Project, Santa Clarita Valley. Prepared by Dudek for the Riverview Owner LPV, LLC

***Attachments:** NONE Location Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record

BUILDING, STRUCTURE, AND OBJECT RECORD

*Resource Name or # (Assigned by recorder) Bonelli Stadium *NRHP Status Code 6Z
Page 2 of 29

- B1. Historic Name: Bonelli Stadium
- B2. Common Name: Santa Clarita Swap Meet and Saugus Speedway
- B3. Original Use: Ranch, rodeo, and auto race track
- B4. Present Use: Outdoor Commercial Use, Community Gathering Space

*B5. Architectural Style: n/a

*B6. Construction History: (Construction date, alterations, and date of alterations)

- c. 1926: The Baker Residence (1), the Stable (2), the Horse Track (11), and the Water Basin (14) were constructed.
- c. 1944: the Warehouse (3) was constructed.
- c. 1955: Tom's Diner (12) was constructed.
- 1956: the Horse Track (11) was paved and became an Auto Racetrack (11).
- c. 1965: the Parking Lot (5) and Ancillary Building (8) were constructed.
- In c. 1980, the Ancillary Building (4), six identical Concession Stands (6), Restrooms (7), Ancillary Building (9), two Ticket Kiosks (10), and the Office Building (13) were constructed.
- In c. 2018, the Stage Platform (15) was constructed

*See Continuation Sheet for an alterations list based on archival research and on-site observation.

*B7. Moved? No Yes Unknown Date: Original Location:

*B8. Related Features: n/a

B9a. Architect: unknown

b. Builder: unknown

*B10. Significance: Theme n/a Area n/a

Period of Significance n/a Property Type n/a Applicable Criteria n/a

Evaluation summary

Dudek evaluated the Bonelli Stadium property at 22500 Soledad Canyon Road and found that it is not eligible for the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), or local designation in the City of Santa Clarita. The property was also evaluated in accordance with 14 Cal. Code of Regulations (CCR) § 15064.5 (a)(2)-(3) using the criteria outlined in Public Resources Code (PRC) § 5024.1 and determined not to be a historical resource for the purposes of the California Environmental Quality Act (CEQA). As such, the recommended California Historical Resources Status Code for the subject property is 6Z

B11. Additional Resource Attributes: n/a

*B12. References: *See Continuation Sheet

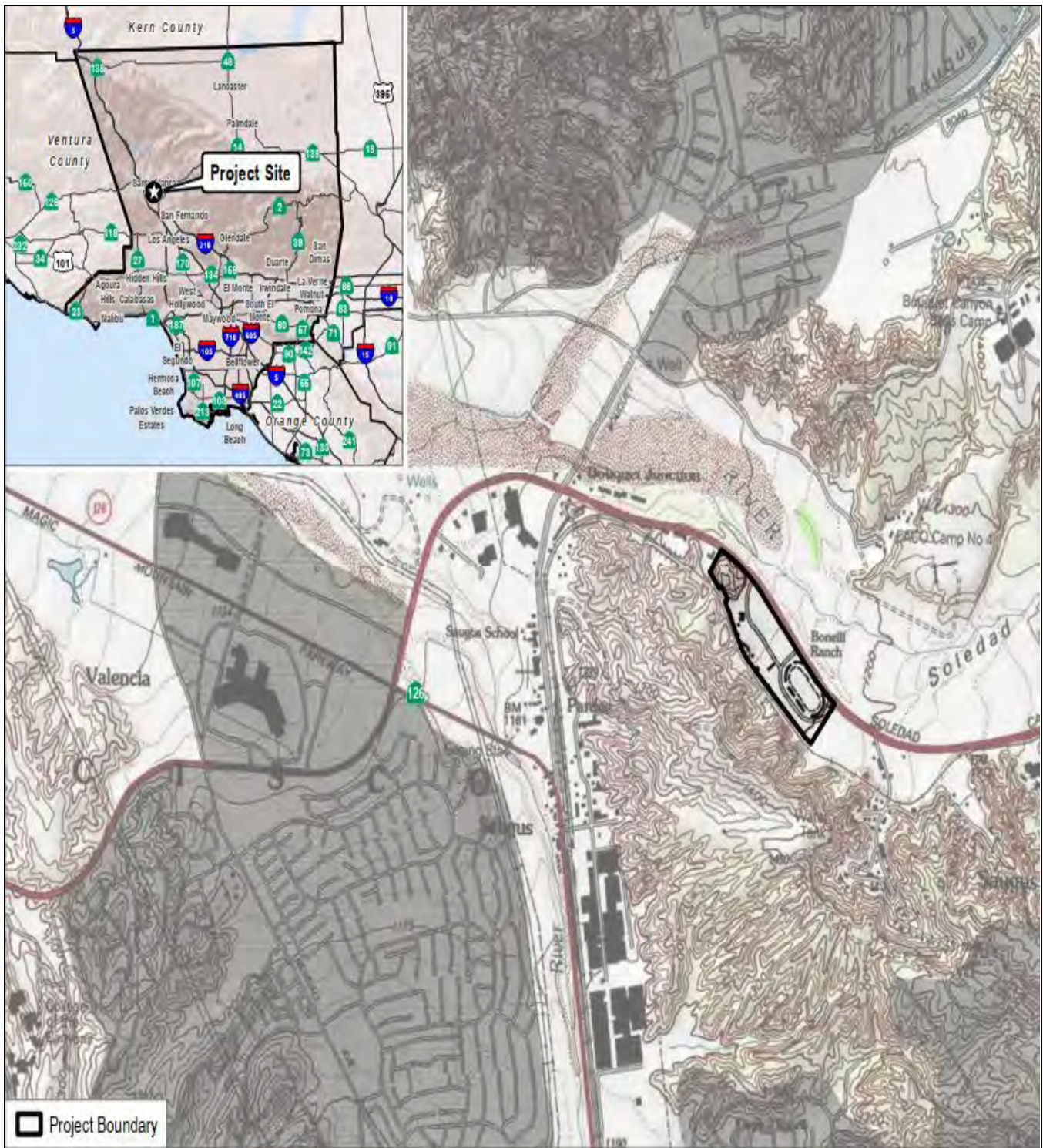
B13. Remarks: n/a

*B14. Evaluators: Erin Jones, MA, Architectural Historian
Monte Kim, PhD, Senior Architectural Historian
Dudek
1810 13th Street, Suite 110
Sacramento, CA 95811

*Date of Evaluation: 2/13/2023

(Please see enlarged Sketch Map on page 29)

(This space reserved for official comments.)



Map of Project site.

***P3a. Description** (continued):

Resources Built in c. 1926

Resource 1. Baker Residence (c. 1926):

The Baker Residence (1) is a single-story building with a flat roof and rectangular, slab foundation (Photograph 6). The residence is constructed from adobe brick which has been repeatedly clad in stucco. The center of the residence's main (east) elevation features remnants of a large brick chimney which, along with the rest of the original Baker Residence (1), was demolished in 1988 (Worden 2023). North of the chimney remnant is the residence's entry, which consists of a wood plank door braced with metal brackets. A large, square picture window is centered on the residence's north elevation; its windowsill has been clad in stucco. The rear (west) and south elevations are featureless.

Resource 2. Stable (c. 1926):

The Stable (2) is a one-story, stucco-clad building with a rectangular, slab foundation and side-gable roof. The main and rear elevations (west and east) feature minimally overhanging eaves with exposed rafters. The roof is flush against the gable walls with wood fascia (Photograph 7). Three circular vents are in the gable walls. Although the building's roof appears to originally have been clad in red Spanish tiles, as indicated by a remaining section along the roof's ridgeline, it has been re-clad with horizontal wood planks. The building's primary (east) elevation features three arch-shaped, wood, braced, double doors and a large, rectangular window with protective shutters. Several of the doors, and one of the window shutters, appear to be original but two of the original doors have been replaced. Secondary elevations feature symmetrical, boarded-up rectangular window openings. The rear (southwest) elevation is not visible for recordation as it abuts the SPRR right of way.

Resource 11. Auto Racetrack (Current Conditions):

Racetrack (11) has been redeveloped several times throughout its existence. At the time of this Report's survey, the Racetrack (11) is a flat, paved, 0.33-mile oval loop formerly used for NASCAR events. Since Saugus Speedway closed in 1995, the grandstands have been removed and the track's pavement has deteriorated. Painted markings indicating positions on the track are still present, as is the NASCAR logo in several locations. The track is bordered by a thick concrete barrier with vertical metal poles wrapped in a wire fence. The trees, which have bordered the track since the early 20th century are still present (Photograph 8).

Resource 14. Water Basin (c. 1926):

The Water Basin (15) is a square reservoir once used to water Baker Ranch's livestock (Photograph 9). The basin measures 25.8 feet by 25.8 feet and has concrete notches protruding from the basin's exterior. The resource is located on a hill above the ranch and appears to have been utilized by grazing animals. These types of basins often have associated infrastructure that feeds water to lower elevations on the ranch using a gravity system. If this basin once had associated infrastructure, it is no longer extant.

Resources Built Between 1938 and 1978

Resource 4. Ancillary Building:

This Ancillary Building (4) is a square, one-story building with a slab foundation, slant roof, and board and batten cladding. The building's window openings have been boarded over and the entries display modern replacement doors. The building's main (southwest elevation) is sheltered by a minimally overhanging eave with exposed rafters. The roof is flush along the other elevations and has a wood fascia board. The southwest (main) and southeast elevations have vinyl replacement doors (Photograph 10).

Resource 8. Ancillary Building:

At the time of the survey, only the southwest elevation was visible. This Ancillary Building (8) is a one-story, rectangular building with a front gabled roof that has overhanging eaves. The building is clad in board and batten (Photograph 11).

CONTINUATION SHEET

Property Name: Bonelli Stadium

Trinomial

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*Resource Name or # Bonelli Stadium

Resource 3. Warehouse:

Warehouse (3) is a two-story pre-manufactured building with a rectangular footprint and a metal-clad, front-gable roof. The building has a slab-concrete foundation and is clad in corrugated metal. Two sets of standard sized- metal double doors are located on the Warehouse's (3) southern elevation. Oversized, double sliding doors positioned on an exterior track are located on the building's east (main) elevation, which is secured by a metal cyclone fence (Photograph 12).

Resource 6. Concession Stands:

Resource 6 is comprised of six identical Concession Stands that border the southwest edge of the Auto Racetrack (11). The Concession Stands (6) are one-story buildings developed on square, slab-concrete foundations. The buildings have hipped roofs clad in Spanish-inspired red that feature minimally overhanging eaves. The Concession Stands (6) originally were of uniform, concrete masonry block construction with wood doors. Overtime, alterations have been made to select buildings including, replacement cladding, doors, and/or concession windows (Photograph 13).

Resource 12. Tom's Diner:

Tom's Diner (12), constructed in c. 1955, was the earliest concession stand constructed in the Built Environment Study Area. The building appears to have been constructed from concrete masonry blocks and originally featured a front-gable roof clad in red Spanish tile. The main (north) elevation of the building has a concrete block skirt topped with an extended sill and metal rollup door. Tom's Diner (12) had been reclad in wood boards, except for on its main (north) elevation and a replacement plywood service counter. Additionally, aluminum signage reading "Tom's Diner" obscures the west, north, and south facing roof lines, giving the building a flat-roof appearance. A mature tree shade's the building and a sheltered seating area directly to the north of Tom's Diner (Photograph 14).

Resource 5. Parking Lot:

The Parking Lot (5) includes both gravel and paved areas, all of which are lined. The paved section is located west and directly north of the Auto Racetrack (11). The gravel area, an overflow lot, is located directly north of the paved Parking Lot (5) (Photograph 15).

Resources Associated with the Post-1978 Period

Resource 13. Office Building:

The Office Building (13) is a generally rectangular building with a side-gable roof featuring wide, overhanging eaves with exposed rafters, and asphalt shingles. The Office Building (13) has been repeatedly altered and expanded overtime which has altered its uniform general footprint and roof form. The building features plain doors, boarded over windows, and appears to be clad in smooth stucco. The main entrance is comprised of double doors located on the main (east) elevation. Two identical extensions, which appear to have been developed at different times, extend from the building's north elevation. Each extension is accessed by a single wood door (Photograph 16).

Resource 7. Restrooms:

The Restrooms (7) are a premanufactured single-wide building with temporary signage advertising its purpose. The building's front gable roof is minimally sloped and lacks eaves. Restrooms (7) are constructed on a tall, raised foundation with two reciprocals, accessed via single metal doors, located on the buildings main (east) elevation. The entrances are accessed via a permanent, concrete ADA compliant ramp protected by steel guardrails (Photograph 17).

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Property Name: Bonelli Stadium

Trinomial

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*Resource Name or # Bonelli Stadium

***P3a. Description** (continued):

Resource 9. Ancillary Building:

At the time of the survey, only the southern elevation was visible. This Ancillary Building (9) is a one-story, rectangular building with a front gabled roof that has overhanging eaves. The building and roof are both clad in corrugated metal (Photograph 18).

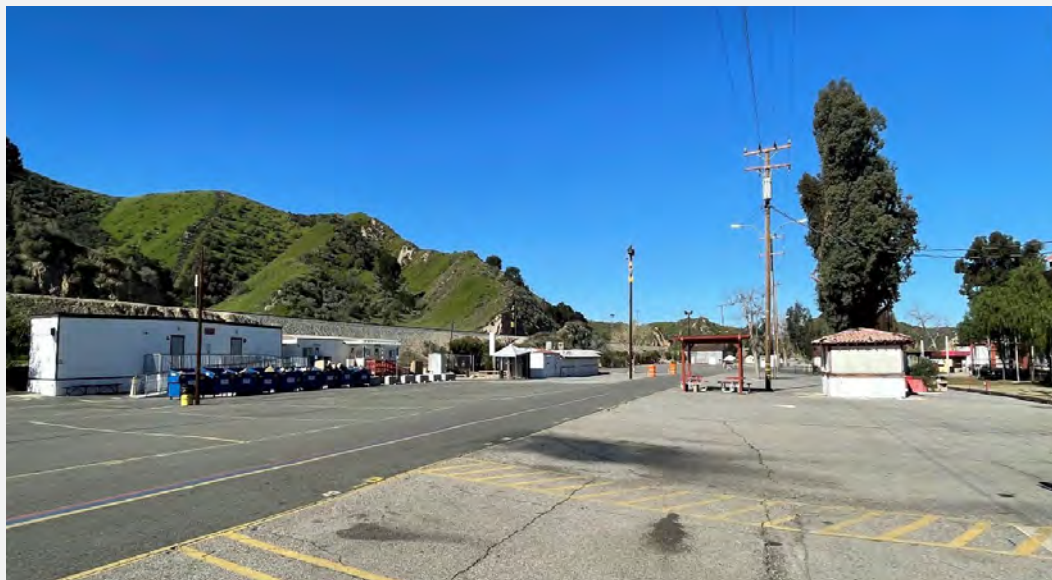
Resource 10. Ticket Kiosks:

The Ticket Kiosks (10) are small rectangular buildings on slab foundations. The buildings have side gable roofs with minimally overhanging eaves and exposed rafters. Centered on the primary elevation of each kiosk is a narrow, rectangular-shaped ticket window with extended wood sills. The wood entry doors appear to be original (Photograph 19).

Resource 15. Stage Platform:

The Stage Platform (15) has a construction date of c. 2018. The temporary structure has a rectangular plan and a flat roof. Four wood posts support the roof. Each post has a wood bracket. The structure appears to function as a stage platform which features wheels underneath the platform for transportation (Photograph 20).

Photograph 5. Overview of the Santa Clarita Swap Meet and Saugus Speedway at the time of Survey in 2022. Looking north (IMG_3218).



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Property Name: Bonelli Stadium

Trinomial

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*Resource Name or # Bonelli Stadium

Photograph 6. Overview of Baker Residence (1) showing main (east) and north elevations. Looking southwest (IMG_2296).



Photograph 7. Overview of the Stable (2) showing primary (east) and north elevations. View looking west (IMG_3272).



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Property Name: Bonelli Stadium

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*Resource Name or # Bonelli Stadium

Photograph 8. Overview the Auto Racetrack (11), view looking southeast (IMG_2119).



Photograph 9. Overview of Baker Ranch's Water Basin (14). View looking east (IMG_001).



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Property Name: Bonelli Stadium

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*Resource Name or # Bonelli Stadium

Photograph 10. Oblique of Ancillary Building's (4) primary (southwest) and side elevations. View looking east (IMG_3171).



Photograph 11. Overview of Ancillary Building's (8). View looking northeast (IMG_3261).



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Property Name: Bonelli Stadium

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*Resource Name or # Bonelli Stadium

Photograph 12. Overview of the Warehouse (3) primary (southeast) and side elevation. View looking west (IMG_3169).



Photograph 13. Overview of one of the six identical Concession Stands (6), view looking north (IMG_2200).



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Property Name: Bonelli Stadium

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*Resource Name or # Bonelli Stadium

Photograph 14. Tom's Diner (12) was constructed in c. 1955, view looking north (IMG_2034).



Photograph 15. Overview of the Parking Lot (5) showing both the paved (foreground) and gravel (background) areas. View looking northwest (IMG_1975).



CONTINUATION SHEET

Property Name: Bonelli Stadium

Trinomial

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*Resource Name or # Bonelli Stadium

Photograph 16. Overview of the Office Building (13), view looking southwest (IMG_2047).



Photograph 17. Overview of the Restrooms (7). View looking northeast (IMG_3191).



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Property Name: Bonelli Stadium

Trinomial

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*Resource Name or # Bonelli Stadium

Photograph 18. Overview of the Ancillary Building (9). View looking southeast (IMG_3251).



Photograph 19. Overview of the two Ticket Kiosks (10), view looking east (IMG_2169 and IMG_3260).



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Property Name: Bonelli Stadium

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*Resource Name or # Bonelli Stadium

Photograph 20. Overview of the Stage Platform (15), looking east (IMG_3188).



CONTINUATION SHEET

Property Name: Bonelli Stadium

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*B6. Construction History (continued from page 2):

Saugus Swap Meet and Saugus Speedway (APN 2836-011-018) was initially developed in c. 1926 as Baker Ranch and Rodeo. In 1939, the property was transitioned to a vehicular speedway for midget car racing and renamed Bonelli Stadium. Bonelli Stadium was redeveloped as Saugus Stadium in 1956 for stock car racing. Unless noted, the date of alterations are unknown. Identified alterations include:

Resource 1. Baker Residence (c. 1926)

- 1988: The majority of the original c. 1926 homestead was demolished by the Bonelli Family.

Resource 2. Stable (c. 1926)

- Reroofed
- Doors replacements
- Windows boarded over

Resource 11. Racetrack

- 1926: Originally developed as a dirt track
- 1939: Redeveloped in 1939 after the original track was damaged by flooding
- 1956: Paved
- Security Barrier Added
- Repainted/Striped

Resource 14. Water Basin (c. 1926)

- Graffiti Vandalism

Resource 4. Ancillary Building

- Window openings boarded over
- Replacement entry doors

Resource 8. Ancillary Building

- No identified alterations

Resource 3. Warehouse

- No identified alterations

Resource 6. Concession Stands

- Replacement wall cladding
- Replacement doors
- Replacement window

Resource 12. Tom's Diner

- No identified alterations

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Property Name: Bonelli Stadium

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*Resource Name or # (Assigned by recorder) Bonelli Stadium

*Map Name: Saugus, CA

*Scale: 1:24,000

*Date of map: 2021

*B6. Construction History (continued):

Resource 5. Parking Lot

- Paved
- Stripped

Resource 13. Office Building

- Boarded over windows
- Two additions appended to the building's north elevation

Resource 7. Restrooms

- No identified alterations

Resource 9. Ancillary Building

- No Identified Alterations

Resource 10. Ticket Kiosks

- No identified alterations

Resource 15. Stage Platform

- No identified alterations

There are no identified alterations to: Ancillary building (4); Ancillary building (8); Warehouse (3); Consession Strands (6); Tom's Diner (12); Office Building (13); Restrooms (7); Ancillary building (9); Ticket Kiosks (10); and Stage Platform (13)

*B10. Significance (continued from page 2):

The following historic context provides an overview of Californian history as it relates to the formation of the Saugus area before focusing on the development of built environment components located within the study area. The State of California's post-contact history is divided into the Hispanic Era (Spanish and Mexican Periods) and the early American Period. A summary of California's general, pre-21st century history is presented before the context narrows to an in-depth discussion of historic-aged built environment components within the built environment study area.

Hispanic Era (1769-1846) and Early American Period (1848-1875)

From the early 16th century to the mid-18th century, Euroamerican exploratory parties intermittently ventured into California to cultivate resource and establish settlements. In 1769, as colonial competition mounted, Don Gaspar de Portolá, the Lord Proprietor (governor) of Baja California (Spanish-occupied Mexico), declared the region a Spanish territory. Early development included the development of religious settlements, administered by Jesuit missionaries of the Catholic Church, and the establishment of military fortifications. With the religious and defensive infrastructure, towns

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Property Name: Bonelli Stadium

Trinomial

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*Resource Name or # (Assigned by recorder) Bonelli Stadium

*Map Name: Saugus, CA

*Scale: 1:24,000

*Date of map: 2021

and loose settlements began to form nearby. Although Alta California was a Spanish colony, its remote location hindered the transportation of immigrants and supplies. To promote settlement, the territorial government awarded ranchos, which were expansive land grants for cultivating livestock, to loyal Spanish citizens or Hispanic veterans. The offerings of land failed and, in 1810, Spanish control over Baja and Alta California faltered when Mexico's Native population launched an independence campaign. In 1821, after a decade of intermittent rebellion and warfare, Mexico gained its independence and, in 1824, organized as the United Mexican States (Starr 2007: pp. 105-109).

The Mexican government, which sought to repel encroaching Euroamerican powers, rapidly expanded the rancho program. Between 1822 and 1844, the rancho program increased California's population while the mass cultivation of livestock created a thriving tallow and hide trade. In 1839, California's Governor, Juan Bautista Alvarado, bestowed much of (contemporary) City of Santa Clarita, Los Angeles County, and Ventura County to veteran Antonio del Valle. While farming in 1842, Jose Francisco de Garcia Lopez, a relative of Valle living on the rancho, found gold flakes entwined his onion roots. Lopez's discovery catalyzed a local gold rush that yielded 1,300 pounds of gold in just five years. However, as gold continued to be stripped from Santa Clarita Valley in 1845, many Californians were primarily concerned over the mounting tensions between the US and Mexico. United States of America and Mexico (Wormser 1999; Reynolds 1992: pp. 19-21).

In 1846, the United States' campaign to stretch from coast to coast had reached the Mexican controlled territory of Alta California. The war raged for two years before the nations signed the Treaty of Guadalupe Hidalgo in 1848 and confirmed the US's ownership of the Californian territory. Despite losing Alta California, Mexico negotiated protected land rights for 800 rancho owners who, collectively, possessed 6.63 percent. Within days of signing the treaty, James W. Marshall reported finding gold flakes at John Sutter's northern California rancho, New Helvetia, in Coloma, California. Hundreds of thousands of immigrants rushed to mine the new gold deposits and, in 1851, California's Congress reformed the state's land laws to promote American settlement. Despite the treaty's land provision, a state-sponsored commission property demanded that Californios produce satisfactory survey and title documents with explicit property boundaries. Traditional Hispanic property documentation, *diseños*, illustrated property boundaries with minimalistic interpretations of natural, ephemeral landmarks. The discrepancy in recordation styles resulted in lengthy, costly court battles which forced most Rancho owners, including the Valle family, to relinquish their properties by the 1860s (Starr 2007: p. 105; Wormser 1999).

The Valle family-maintained Rancho San Francisco until finally having to sell 48,000 acres of Ranch San Francisco (including the subject area) to ranchers Thomas Scott and his nephew, Thomas Bard. Shortly after the Valles forfeited the property, speculators struck oil in nearby. Bard and Scott quickly abandoned their intended ranching pursuit to drill oil, as did a new wave of speculative miners who rushed to the area. The success of the local oil industry fluctuated, and, over the next decade, permanent settlers accumulated acreage to establish agricultural homesteads instead of developing new oil wells (Perkins 1957; Reynolds 1992: 34: 129).

In 1875, business magnate Henry Mayo Newhall arrived in the area to purchase 45,000 acres of the original Rancho San Francisco. While Newhall maintained some of the land, he platted self-named townsite, and resold a large right-of-way to the Southern Pacific Railroad (SPRR). Newhall named the railroad station, located directly north of the townsite, Saugus in honor of his hometown in Massachusetts. The Newhall area remained a small settlement nearby SPRR's Saugus Station until the early 20th century when the state-sponsored highway and State Water Project 1926 brought temporary workers to the region (Reynolds 1992: pp. 85, 118).

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Property Name: Bonelli Stadium

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*Resource Name or # (Assigned by recorder) Bonelli Stadium

*Map Name: Saugus, CA

*Scale: 1:24,000

*Date of map: 2021

*B10. Significance (continued):

Development of the Built Environment Study Area (APN 2836-011-018)

Baker Ranch and Rodeo (c. 1923 -1939)

The earliest documented usage of the subject property during the twentieth century was in 1923, when Roy Baker, the brother of the notable shoe entrepreneur C.H. Baker, purchased the property to breed, board, and train pedigree horses (SCVHd: 9). Although research uncovered no information about the subject property during the early 1900s, the adjacent parcel immediately to the south was used to manufacture high-grade gunpowder during World War I by the entrepreneur, Jim "Boilermaker" Jeffries, the owner of the Los Angeles Powder Company (SCHV 2023d: 8).

In 1925, Roy Baker hired professional horseman Robert Launer "Bob" Anderson to serve as the superintendent of his so-called Black Horse Ranch. Born in South Dakota in 1899, Anderson spent his youth as a cowboy before joining the rodeo circuit. In 1913, he won a bronco riding event in Salt Lake City, and by 1916, he was living in Newhall working as a professional horseman. Between 1921 and 1923, Anderson organized three annual rodeos in the community of Newhall. In 1924, Anderson held his annual rodeo closer to the town of Saugus. The event was extremely successful, attracting a crowd of 10,000 spectators (SCVHd: 9-10).

In c. 1926, Baker built a residence (map ID 1), stable (map ID 2), dirt horse track (map ID 11), and water basin (map ID 14) on the subject property. On April 11, 1926, Bob Anderson and Roy Baker organized the first public rodeo in Saugus on the subject property. The success of this event encouraged the pair to begin construction of a new stadium and a .33-mile oval horse track (map ID 11) with partially covered grandstand seating. The arena opened on May 1, 1927, and seated 18,000 fans, which seated six-times the local population (Figure 1). During the Great Depression, Baker was forced to sell the property in 1930 to western film actor Edmund Richard "Hoot" Gibson. Gibson attracted the film industry to the area, capitalizing on the area's rural environment and rugged terrain offered tourists the romanticized "Wild West" feel (SCHV 2023a; SCHV 2023b: 11, UCSB 2023; Worden 2023; SCVH 1982).

Despite the attraction's popularity, the effects of the 1928 Saint Francis Dam disaster and the Great Depression forced Gibson into bankruptcy. In 1934, Paul Hill, owner of Western Livestock Stockyards, purchased the property and maintained the rodeo. In 1938, two months of sustained floods destroyed the Horse Track (11) and Hill defaulted on the property's mortgage. The bank repossessed Baker Stadium in 1939 and transferred the title to William Bonelli, a prominent rancher, real estate developer, economics professor, politician, and chairman of the State Board of Equalization who sought to rebuild the ranch and Horse Track (11) (SCHV 2023a; UCSB 2023; Worden 2023; SCVH 1982).

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Property Name: Bonelli Stadium

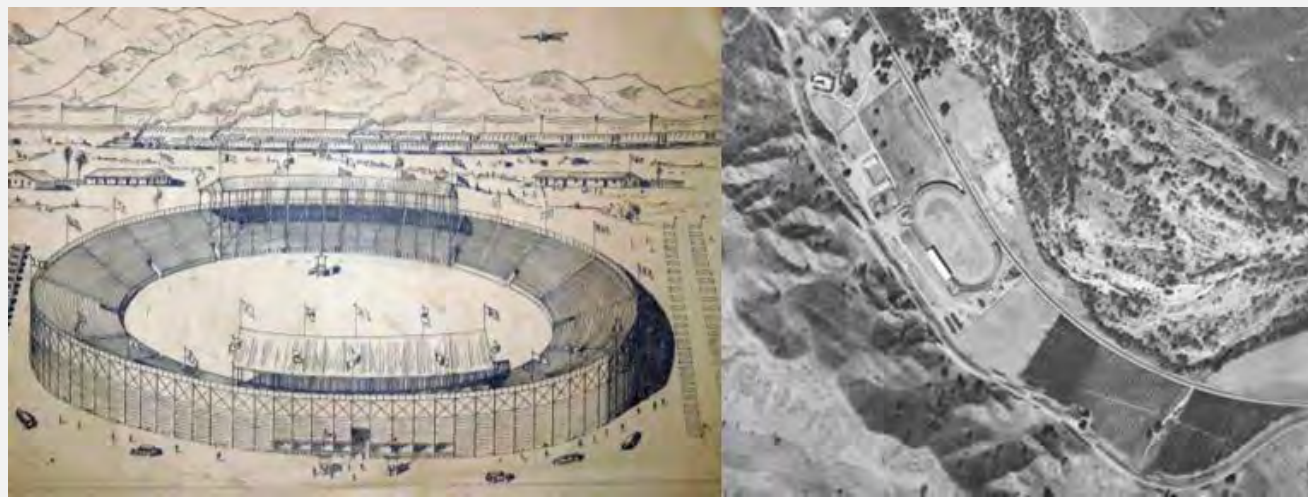
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*Map Name: Saugus, CA

*Resource Name or # (Assigned by recorder) Bonelli Stadium
*Scale: 1:24,000 *Date of map: 2021

*B10. Significance (continued):

Photograph 1. Rendering of the Baker Ranch Stadium (left) and Baker Stadium in 1928 historical aerial (right) (Horse Track 11) (Artist E. Van Den Hoven, Santa Clarita Historical Society, 2016; UCSB 2023).



Bonelli Stadium and Early Auto Racing (1939 - 1956)

William George Bonelli (1895-1970), an economics professor at Occidental College and chairman of the State Board of Equalization, purchased the property in 1939 and reconstructed the Horse Track (11) and grandstand. Initially, the grandstand was wood until, just four years later, the stands were replaced with metal stadium bleachers. Although livestock continued to draw crowds for the next 20 years, a new form of entertainment was growing directly south of Bonelli Stadium (SCHV 2023b; Worden 2023).

As Bonelli reconstructed the stadium, he became enamored with the developing Midget Car auto racing scene in nearby Los Angeles. Midget Cars are small, front-engine vehicles originally constructed by enthusiasts unable to afford full-sized vehicles. Like go-carts, the automobiles are pieced together from discarded motorcycle engines, outboard motors, and abandoned, mismatched auto-parts. Unlike go-carts, Midget Cars are specifically constructed for speed. Racers initially competed on city streets or vacant dirt lots with sharp curves. In 1933, the Midget Auto Racing Association (MARA) was organized at Loyola High School in Los Angeles, just 33 miles south of the Built Environment Study Area. Initially, underground, Midget Car racing quickly became mainstream, home-grown entertainment (Williams 2018).

Numerous raceway and stadium owners, including Bonelli, invited Midget Car racers to compete at their arena. Race circuits formed in the Los Angeles Basin and the sport quickly became a symbol of Los Angeles' car culture. Most tracks developed for auto racing were merely equipped with a wood fence to separate fans from the racers, who sped by at less than feet from the stands. Additionally, the oval shaped tracks had hard-packed clay, which provided a tacky surface for grip, and banked edges. When racers on the outside of the track hit the bank, centrifugal force flung the vehicle to the straight edge of the track and away from the crowd. Bonelli Stadium, however, was developed for rodeos and featured a

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Property Name: Bonelli Stadium

Trinomial

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*Resource Name or # (Assigned by recorder) Bonelli Stadium

*Map Name: Saugus, CA

*Scale: 1:24,000

*Date of map: 2021

loose dirt raceway with flat edges. Midget Car racing in the best of circumstances is an exceptionally dangerous sport and, although Bonelli Stadium was a popular venue, was recognized as a perilous venue. To put fans at ease, Bonelli installed a crash wall along the entire length of the track to protect patrons seated in the grandstands (Williams 2018; SCVH 2023b).

Fans attended Bonelli Stadium in force until June 1942, when racing took a three-year hiatus during World War II. During the hiatus, in c. 1944, Warehouse (3) was added to the property. In September 1945, Bonelli Stadium roared back to life after WWII (SCVH 2023b).

In 1946, Bonelli paved the dirt track as high-powered roadster vehicles became popular. However, a year later, Bonelli restored the facility's dirt track so that the still-popular Midget Cars could race at the stadium. During this time, high-powered roadsters and Midget Cars shared the .33-mile track, along with the occasional rodeo (Figure 3). As the racing industry continued to expand in the late 1940s, Bonelli continued to improve the stadium for a variety of racecar styles. Other improvements included the replacement of the original covered wooden rodeo grandstands in 1951 with a "used" grandstand from the Gilmore Stadium in Los Angeles. (Rabe 2014; Los Angeles Times 1995, p. 119; SVCH 2023b).

Photograph 2. Midget Car racers taking a corner on Bonelli Stadium's unbanked, dirt track in 1945 (SCCVH 2023).



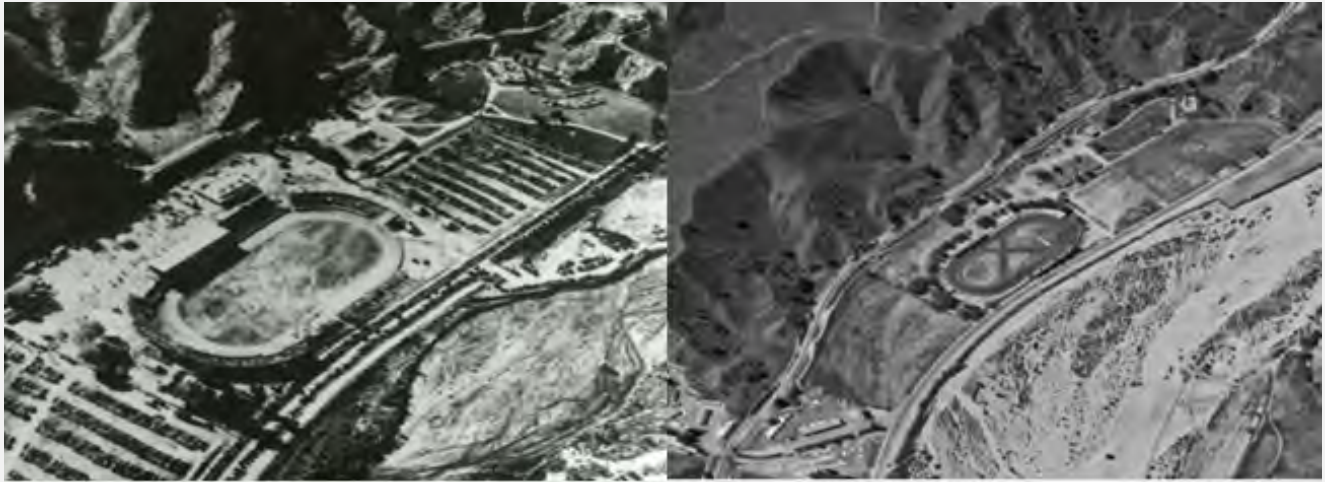
CONTINUATION SHEET

Property Name: Bonelli Stadium
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*B10. Significance (continued):

Saugus Speedway and Swap Meet and Speedway (1956 - Present)

Photograph 3. Bonelli Stadium (left) c. 1950, before the Horse Track (11), was paved for auto racing. The racetrack was paved in 1956 as an Auto Racetrack (11) (right) (SCVH 2023; UCSB 2023).



In 1956, the dirt track surface and the figure 8 in the infield were permanently paved over with asphalt at the direction of Joshua C. Agajanian, a prominent member of a local ranching, waste hauling, and banking family. Agajanian later became involved in the business end of racing as a promoter and sponsor of several notable drivers, including Parnelli Jones, before becoming part owner of the Ontario Motor Speedway. Another prominent racing promoter was Tony Coldeway, who succeeded Agajanian at the Bonelli Stadium in 1959. Coldeway introduced the popular Saturday-night stock car racing event, which was held weekly over the course of the next 40 years. Also in 1959, Bonelli Stadium became known as the Saugus Speedway or the “Super Track” (SVCH 2023c: 15-16; Los Angeles Times 1995, p. 119).

According to a letter drafted by the Santa Clarita Valley Historical Society, which is cited in this report as SVCH 2023c), the Saugus Speedway opened its 1959 season on Memorial Day. The letter went on to describe this event, as well as the popular Saturday night races:

The racing program included a trophy dash, a 15-lap semi-final, a 30-lap feature race, and a special stocker event. The latter was open to all 1941-1952 model cars. ‘Saturday night’s program at Saugus Stadium brings in hot rod auto racing,’ *The Signal* reported. ‘The famed television-type cars will be under open competition rules to all hot rods, jalopies and modified hopped up engines and all types of speed equipment are permitted. According to the Pherigos, ‘Every Saturday night from April through October, the short track stock car racing fans of Southern California converge on the fastest, flattest third mile oval in the country, . . . Three divisions per night provide racing buffs with nearly four hours of stock car racing thrills featuring Modified, Sportsman, or Street Stock charging down the straights and powering into the flat and challenging turns (SCVH 2023c: 17).

Beginning in May 1963, Sunday morning swap meets began to be held at the stadium. The swap meets have been open to anyone interested in renting a booth to sell merchandise and have expanded to a twice weekly event that continues to this day (SCVH 2023c: 17).

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Property Name: Bonelli Stadium
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*B10. Significance (continued):

Bonelli died in 1970 and the speedway was inherited by his heirs. Bonelli's heirs made improvements to the property that included the two Ticket Kiosks (10), the six identical concession stands (6), the Restrooms (7), a control room with a moderator, signage, lighting, metal grandstands, and a concrete barrier with high fencing for spectator safety. These improvements were made under the management of Marshall Wilkings, who launched a rejuvenation program for the Saugus Speedway during the late 1970s and early 1980s. According to an article in the *Pherigos*, "the grandstands were completely refurbished in 1979. The pits and track infield were repaved during that off season, leaving only the parking lot unpaved. A new lighting system became operational in 1980, and in '81 an additional light tower, 80 feet high, was erected behind the main grandstand. Soon afterwards, the old roof supports were completely removed, giving the speedway a contemporary '80s look. Black stripes on the crash wall were painted red in 1983" (SCVHS 2023c: 18).

The Bonelli family vacated the residence in 1980 and moved off-site. According to a 1988 newspaper article in *The Signal*, the 5,600-square foot Residence (1) was largely demolished by Bonelli heirs as the recently incorporated City of Santa Clarita drafted legislation to protect the valley's historic resources. Concerned about what the environmental protection laws meant for the future profitability of the property, the Bonelli family demolished almost all the original c. 1926, Spanish-style, 5,600-square-foot, Baker Residence (1) (Figure 4) (Green 1988).

Photograph 4. 1988 photo of the Baker Residence (1) being demolished (Thornhill 1988).



Auto racing continued at Saugus Speedway until 1995, when the Bonellis decided to discontinue use of the grandstands and cancel racing at the facility after hiring an engineering firm to inspect the grandstands. A City building official speculated that "the Bonellis' structural engineer must have found something serious," even though his staff had conducted an annual inspection of the property and "no major problems stood out." The remainder of the deteriorating facility was resigned to hosting occasional concerts, go-kart races, and a weekly outdoor swap meet.

At the time that the raceway closed in 1995, the Bonelli family and the Rodeo Land Co. still owned the property (Los Angeles Times 1995, p. 119; SVCHistory.com 2018). The current owner is listed as the Rodeo Land Company (Parcel Quest 2023).

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Property Name: Bonelli Stadium

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NRHP/CRHR Evaluation of Significance

Dudek evaluated the property at 22606 Soledad Canyon Road (APN 2836-011-018)—which has had multiple uses as the Baker Ranch Rodeo (1923-1939), Bonelli Stadium (1939-1956), and the Saugus Speedway (1956-1995)—and determined that the property’s only significant period is the period between 1939 and 1956, when the property was used primarily as a venue for midget car racing. However, because the property lacks sufficient integrity to convey its significance during this period, it is not eligible for listing in the NRHP or CRHR.

Under NRHP Criterion A and CRHR Criterion 1, the subject property possesses a direct and important association with a pattern of events significant in the recreational development of Southern California during the period between 1926 and 1956. Beginning in 1926, the owners of the property—Roy Baker and Robert Launer Anderson—held regular public rodeos, which they advertised as the Baker Ranch Rodeo. The popularity of these rodeos led Baker and Anderson to construct a new stadium with a partially covered wooden grandstand and a quarter-mile, earthen-surface oval track. The new arena seated 18,000 fans and opened to the public on May 1, 1927. In 1930, Baker and Anderson sold the property to the motion picture star Hoot Gibson, who filled the stadium with rodeo fans and Hollywood celebrities alike. Gibson also leased the stadium to movie companies who used the property as a set for their films during the early 1930s. In 1934, Gibson sold the stadium to Paul Hill, a rodeo star of national renown. In 1939, the venue was renamed the Bonelli Stadium after ownership of the property passed to William G. Bonelli, a controversial political figure and avid fan of auto racing competitions. Although Bonelli continued to host annual rodeos at the venue, he also introduced the novel sport of midget auto racing to the arena. Midget cars were a class of small-size, high-power racecar. The flat, earthen surface of the oval track at the Bonelli Stadium was ideal for the midget cars and became a regular stop for top drivers during the 1940s. On September 9, 1945, Bonelli Stadium served as the site of the first postwar motor sports event on the West Coast. In 1956, the earthen-surface, oval track was permanently surfaced with asphalt to accommodate a new type of racing competition that featured high-speed stock cars. The transition to an asphalt racetrack designed for a new type of stock race cars signaled the end of the property’s historic period of rodeos and midget car races. Although the Saugus Speedway remained a popular venue for stock-car racing fans throughout the region, research did not indicate that the Saugus Speedway made a particularly significant contribution to the development of stock car racing during the period from 1956 to 1995. After the mid-1950s, the Saugus Speedway had become one of many speedway venues for stock car races and NASCAR racing events, both regionally and across the nation. In Southern California alone, there was the Ventura Speedway, Ascot Park Raceway in Gardena, Orange Show Speedway, El Cajon Speedway, and the Mesa Marin Raceway in Bakersfield (Los Angeles Times 1989, p. 9). Nationally, the best known speedways included the Indianapolis Motor Speedway and the Daytona International Speedway. Research did not indicate that the Saugus Speedway made a particularly significant contribution to the development of stock car racing during this period or was associated with any events significant in history. The property’s associative significance under NRHP and CRHR Criteria A/1 thus inheres in its important contribution to the recreational development of Southern California during the three decades between 1926 and 1956.

Under NRHP Criterion B and CRHR Criterion 2, the subject property possesses a demonstrable and direct association with the productive life of two individuals—Edmund Richard “Hoot” Gibson (1892 - 1962) and William George Bonelli (1895 - 1979)—who both made a significant contribution to the recreational development of Southern California. Born in Tekamah, Nebraska, Hoot Gibson grew up working with horses and competing in rodeos before moving to Hollywood to become an actor, film director, and producer of cowboy and western films. Leon Worden of the Santa Clara Valley Historical Society noted that “Hoot Gibson’s association with the subject property is significant. Not only did Gibson perpetuate the stereotype of the rodeo through the use of the subject property and through his rodeo performances across the country, but he also availed the subject property for use as a film location. A major Hollywood star of the day, Gibson and others like him created and

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Property Name: Bonelli Stadium

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reinterpreted the mythical American West for movie-goers from coast to coast, many of whom drew conclusions about American history from the silver screen” (Worden 2023: 7). In addition to Hoot Gibson, the property possesses a significant association with William Bonelli, the former member of the California State Board of Equalization who purchased Hoot Gibson’s rodeo venue in 1939. Bonelli played an influential role in promoting the novel motorsport of midget car racing in Southern California. The Bonelli Stadium drew large crowds of 10,000 to 12,000 spectators and was one of the region’s premier venues for midget car racing, which emerged as a national sensation during the 1940s. For these reasons, the subject property possesses a significant association with the productive life of William Bonelli under Criteria B/2 during the period between 1939 and 1956 when the racetrack served as a regional center for midget car races, as well as the productive life of Hoot Gibson who popularized the rodeo to a broader American public through events held at the venue between 1930 and 1939.

Under NRHP Criterion C and CRHR Criterion 3, the subject property may have been considered significant for embodying the distinctive characteristics of a 1920s rodeo arena and a racetrack used for midget cars during the 1930s and 1940s, but because of alterations and removal of features that originally distinguished the arena and racetrack, the property no longer reflects the period when rodeos and midget car racing was popular at the property. Among the features that typified both the rodeo arena and midget car racetrack was a dirt surface, which was paved over with asphalt in 1956. Additionally, the iconic wooden grandstands built in 1926 were removed and replaced by a much more diminutive structure in 1951. As such, any design or construction value that the property may have possessed has been substantially diminished. Additionally, the property is not the work of a master architect or engineer, nor does it possess high artistic value, or constitute a significant and distinguishable entity that warrants consideration as a district. Lacking architectural and engineering significance, the subject property does not meet any of the requirements for listing in the NRHP under Criterion C or the CRHR under Criterion 3.

Under NRHP Criterion D and CRHR Criterion 4, the subject property is not significant as a source, or likely source, of important historical information, nor does it appear likely to yield important information about historic construction methods, materials, or technologies. This technology is well understood through contemporary trade journals and scientific monographs. As such, the property lacks significance under NRHP Criterion D and CRHR Criterion 4.

Local Criteria Evaluation

In addition to evaluating the subject property for potential listing in the NRHP and CRHR, Dudek also evaluated the resource’s potential significance under the local criteria for designating a historic resource as outlined in Section 17.64.030 of the City of Santa Clarita Municipal Code:

Under SCMC § 17.64.030(A), archival research revealed that the subject property is associated with events that have made a significant contribution to the historical development of Santa Clarita. As discussed in the previous section under NRHP Criterion A and CRHR Criterion 1, the property contributed to the recreational development of Southern California through the public rodeos and midget car races that it held during the period between 1926 and 1956. As such, the subject property meets Criterion A of the City of Santa Clarita’s criteria for designating historic resources.

Under SCMC § 17.64.030(B), archival research revealed that the subject property is associated with two individuals—Edmund Richard “Hoot” Gibson and William George Bonelli—who both made a significant contribution to the recreational development of Santa Clarita. As discussed in the previous section under NRHP Criterion B and CRHR Criterion 2, Hoot Gibson and William Bonelli played a significant role in popularizing the rodeo and midget car racing to a broader audience, both locally and

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Property Name: Bonelli Stadium

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regionally. As such, the subject property meets Criterion B of the City of Santa Clarita's criteria for designating historic resources.

Under SCMC § 17.64.030(C), archival research did not indicate that the subject property embodies the distinctive characteristics of a style, type, period, or method of construction, or is a valuable example of the use of indigenous materials or craftsmanship. As discussed in the previous section under NRHP Criterion C and CRHR Criterion 3, alterations and removal of features that originally distinguished the arena and racetrack—particularly the earthen track and the wooden grandstands—have substantially diminished characteristics that distinguished the property during the period between 1926 and 1956. As such, the subject property does not meet Criterion C of the City of Santa Clarita's criteria for designating historic resources.

Under SCMC § 17.64.030(D), archival research indicated that the subject property represents an established and familiar visual feature of the city. Although the iconic wooden bleaches that visually dominated the area is no longer extant, the oval form of the rodeo arena and the midget car racetrack are still visible, thus making the property a familiar historic feature of Santa Clarita's urban landscape. As such, the subject property meets Criterion D of the City of Santa Clarita's criteria for designating historic resources.

Under SCMC § 17.64.030(E), archival research did not indicate that the subject property has yielded, or has the potential to yield, information important to the history or prehistory of the city, state, or nation. As such, the subject property does not appear to meet Criterion E of the City of Santa Clarita's criteria for designating historic resources.

Integrity Discussion

In addition to meeting at least one significance criterion, a resource must also retain sufficient integrity to convey its significance under a majority of the seven aspects of integrity (location, design, materials, workmanship, setting, feeling, and association) to be eligible for listing in the NRHP and CRHR, or designated as a local landmark. The following section analyzes the integrity of the property at 22606 Soledad Canyon Road under each of the seven aspects of integrity.

Location: Location is the place where the resource was constructed or the place where the historic event occurred. The subject property retains its integrity of location since the surviving buildings and structures remain in their original locations within the parcel.

Design: Design is the combination of elements that create the form, plan, space, structure, and style of a property. The subject property lacks design integrity because of the demolition of the original 1927 wooden grandstands and the paving over of the entire earthen-surfaced rodeo arena and midget car racetrack with asphalt. As such, the property no longer conveys its original design as it existed during its period of significance, 1926 to 1956.

Setting: Setting is the physical environment of a historic property or historical resource. Although the property retains its largely rural, mountainous natural setting, its immediate historic setting has been diminished by the expansion of Soledad Canyon Road from a two-lane to four-lane roadway and the addition of numerous buildings within the property that were built after 1956 and do not contribute to the significance of the former historic facility, the Bonelli Stadium.

Materials: Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property or resource. A key distinctive material that is critical to conveying the subject property's significance is the earthen surface that existed during the period between 1926 and 1956 that the

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Property Name: Bonelli Stadium
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property was used for a rodeo arena and midget car racetrack. With the paving over of the venue's dirt surface with asphalt in 1956, the property no longer retains its integrity of materials.

Workmanship: Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. While evidence of the property's historic workmanship is visible in the frame construction and utilitarian features of the extant ancillary buildings and structures, the property overall no longer retains its integrity of workmanship because of the demolition of the original wooden grandstands, which were key to conveying the property's significance.

Feeling: Feeling is a property's expression of the aesthetic or historic sense of a particular period of time. Because key physical features that were present during the property's period of significance—particularly the wooden grandstands and the earthen surface rodeo arena and midget car racetrack—are missing and no longer extant, the property no longer evokes its historic character. Moreover, the addition of numerous buildings within the property that were built after 1956 and that do not contribute to the significance of the former historic facility, the Bonelli Stadium, have also diminished the property's integrity of feeling. As such, the property lacks integrity of feeling.

Association: Association is the direct link between an important historic event or person and a historic property or resource. Although the property does have a direct association with the recreational development of the Santa Clarita area and Southern California, the remaining extant buildings and structures are insufficient to fully convey the property's associative significance as a former rodeo arena and midget car racing venue because key necessary features—the wooden grandstands and the earthen surface of the rodeo arena and racetrack—are no longer extant. As such, the property lacks its integrity of association.

In conclusion, the property at 22606 Soledad Canyon Road does not retain sufficient integrity to convey its significance under NRHP/CRHR Criteria A/1 and B/2, or under SCMC local Criteria A and B. Since the NRHP, CRHR and local designation require that a property possess both significance and integrity, the subject property has, therefore, been found not eligible.

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Appendix C

Correspondence

DUDEK

MAIN OFFICE
605 THIRD STREET
ENCINITAS, CALIFORNIA 92024
T 800.450.1818 F 760.632.0164

January 31, 2023

Santa Clarita Valley Historical Society
24101 Newhall Ave
Newhall, CA 91322

Subject: Riverview Development Project in Santa Clarita Valley

To Whom it May Concern:

Dudek is conducting a cultural resources study for the Riverview Development Project at 22500 Soledad Canyon Road in Santa Clarita Valley, California. This project proposes physical demolition of existing structures on the site including the speedway for the construction of a mixed-use development with 318 single-family units and 69,692 square feet (sf) of commercial space on the 35.4-acre site (Accessor's Parcel Number [APN] 2836-011-018). Additionally, dedicated commercial development would include 67,692 sf of studio buildings and 2,000 sf of office space. A total of 819 residential and 412 commercial parking spaces would be provided. Please see Figures 1 and 2.

As part of our study, Dudek is conducting outreach to regional historical organizations to inform them about the project and to determine if there are historic or cultural resources that may be affected by the proposed project. Your efforts in this process will provide invaluable information for the proper identification and treatment of these resources.

Should you have any questions or comments regarding cultural resources in the proposed project area, please direct your response to

Dudek
Attn: Monte Kim
Phone: (760) 814-4664
Email: mkim@dudek.com

All comments, emails, or letters received will be included in the reports generated by this study. Thank you very much for your time regarding our request.

Sincerely,



Monte Kim, Ph.D.
Senior Architectural Historian

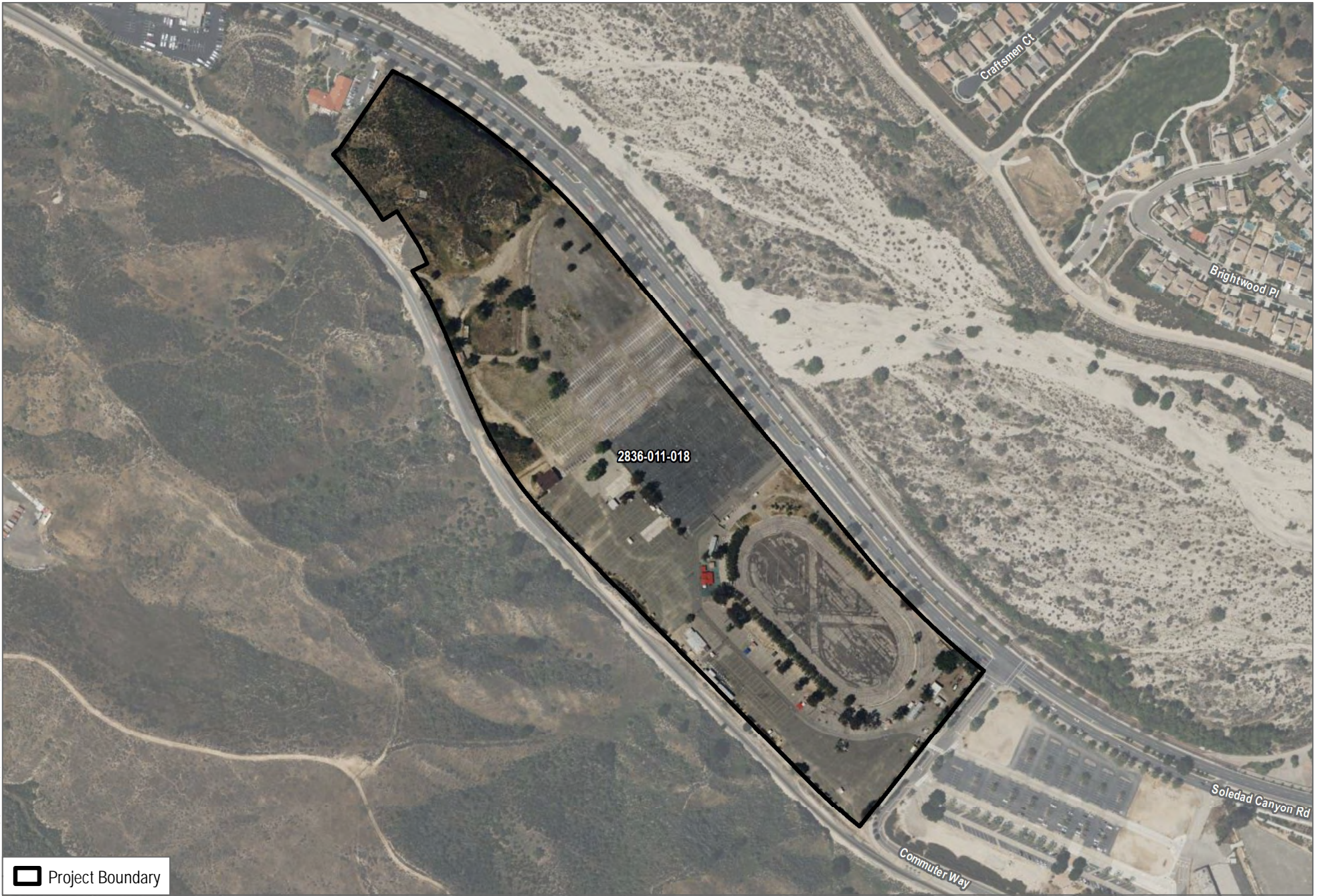
*Enclosures: Figure 1. Project Location Map
Figure 2. Project Site Map*



SOURCE: USGS 7.5-Minute Series Newhall Quadrangle



FIGURE 1
Project Location
Riverview Development Project



 Project Boundary

SOURCE: Open Street Maps; Bing Maps



FIGURE 2
Project Site
Riverview Development Project

From: [Santa Clarita Valley Historical Society](#)
To: [Caitlin Greeley](#); alanpoll@att.net
Cc: [Monte Kim](#)
Subject: Re: Research Inquiry
Date: Saturday, February 4, 2023 12:25:52 PM

Hello! Thank you for the opportunity to provide the requested information. We are preparing a response.

Best wishes,
LEON WORDEN
VP, Santa Clarita Valley Historical Society

On 1/31/2023 2:30 PM, Caitlin Greeley wrote:

Good afternoon,

Dudek is conducting a cultural resources study for the Riverview Development Project in Santa Clarita Valley, California. Please see the attached letter and maps for additional details about the project. We are conducting this outreach to determine if you have any information or concerns about historic or cultural resources in the project area. Should you have any questions or comments, please feel free to contact us using the contact information in the attached letter.

Sincerely,

Cait Greeley

Architectural Historian



C: 626.375.2871

www.dudek.com

From: [Santa Clarita Valley Historical Society](#)
To: [Caitlin Greeley](#); alanpoll@att.net
Cc: [Monte Kim](#)
Subject: Re: Research Inquiry
Date: Wednesday, February 8, 2023 12:27:55 PM
Attachments: [SCVHS_Dudek_Speedway_NOI_2023.pdf](#)

Hello! Attached please find the comments from the Santa Clarita Valley Historical Society. Please confirm receipt.

Thank you,
LEON WORDEN

On 1/31/2023 2:30 PM, Caitlin Greeley wrote:

Good afternoon,

Dudek is conducting a cultural resources study for the Riverview Development Project in Santa Clarita Valley, California. Please see the attached letter and maps for additional details about the project. We are conducting this outreach to determine if you have any information or concerns about historic or cultural resources in the project area. Should you have any questions or comments, please feel free to contact us using the contact information in the attached letter.

Sincerely,

Cait Greeley

Architectural Historian



C: 626.375.2871

www.dudek.com

From: [Monte Kim](#)
To: [Santa Clarita Valley Historical Society](#); [Caitlin Greeley](#); alanpoll@att.net
Subject: RE: Research Inquiry
Date: Wednesday, February 8, 2023 12:46:00 PM

Dear Mr. Worden,

Thank you so much for taking the time to prepare a letter containing historical information about the Bonelli/Saugus Speedway property. This information will be useful in helping us to better understand the property's history and potential significance. Your letter is much appreciated and will be included in appendix to our study as part of the administrative record for this project.

Best regards,
Monte

Monte Kim, PhD

Cultural Resources – Senior Architectural Historian



O: 916.584.7823

C: 760.814.4664

www.dudek.com

From: Santa Clarita Valley Historical Society <admin@scvhs.org>

Sent: Wednesday, February 8, 2023 12:27 PM

To: [Caitlin Greeley](mailto:cgreeley@dudek.com) <cgreeley@dudek.com>; alanpoll@att.net

Cc: Monte Kim <mkim@dudek.com>

Subject: Re: Research Inquiry

Hello! Attached please find the comments from the Santa Clarita Valley Historical Society. Please confirm receipt.

Thank you,
LEON WORDEN

On 1/31/2023 2:30 PM, Caitlin Greeley wrote:

Good afternoon,

Dudek is conducting a cultural resources study for the Riverview Development Project in Santa Clarita Valley, California. Please see the attached letter and maps for additional details about the project. We are conducting this outreach to determine if you have any information or concerns about historic or cultural resources in the project area. Should you have any questions or comments, please feel free to contact us using the contact information in the attached letter.

Sincerely,

Cait Greeley

Architectural Historian



C: 626.375.2871

www.dudek.com

From: [Santa Clarita Valley Historical Society](#)
To: [Monte Kim](#); [Caitlin Greeley](#); alanpoll@att.net
Subject: Historical Society - revision
Date: Sunday, February 12, 2023 6:59:57 PM
Attachments: [SCVHS Dudek Speedway NOI 2023.pdf](#)

Hello!

Here is a revision, at least for our own records. We did some additional research and dealt with the unanswered question -- determined when the first rodeo was held on the Speedway property, and how it came about.

Hope you can replace the earlier version.

Best wishes,
=->LEON

On 2/8/2023 12:46 PM, Monte Kim wrote:

Dear Mr. Worden,

Thank you so much for taking the time to prepare a letter containing historical information about the Bonelli/Saugus Speedway property. This information will be useful in helping us to better understand the property's history and potential significance. Your letter is much appreciated and will be included in appendix to our study as part of the administrative record for this project.

Best regards,
Monte

Monte Kim, PhD

Cultural Resources – Senior Architectural Historian



O: 916.584.7823

C: 760.814.4664

www.dudek.com

From: Santa Clarita Valley Historical Society admin@scvhs.org

Sent: Wednesday, February 8, 2023 12:27 PM

To: Caitlin Greeley cgreeley@dudek.com; alanpoll@att.net

Cc: Monte Kim mkim@dudek.com

Subject: Re: Research Inquiry

Hello! Attached please find the comments from the Santa Clarita Valley Historical Society. Please confirm receipt.

Thank you,
LEON WORDEN

On 1/31/2023 2:30 PM, Caitlin Greeley wrote:

Good afternoon,

Dudek is conducting a cultural resources study for the Riverview Development Project in Santa Clarita Valley, California. Please see the attached letter and maps for additional details about the project. We are conducting this outreach to determine if you have any information or concerns about historic or cultural resources in the project area. Should you have any questions or comments, please feel free to contact us using the contact information in the attached letter.

Sincerely,

Cait Greeley

Architectural Historian



C: 626.375.2871

www.dudek.com

From: [Monte Kim](#)
To: [Santa Clarita Valley Historical Society](#); [Caitlin Greeley](#); alanpoll@att.net
Subject: RE: Historical Society - revision
Date: Sunday, February 12, 2023 8:02:00 PM

Good evening Mr. Worden,

We very much appreciate your additional efforts to establish the year that the first rodeo was held on the Bonelli property. Per your revised history, we will say “beginning at least as early as 1926” to mark the beginning of the rodeo period. We will also include this version in the appendix to the built environment technical report. Thank you again for preparing this historical monograph of the Bonelli/Saugus Speedway property.

Best regards,
Monte

Monte Kim, PhD

Cultural Resources – Senior Architectural Historian



O: 916.584.7823

C: 760.814.4664

www.dudek.com

From: Santa Clarita Valley Historical Society <admin@scvhs.org>
Sent: Sunday, February 12, 2023 6:59 PM
To: Monte Kim <mkim@dudek.com>; Caitlin Greeley <cgreeley@dudek.com>; alanpoll@att.net
Subject: Historical Society - revision

Hello!

Here is a revision, at least for our own records. We did some additional research and dealt with the unanswered question -- determined when the first rodeo was held on the Speedway property, and how it came about.

Hope you can replace the earlier version.

Best wishes,
=->LEON

On 2/8/2023 12:46 PM, Monte Kim wrote:

Dear Mr. Worden,

Thank you so much for taking the time to prepare a letter containing historical information about the Bonelli/Saugus Speedway property. This information will be

useful in helping us to better understand the property's history and potential significance. Your letter is much appreciated and will be included in appendix to our study as part of the administrative record for this project.

Best regards,
Monte

Monte Kim, PhD

Cultural Resources – Senior Architectural Historian



O: 916.584.7823

C: 760.814.4664

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From: Santa Clarita Valley Historical Society <admin@scvhs.org>

Sent: Wednesday, February 8, 2023 12:27 PM

To: Caitlin Greeley <cgreeley@dudek.com>; alanpoll@att.net

Cc: Monte Kim <mkim@dudek.com>

Subject: Re: Research Inquiry

Hello! Attached please find the comments from the Santa Clarita Valley Historical Society. Please confirm receipt.

Thank you,
LEON WORDEN

On 1/31/2023 2:30 PM, Caitlin Greeley wrote:

Good afternoon,

Dudek is conducting a cultural resources study for the Riverview Development Project in Santa Clarita Valley, California. Please see the attached letter and maps for additional details about the project. We are conducting this outreach to determine if you have any information or concerns about historic or cultural resources in the project area. Should you have any questions or comments, please feel free to contact us using the contact information in the attached letter.

Sincerely,

Cait Greeley

Architectural Historian



C: 626.375.2871

www.dudek.com



February 11, 2023

Monte Kim
Caitlin Greeley
Dudek
605 Third Street
Encinitas, CA 92024

**Re: Cultural/Historical Resources, Riverview Development Project
(APN 2836-011-018), Santa Clarita, California**

To whom it may concern:

This letter is in reply to your correspondence of January 31, 2023, to the Santa Clarita Valley Historical Society (“SCVHS”), in which you seek to “determine if there are historic or cultural resources that may be affected” by the above-referenced project. The short answer is “yes.”

The project area at 22500 Soledad Canyon Road is known locally as the “Bonelli” or “Saugus Speedway” property. In 2019, as part of Zone Change 19-001 (Master Case No. 19-002), the property was rezoned MX-C (mixed-use corridor) and designated a Jobs Creation Overlay Zone (JCOZ). The stated purposes of the JCOZ are, *inter alia*, to “assist the City in achieving a goal of providing two jobs per every new housing unit constructed;” to “incentivize qualifying office and industrial projects that maximize employment opportunities and attract businesses within the City’s key sectors, including the film and television, biomedical, aerospace, and technology industries;” to “encourage infill and redevelopment within existing urbanized areas;” and to “provide[] incentives to develop commercial properties to their highest and best use.”^[1]

As we understand it,^[2] without having seen the project documentation, the proposed mixed-use project would include the demolition of existing historic structures in an underutilized commercial area that lies within a major transit corridor (flanked by commuter rail and a major highway); and it would redevelop the property with single- and multifamily homes and with studio filming facilities that would provide employment opportunities in the film and television sector. According to your correspondence, the project “proposes physical demolition of existing structures on the site including the speedway for the construction of a mixed-use development with 318 single-family units

and 69,692 square feet (sf) of commercial space on the 35.4-acre site (Accessor's Parcel Number [APN] 2836-011-018). Additionally, dedicated commercial development would include 67,692 sf of studio buildings and 2,000 sf of office space. A total of 819 residential and 412 commercial parking spaces would be provided.”

This response is structured as follows:

- 1) Historical background
- 2) Prehistoric and historic features
- 3) Recommendations
- 4) Extended history

1. Historical Background

The Bonelli/Saugus Speedway property and its associated uses were major components of and contributors to the history of the Santa Clarita Valley and the surrounding region in two significant ways throughout much of the 20th Century.

Beginning in 1926,^[3] the subject property hosted an annual rodeo that routinely drew more than 18,000 spectators – roughly 6 times the local population. Fans came from Los Angeles and Bakersfield and beyond to watch a “who’s who” of nationally renowned rodeo stars compete for prizes and standing on the rodeo circuit. In the early 1930s, the property was owned by Hoot Gibson, a rodeo and Hollywood film star who lived on the property. Alternately known as the Baker Rancho Rodeo or Hoot Gibson Rodeo, its activities were reported from coast to coast,^[4] and when Hollywood headliners such as William S. Hart, Harry Carey, Tom Mix or John Wayne paid a visit, it frequently made national news.^[5]

The year 1939 proved to be the dawn of a new age of service for the subject property as the Santa Clarita Valley’s principal entertainment venue when auto racing started at the rodeo arena. While annual rodeos continued for the next two decades, crowds of 10,000 to 12,000 turned out every Sunday afternoon for auto racing. “Bonelli Stadium” was a regular stop on the United Racing Association circuit for drivers of national renown, such as Bill Vukovich, Johnny Parsons, Danny Oaks, Walt Faulkner and Jack McGrath.

In September 1945, the subject property hosted the first postwar race on the West Coast. Midget auto racing was a popular craze that dominated the 1/3-mile flat dirt track in Saugus for the next decade. The year 1956 brought pavement to the track and, three years later, the dawn of a new era: stock car racing. Renamed “Saugus Speedway” – known simply as “Saugus” in the racing world – the subject property hosted many of the top drivers on the NASCAR racing circuits, including Ron Hornaday Sr. (1931-2008), who got his racing start at Saugus and went on to become a two-time Winston

West Champion. His son, Ron Hornaday Jr., wowed local crowds on Saturday nights and became four-time champion of the NASCAR Truck Series. A laundry list of other top stock car drivers came through Saugus, among them Dan Press, Jimmy Insolo, Herschel Walker, Bill Small Sr., Vernon “Gabby” Garrison, “Wild Bill” Foster, Richard Petty, A.J. Foyt, Tru Cheek, “Roarin’ Oren” Prosser, Bill Killian, Rodney Peacher, and Lance Hooper.^[6]

The races were more than a tourism event that fueled the local economy by filling local restaurants and promoting automotive service businesses that advertised in the weekly program books.^[7] Saturday nights at Saugus – “L.A.’s Place to Race” – were cultural phenomena that fostered camaraderie and community pride.^[8] Unlike the Magic Mountain amusement park (est. 1971), which employed local residents but primarily targeted out-of-town audiences, Saugus Speedway was the area’s “own” local entertainment venue, particularly throughout the years prior to the 1992 opening of the Valencia Mall, which would provide new entertainment opportunities and serve as a gathering place. The races brought together drivers, car owners, and fans from within and beyond the Santa Clarita Valley who returned week after week to participate in something which, viewed through the rear-view mirror, had a significant impact on their lives. To this day, more than 8,000 “Fans of Saugus Speedway” use a dedicated Facebook group to share their memories.

2. Prehistoric and Historic Features

The subject property is located almost directly across the Santa Clara River from two archaeological sites: CA-LAN-351, which is an undisturbed village site; and CA-LAN-3043, a seasonal encampment that was used as early as 3,000 years ago and as late as A.D. 698. (A third archaeological site was consolidated.) Excavation of CA-LAN-3043 yielded artifacts which are curated by SCVHS.^[9] Additional research must be conducted by qualified persons to determine whether there are known archaeological sites in the project area itself. A listed historical feature in the area is CA-LAN-2105H, aka the 1913 Los Angeles Aqueduct, which is still in use.

Several existing features on the subject property are tangible reminders of its historical significance. The original 1920s rodeo grounds have remained unchanged except for a covering of asphalt. While the original rodeo grandstands were replaced in the 1950s and the last of the replacements were removed in 2012, the racetrack barrier/crash wall and some of the “Saugus Speedway” signage remain.

What appear to be adobe stables and another adobe outbuilding of typical 1920s revival style, associated with the 1920s rodeo, remain on the northwest side of the property. Also: a metal-sided barn; small cinder-block buildings with red tile roofs, one

of which was used for driver meetings; and several other wood-frame structures associated with the property's auto racing history stand on the southeast side of the property.

Some of the other iconic features of the property, however, are gone. The "Bonelli House," which once served as the home of Hoot Gibson^[10] and later served as a venue for community nonprofit gatherings,^[11] was razed in 1988.^[12] Without advance notification to SCVHS, the signature Saugus Speedway scoreboard was removed from the Santa Clarita Valley in 2017.

3. Recommendations

The City of Santa Clarita's Historic Preservation Ordinance (SCCC 18.106), adopted in 2013, applies to approximately 10 properties within the City plus eight historic structures inside William S. Hart Park. All are in Newhall; the subject property is not among them.

Proposals for inclusion in the City's Historic Resources Inventory may be initiated by the property owner, by the Planning Commission (acting as the Historical and Landmarks Commission), or by the City Council. Under the ordinance, "If designation is initiated by the Historical and Landmarks Commission or the City Council," the property owner is notified, and "[i]f the owner does not consent to the designation application, the designation procedure shall not proceed."

In other words, **property owner consent is required for historic designation under the City of Santa Clarita's Historic Preservation Ordinance.**

As the subject property is not covered under the City's Historic Preservation Ordinance, **if the property owner chooses to go forward with the proposed project,** then SCVHS makes the following recommendations:

1) Historically themed development

Celebrate and preserve the rich history of the property by incorporating historical components into the planning and design of the project. Remain true to the uses of the subject property's history as an important rodeo and motorsports venue, as well as an early Western film location, by assigning names of individuals who were historically associated with the subject property (e.g., Hoot Gibson, Ron Hornaday Sr., Bonelli Family) to features such as commercial buildings or plazas. Use historical site and event photos from the subject property, including the "Bonelli House," as the basis for architectural components that replicate genuine equestrian/rodeo and auto-racing features from Saugus. Residential garage doors could mimic the doors to the adobe stables. Incorporate the "checkered flag" into exterior project features.

2) *Preserve historic names*

Name streets and walkways within the project for people who appeared and events that took place historically at the subject property.

3) *Interpretive signage and/or display*

Develop a signage program that conveys the many interesting and important stories of the subject property through a series of historic markers or signs, and/or designate a publicly accessible space such as a pocket park or a community building to tell the history of the subject property with interpretive sign boards. If there is to be a community building, also incorporate space for secure, wall-mounted cases to display appropriate artifacts.

4) *Public art piece*

Solicit designs and install a public art piece in a prominent location within the project area that captures the history of the subject property.

5) *“Grandstands” feature*

If there is to be a pocket park with a central gathering or performance space, install perimeter seating that is reminiscent of the look and feel of the rodeo and auto-racing grandstands and barrier/crash walls.

6) *Documentary record*

Allow representatives of SCVHS to access the property for the purpose of documenting the existing historical features through photography, architectural drawings, material descriptions and other data, and sample recovery prior to demolition.

7) *Salvage*

Allow representatives of SCVHS to access the property for the purpose of selecting historic features and artifacts for off-site preservation, potentially including the “block house” where driver meetings were held. Facilitate the removal and long-term curatorial care of selected materials.

8) *Field survey and recovery*

The subject property lies to the southwest of CA-LAN-351 and CA-LAN-3043. The east-west flow of the Santa Clara River, the particular topography of the area (see map), and the history of flooding in the area conspire to create ideal conditions for the deposition of material that would have drifted onto the subject property from the known prehistoric sites. Thus, the likelihood of encountering Native American cultural materials during ground disturbance is high. (Also, as indicated above, access to archaeological records pertaining to the subject property itself is not available to us.)

- a) Conduct a Phase II archaeological survey of the subject property, and recovery if warranted.

b) Retain an archaeologist and qualified monitors from the Fernandeano-Tataviam Band of Mission Indians to monitor ground disturbance during development.

(Continue to next page)



Baker Ranch Rodeo grounds. Composite from 35mm film created in 1928 by Clyde Hamilton Smyth, father of former Santa Clarita Mayor H. Clyde Smyth. Full film: <https://scvhistory.com/scvhistory/scvhs2007smyth.htm>

4. Extended History

Rodeos, as conducted on the subject property, were an archetype of America's 20th Century interpretation of the cattle roundups of the 1860s-1880s and of the still earlier Spanish and Mexican Californian tradition of *vaqueros* (transliterated as “buckaroos”) who came together each year in a *rodeo* to separate and brand the stock of *rancheros* whose herds grazed together.^[13]



Actor and future owner Hoot Gibson at the 1928 Saugus rodeo.

Hoot Gibson's association with the subject property is significant. Not only did Gibson perpetuate the stereotype of the rodeo through the use of the subject property and through his rodeo performances across the country, but Gibson also availed the subject property for use as a film location. A major Hollywood star of the day, Gibson and others like him created and reinterpreted the mythical American West for movie-goers from coast to coast, many of whom drew conclusions about American history from the silver screen.^[14]

As a motorsports venue, Saugus Speedway helped fuel the auto racing industry by creating a new and devoted fan base and by catapulting drivers to national acclaim. “Saugus” remains cherished memory for fans and drivers not only in the Santa Clarita Valley but also across the country. It made a significant contribution to the motorsports industry on a local, state and national level.

The Saugus Speedway left an enduring impression on many longtime residents of the Santa Clarita and San Fernando valleys who frequently demonstrate that they cherish the memories – to the point of calling for a return of motorsports to the subject property.^[15]

Early ownership

The subject property lies within the historic Rancho San Francisco, encompassing 48,612 acres ex-mission land that was granted in 1839 to the former *mayordomo* of the Mission San Fernando, Antonio del Valle. The rancho extended from today's town of Piru on the west to the modern-day intersection of Golden Valley Road and Soledad Canyon Road on the east.^[16]

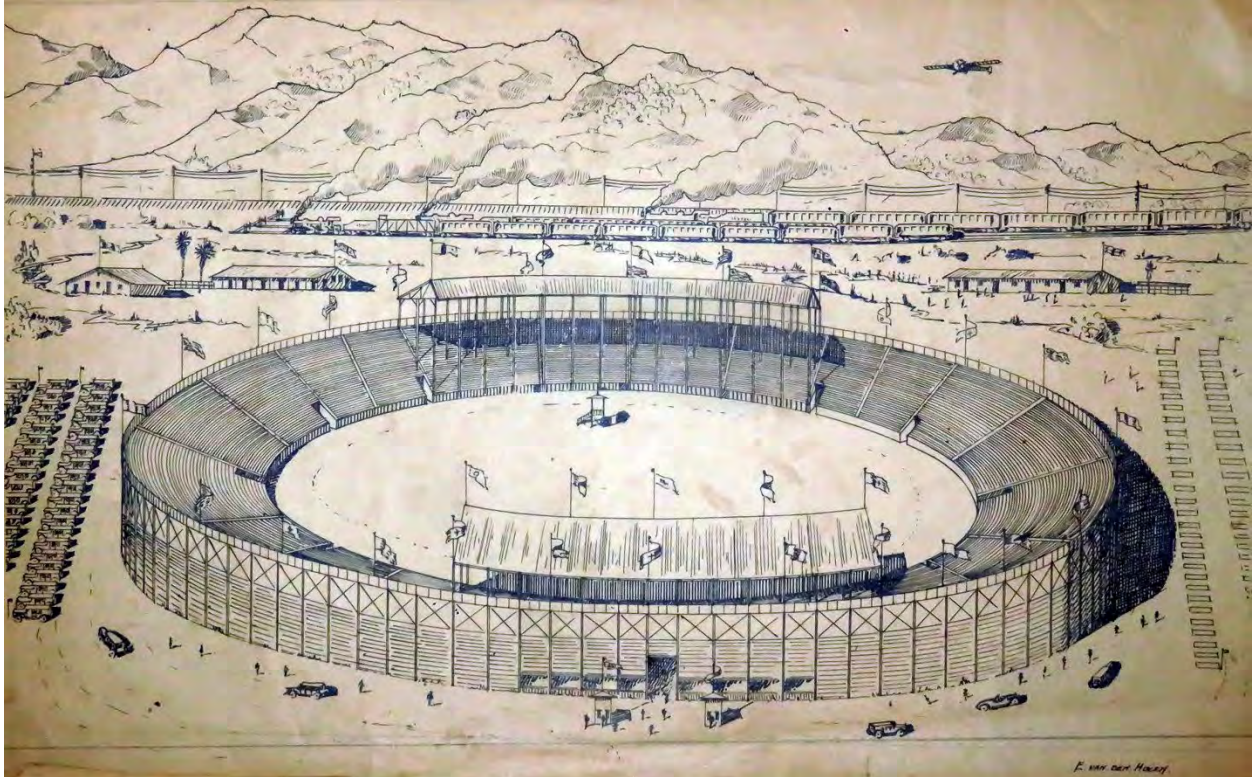
Henry Mayo Newhall, a San Francisco entrepreneur with interests in the Southern Pacific Railroad, purchased the Rancho San Francisco in 1875. In 1876, the railroad ran trackage through the Santa Clarita Valley that would delineate the southern (southwestern) border of the subject property. Today the rail line is operated by the Union Pacific Railroad and the Southern California Regional Rail Authority. The first Metrolink station in the City of Santa Clarita opened in October 1992 next door to the east of the subject property.^[17]

Adjacent Uses

With the entry of the United States into World War I in 1917, the enterprising ex-heavyweight boxing champion Jim "Boilermaker" Jeffries took over the nascent Los Angeles Powder Company (est. 1915) and began manufacturing high-grade gunpowder on a parcel immediately south of the subject property, on the other side of the tracks, to aid the war effort.^[18] Whether he also utilized the subject property is unknown. Jeffries conducted oil exploration activities on his property, as well. It appears the end of the war in November 1918 also spelled the end of Jeffries' gunpowder enterprise.

The area remained rich in raw materials for munitions. In 1934, the Halafax Explosives Company began construction of a \$250,000 plant, funded by E.P. Halliburton, on land to the south of the subject property. Opening in 1935, it provided explosives for tunnel projects and power plants throughout the American West.^[19]

Patrick Lizza established Golden State Fireworks on an adjacent parcel in 1939 and took over the Halafax operation in 1942 when the latter defaulted on its property taxes. Under the name Bermite Powder Company, Lizza expanded the enterprise to 996 acres and served the needs of the U.S. military during World War II, the Korean War, and the Vietnam conflict. From 1942-1967, Bermite produced detonators, fuses, boosters, coated magnesium, and stabilized red phosphorus, as well as flares, photoflash bombs for battlefield illumination, and other explosives. The most widely used air-to-air missile in the West, Raytheon's AIM-9 Sidewinder, started production in 1953 at China Lake and used a Hercules/Bermite MK-36 solid-fuel rocket engine that was tested and manufactured at the Saugus plant. Whittaker Corporation purchased Bermite Powder Company in 1967 and continued to operate it until 1987 as a munitions manufacturing, testing, and storage facility.^[20]



Rendering from the collection of original Saugus rodeo promoter Bob Anderson.

Rodeo Grounds

The earliest known usage of the subject property came during the interim between the gunpowder operation of the 1910s and the munitions plant of the 1930s. In 1923, Roy Baker, brother of shoe magnate C.H. Baker, purchased the subject property for the purpose of breeding and selling thoroughbred show and pleasure horses. He imported saddle brood mares from Kentucky and studded them with a pedigreed, chestnut-colored saddlebred stallion named Peavine McDonald (b. 1910), which sired five pedigreed mares and four pedigreed colts between 1920 and 1936. Baker advertised that he had 2,500 acres of grazing land and also offered training and boarding services for outside horses.^[21]

Baker's operation would prove the perfect fit for Robert Launer "Bob" Anderson, who brought the first annual rodeo to Newhall in 1921.

Anderson was born in 1889 in South Dakota and spent his youth cowboying in Montana and Mexico. He joined the rodeo circuit and won the bronco riding event at Salt Lake City in 1913. By 1916, he was living in Newhall and working as a professional horseman for champion bulldogger Dell Blanchett of Pendleton, Oregon.^[22] The Blanchetts (Dell and wife Bertha) staged exhibitions all over the U.S., Canada, and Mexico. Hoot Gibson was no stranger.^[23]

Anderson married Newhall resident Frances Nettie Araujo, daughter of local muleteer Pablo Araujo and Alida Olme, in 1916.^[24] Dell Blanchett died in action in France in March 1918,^[25] which might be when, and why, Anderson struck out on his own. Anderson was a known quantity in town by the time Newhall's first weekly newspaper came along in 1919. In that year and in 1920, The Newhall Signal reported on his comings and goings whenever he drove a team of horses to and from a big rodeo at Exposition Park in Los Angeles.



Bob Anderson, Fresno, 1918. Meriam Library, California State University, Chico.

In 1920, leaders of the Newhall Improvement Association – forerunner of the Newhall (later Santa Clarita Valley) Chamber of Commerce – decided to “see about staging a rodeo.”^[26] The organizer would be Bob Anderson. For the first three annual rodeos (1921-1923), the designated rodeo grounds were vacant lots north of town near Walnut and 11th Streets, owned by Newhall's justice of the peace, John F. Powell.^[27]

In 1921, Anderson built a bunkhouse and garage near the rodeo grounds along 10th Street (now Lyons Avenue), and by 1924 he was living next door to his in-laws at 1020 Walnut (east side of Walnut north of Lyons). The property would remain under Anderson family ownership for more than two decades.^[28]

Newhall's 1924 rodeo was expected to be held at the same location as the first three rodeos, but a last-minute switch moved it to the future Circle J Ranch property, nearer to Saugus.^[29] It was a hit. It reportedly attracted a crowd of 10,000 – many

multiples more than the local population – including the artist James Montgomery Flagg and actors Harry Carey, William S. Hart, and Buck Jones.^[30]

The reason for the move is unclear, but by the end of 1924, plans were well underway for the reuse of the 9-acre rodeo grounds. In January 1925, a contract was awarded for construction of a new school: the fourth consecutive Newhall Elementary School,^[31] which, after a 1939 rebuild, occupies the property today.

Anderson had construction plans of his own. January 1925 saw him open the Spanish Kitchen restaurant with his father-in-law at today's Lyons and Spruce Streets,^[32] and he built a Western movie town on Walnut Street north of Lyons. It was an immediate success.^[33] In early March, he organized a series of horse and auto races at the then-new Ascot Speedway in Los Angeles, with some of the stock coming from Baker's ranch.

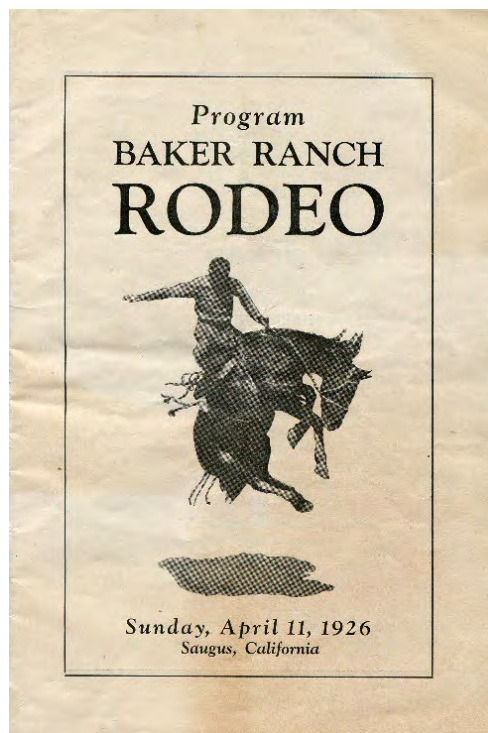
It was a fruitful pairing. It's simple to deduce that Baker wanted an audience of buyers for his thoroughbreds, and Anderson wanted a real rodeo arena. Anderson took over as superintendent of Baker's "Black Horse Ranch," as the subject property was known, in that same month of March 1925.^[33]

No public rodeo was held locally in 1925. They'd save that for 1926. There may have been a private rodeo at Baker's ranch in 1925,^[34] and a movie company used Newhall as a location for a private "motion picture rodeo" in May.^[35]

On April 11, 1926, Baker and Anderson held the first public rodeo on the subject property. In December 1926, the pair started construction of a new stadium with partially covered grandstand seating and a quarter-mile oval track. Assessor records give a 1925/1927 construction date for a 62,462-square-foot facility with 11 units (which might include the ranch home; further investigation is needed). When the arena opened May 1, 1927, it seated 18,000 fans, and thousands more had to be turned away for lack of room.^[36]

Anderson and Baker would remain partners in equestrian events for many years after Baker was forced to sell his Saugus property.

That happened in 1930. Baker was hit hard financially by the Great Depression. He sold his Saugus ranch, including the stadium, to motion picture star Hoot Gibson, who was already familiar with the property as a performer. Gibson continued to hold



rodeos on the subject property, initially using the Baker Ranch name, and he filled the stands with rodeo fans and celebrity friends alike. He also used the stadium as a movie set or leased it to other companies for film making. Also in 1930, the subject property served as a wedding venue when actress Sally Eilers became Gibson's third wife. The on-again, off-again relationship came to an end in 1933.^[37]

It was a rough year for Gibson, who was also feeling the effects of the lingering Depression. In September 1933, he appeared in a Los Angeles courtroom and pleaded poverty, saying he had no assets with which to repay a \$2,500 loan. He testified that he owned a one-third interest in Hoot Gibson Inc., which owned the Saugus rodeo, and that it was in arrears.

In 1934, Gibson sold the stadium to Paul Hill, owner of the Western Livestock Stockyards, who initially continued to capitalize on Gibson's name but later renamed it Hill's Ranch Rodeo. Programs listed Hill as the arena director and Leonard Ward as the assistant director. Ward lived in the main adobe-style house on the subject property, then known as the Hoot Gibson



Actor and Newhall resident William S. Hart always had a seat in the covered grandstands.

House and later as the Bonelli House. A rodeo star of national renown, Ward became the first cowboy to achieve a Triple Crown by winning three gold buckles in the same year (1934), in saddle bronc riding, bareback riding, and the all-around world championship.^[38]

Great Flood of 1938

It wasn't the economy but rather Mother Nature that dealt Hill a rotten hand. The Great Flood of 1938 pummeled Los Angeles, Orange, Riverside, Ventura, and San Bernardino counties, killing 113 to 115 people, destroying 5,600 homes and businesses, and causing an estimated \$78 million in damage.^[39] The 100-year flood reshaped riverbanks and destroyed train tracks in the Soledad corridor.^[40] The rodeo arena and the main house on the subject property were filled with mud and debris.^[41]

The Los Angeles Times reported that the "old buildings [on the subject property] collapsed during the March floods," but the arena was rebuilt in time for the annual rodeo that was scheduled for April 23 and 24, 1938.^[42] Nonetheless, according to chronologies published by later Saugus Speedway promoters, "the cleanup effort was just too much for Hill, and so the bank took the property back."^[43]

“Big Bill” Bonelli

In 1939, ownership passed to William G. Bonelli, a controversial political figure who served on the California State Board of Equalization at the time. No sooner had he purchased the subject property than he was indicted on charges of soliciting bribes in connection with the granting of liquor licenses, which fell under State Board jurisdiction. During trial in 1939, one of the questions for the jury was how he came up with \$100,000 to purchase the subject property and ranch land in Arizona.^[44] He was acquitted, but it wasn't the last time he would garner unwanted attention from legal authorities. It sparked a long-running feud between Bonelli and The Los Angeles Times, which dubbed him “Big Bill” and continued to accuse him of kickbacks and bribery. He was repeatedly reelected until he fled to Mexico in 1956.^[45] Occasional rumors of sightings of the fugitive in Santa Clarita Valley persisted until his death in 1970.

Born in 1895 in Arizona, Bonelli came to Los Angeles in 1912 and graduated from the University of Southern California in 1916. He received a master's degree from Occidental College in 1923, a law degree from Southwestern University in 1924, and was admitted to the California Bar in 1925. While teaching political science at Occidental, he was elected president of the Los Angeles City Council in 1927. From 1934-1938, he served in the state Assembly.

In 1954, while still serving on the State Board, Bonelli shot back at the Times owners with a book that accused them of manipulating elections, busting unions, violating civil rights, obstructing justice, and more, “in attempt to make bigger profits for themselves.”

“I have known the Chandlers all my life,” Bonelli writes. “The Bonellis were Westerners long before the arrival of Harrison Gray Otis. The Bonellis have seen the dynasty begun by Otis gain power, financial and political, and use that power for the purpose of empire.”^[46] Bonelli notes that the Chandler family “empire” stretched from the Los Angeles Aqueduct to the 270,000-acre Tejon Ranch and included interests in railroads, banking, manufacturing, and other media, whether through outright ownership or board directorship.

Bonelli created a little empire of his own in the Santa Clarita Valley in the 1940s. In 1947, he developed the area's first postwar housing tract in Seco Canyon, which he called “Rancho Santa Clarita” but everyone else called “the Bonelli tract.” In 1949, he formed the Bouquet Canyon Water Company as a public utility to serve it, with headquarters on a parcel next door to the subject property on the west. In 1956, the Bonelli family formed the Solemint Water Company to serve Mint, Sand, and Placerita canyons. Both utilities were ultimately folded into the current Santa Clarita Valley Water Agency.^[47]



The subject property was the venue when midget auto racing returned to the West Coast at the end of World War II.

Bonelli Stadium

Renamed “Bonelli Stadium” for its namesake owner, the subject property continued to host annual rodeos, but 1939 would introduce auto racing to the arena.

“Its flat dirt oval was tested by the top drivers of the late ‘30s and early ‘40s,” according to Anne and Lyn Pherigo, as published in the 2001 book, “Saugus Speedway Scrapbook: Later Years, 1979-1995” by Harold Osmer and Lyn Pherigo.^[48] Osmer was (and is) the official Saugus Speedway archivist; Pherigo started at Saugus in 1973 and served as publicity and program director from 1978-1990.

“In 1940 and ‘41, Bonelli Stadium was a regular stop on the Red Circuit of the United Racing Association midgets where Johnny Parsons won the championship both years. The track then went silent for World War II on June 30, 1942,” the Pherigos write.

The stadium reopened to an estimated crowd of 18,000^[49] on September 9, 1945, when the subject property hosted the West Coast’s first postwar motorsports event. Billy Vukovich captured the checkered flag in his midget racer. (Midget is a class of small-size, high-power racecar.) Vukovich would go on to win the Indianapolis 500 in 1953 and 1954 before dying in a crash in 1955.

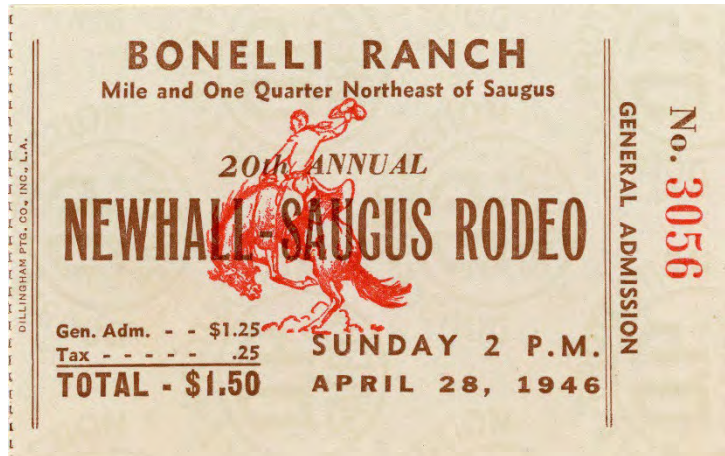
“The dirt track was pretty badly torn up by the plunging midgets,” The Signal reported after the opening event of 1945, “especially at the turns. This added to the thrills and excitement of the contest but slowed down the speed of the contestants. The promoters announced that 500 tons of adobe earth would be used to give a hard and durable surface to the track by the time the events this Sunday.”^[50]

The first postwar rodeo took place in April 1946 under the direction of Placerita Canyon rancher Andy Jauregui. “The hard, dobe [sic] racing track of the midget auto racers is being reconditioned into a soft velvet smooth layer suitable for crash landings by man or beast,” The Signal reported.^[51]

Jauregui (1903-1990) was a prominent stockman for the film and rodeo industries. He provided the livestock for the rodeos held during Bonelli’s ownership. No stranger to the arena, Jauregui was a world champion in steer roping and team roping who had competed at Saugus in the 1930s.^[52] The popular trick roper Montie Montana, who later lived in Agua Dulce, made regular appearances.

The racing promoters experimented with paving later in 1946 but removed the coating just as quickly, at least in time for the resumption of the annual rodeo in April 1947, considering The Signal reported that “a hard but short rain made the arena pretty sloppy.”^[53] Standouts were movie actor-stuntman Fox O’Callahan and Simon Dolores “Cy” Cook, a Newhall cowboy of Native Tataviam ancestry, who paired up to win the ribbon in team roping.^[54] Riding for the Newhall posse was William A. “Red” Lamoreaux, better known to movie audiences of the 1920s and ‘30s as the child actor Buzz Barton. Lamoreaux graduated from the eighth grade at Newhall School in 1929, by which time he was already a motion-picture headliner.^[55]

Twenty years and hundreds of thousands of ticket sales took a toll on the original covered wooden rodeo grandstands. In 1951, “used” grandstands were brought in from Gilmore Stadium in Los Angeles to replace the backstretch stands at Saugus.^[56] The Gilmore racetrack shut permanently in 1952 to make way for CBS Television City.





The Super Track. This photo and the photos that follow are from "Saugus Speedway Scrapbook: Later Years, 1979-1995" by Harold Osmer and Lyn Pherigo (2001). Full book courtesy of Osmer: https://scvhistory.com/scvhistory/osmer_saugusspeedwayscrapbook.htm

Stockers

Asphalt returned for good at Saugus in 1956 under the direction of Joshua C. "J.C." Agajanian. Scion of a local ranching, waste hauling, and later banking family, Agajanian would achieve eminence on the "business" end of the racing world as a promoter, car owner, and sponsor of several famous drivers including Parnelli Jones. After Saugus, Agajanian took out the lease to Ascot Park in Gardena and was part-owner of the Ontario Motor Speedway. His cars set four track records at the Indianapolis 500 and won twice.^[57]

Another prominent racing promoter, Tony Coldeway, succeeded Agajanian at Saugus in 1959. Coldeway would revolutionize the venue. He formed the Pacific Racing Association and introduced Saturday-night stock car racing, which would dominate the so-called "Super Track" for the next four decades. The year also brought a name change as "Bonelli Stadium" became "Saugus Speedway."

The stadium opened for the 1959 season on Memorial Day weekend. The racing program included a trophy dash, a 15-lap semi-final, a 30-lap feature race, and a special stocker event. The latter was open to all 1941-1952 model cars. “Saturday night’s program at Saugus Stadium brings in hot rod auto racing,” The Signal reported. “The famed television-type cars will be under open competition rules to all hot rods, jalopies and modified. Hopped up engines and all types of speed equipment are permitted.”^[58]



According to the Pherigos, “Every Saturday night from April through October, the short-track stock car racing fans of Southern California converge on the fastest, flattest third-mile oval in the country. ... Three divisions per night provide racing buffs with nearly four hours of stock car racing thrills featuring Modified, Sportsman, or Street Stock

charging down the straights and powering into the flat and challenging turns.”^[59]

In a retrospective, Sinclair Buckstaff, a 1960s driver, writes: “Saugus Speedway might very well be the most difficult track at which to race in the United States. Physically, it has long, narrow straights, very short radius, narrow turns and is completely flat, making it a one-groove track. It is the only asphalt track for stock cars in the Los Angeles area of 10 million auto-oriented people, so anyone who wants to race a stock car on pavement comes to Saugus.”^[60]

Saturday night racing yielded the track to Sunday morning swap meets beginning in May 1963. The events, open to anyone who wanted to rent a booth and sell merchandise, got off to a rocky start as the initial contract operators dissolved their partnership within a year.^[61] The swap meets would come and go over the decades, eventually expanding into a twice-weekly occurrence that continues today.



Rejuvenation

Marshall Wilkings took over as general manager in 1973 and launched the “Saugus 330” in 1975. It was a grueling, 330-lap (110-mile) race that closed out each season. The inaugural winner was a local favorite, Oren Prosser of Granada Hills.

Wilkings also launched a rejuvenation program for the facilities. The Pherigos describe the highlights: “The grandstands were completely refurbished in 1979. The pits and track infield were repaved during that off season, leaving only the parking lot unpaved. A new lighting system became operational in 1980, and in ’81 an additional light tower, 80 feet high, was erected behind the main grandstand. Soon afterwards, the old roof supports were completely removed, giving the speedway a contemporary ‘80s look.” Black stripes on the crash wall were painted red in 1983.^[62]

“The years under Wilkings’ leadership have seen larger crowds, more cars in the pits, and larger guaranteed purses,” the Pherigos write. “The posted payoffs have climbed to over \$10,000 per race night, making it one of the highest in the nation for a weekly short track show.”^[63]

Winners received not only cash prizes but also trophies that were presented by a different “trophy girl” each week. At times, the Saugus beauty contest was a qualifier for bigger competitions. Such was the case for 17-year-old Amedee Chabot, who was crowned Miss California in July 1962 after being selected at Saugus in May. In 1963, she won the Miss USA title, toured with Bob Hope, and enjoyed a successful but short-lived film career. She became a Realtor in Merced.^[64]

Support personnel at Saugus were pseudo-celebrities in the own right. Track announcer Virgil Kilpatrick, sales manager at KAAP Radio in Ventura, was known to race fans as “The Voice.” Official track photographers were regular fixtures, among them John “Spider” Hruska, who came over from the Indian Dunes motocross park around the time it closed in 1985, and Gary Thornhill of The Signal newspaper.



Marshall Wilkings retired after the 1984 season and lost a 14-year battle against cancer in June 1985.^[65] He had turned over his promotional and managerial duties to his son, Ray, under whose direction “a fresh chapter was written as Saugus Speedway became a NASCAR-sanctioned racing facility in 1986.”^[66] Ray Wilkings was named Far West Promoter of the Year in 1988 and won the national ARPY (Auto Racing Promoter of the Year) award in 1990.

Epitaph

Ray Wilkings upgraded the lighting and pavement in 1993, but it was for naught.

The Northridge earthquake of January 17, 1994, shut down the Santa Clarita Valley, but Metrolink service was restored almost immediately. Ridership reached unprecedented levels as freeway bridges remained in ruins. Next door, the Saugus Speedway provided 500 free parking spaces for Metrolink commuters, and commercial helicopters landed on the Super Track (and the Magic Mountain parking lot) to ferry passengers to the Van Nuys Airport.^[67]

Racing resumed March 26, 1994, with Hart High graduate John Schultz taking the trophy in the 25-lap main event before a crowd of 3,600.^[68] Typical attendance over the previous decade was in the 4,000-6,000 range.

Just over a year later, on July 19, 1995, Ray Wilkings’ announcement sent shock waves throughout the regional racing community and beyond. “Due to structural engineering damage,” he told The Signal, “the grandstands are not up to 1994 standards. The remainder of the season has been canceled.”^[69]

Queried by The Signal, the City of Santa Clarita’s building official said his staff routinely conducted an annual inspection of the property and said no major problems stood out this time. “Every year we go in and tell them to make changes ... and they do

it,” the building official said, speculating that the Bonellis’ structural engineer must have found something serious.

Following the last inspection, the owners hired an engineering firm to inspect the grandstands. “Instead of repairing the damage, the Bonellis decided to cancel racing and grandstand use at the speedway,” The Signal reported.^[70] Auto racing would never return.

“It’s an identity being removed,” said the president of the SCV Chamber of Commerce. “It’s like a funeral,” said street stock driver Julianne Seeley. “This hit us in the back of the head like someone swinging a baseball bat,” said driver Kirk Miller.

City officials predicted the closure would hurt Santa Clarita’s economy and tourism efforts. “It’s going to be a huge disappointment for a lot of people,” said Mayor Jo Anne Darcy, adding, “There are untold dollars lost.” The City’s economic development manager said a nationally televised NASCAR SuperTruck racing event held at Saugus in April 1995 added \$324,000 to the local economy, with an additional \$712,000 raised through indirect expenditures.^[71]

Swap meets and other special events that didn’t require grandstands, such as Kart racing, continued. In the years that followed, the subject property hosted occasional concerts and charity events. The grandstands stood as silent reminders of a bygone era for nearly two decades before they were finally removed in 2012.

Thank you for the opportunity to submit comments. Please do not hesitate to contact us by email at admin@scvhs.org if we may be of assistance.

Sincerely,



Leon Worden
Vice President
Santa Clarita Valley Historical Society



Footnotes

1. "Zone Change 19-001: Jobs Creation Overlay Zone," <https://scvhistory.com/scvhistory/cc20190709jcoz.htm>
2. "Studio, home builder making plans to demolish Saugus Speedway," <https://signalscv.com/2023/02/studio-home-builder-making-plans-to-demolish-saugus-speedway/>
3. "Baker Ranch Rodeo Program, 4-11-1926," <https://scvhistory.com/scvhistory/lw2311a.htm>. It was the Newhall-Saugus area's fifth annual rodeo (after skipping 1925) but the first to be held on the subject property. See pp. 9-11 of the text.
4. See, for example, Miami (Fla.) Daily News, May 11, 1930, pg. 36.
5. See, for example, New York Daily News, May 5, 1932, pg. 217.
6. Osmer, Harold, and Lyn Pherigo, "Saugus Speedway Scrapbook: Later Years, 1979-1995." Chatsworth, CA: Harold Osmer Publishing, 2001.
7. "Nat'l Champion Midget Races, 12-30-1956," <https://scvhistory.com/gif/galleries/bonelli123056/>
8. "The Speedways and a Changing Landscape" by Tim Whyte, The Signal, March 31, 2019, <https://signalscv.com/2019/03/tim-whyte-the-speedways-and-a-changing-landscape/>
9. "River Village: The Artifacts," <https://scvhistory.com/scvhistory/riverpark072813.htm>
10. "Actor Leo Carillo at Hoot Gibson's Home," <https://scvhistory.com/scvhistory/lw3271.htm>
11. "Bonelli House," <https://scvhistory.com/scvhistory/hm7502.htm>
12. "Owners Demolish Historic Bonelli Ranch House," <https://scvhistory.com/scvhistory/gt8803.htm>
13. Ziesing, Grace H. (Ed.), "From Rancho to Reservoir: History and Archaeology of the Los Vaqueros Watershed, California." Chapter 2: "Disputed Range: Ranching a Mexican Land Grant Under U.S. Rule, 1844-1880." Contra Costa Water District, 1997.
14. The phenomenon has not abated. In a study funded by the National Endowment for the Humanities, a 2020 survey of 1,816 respondents found that 90 percent believed one can learn history anywhere, not just in school, and 73 percent felt it easier to learn about the past when it is presented as entertainment. Among the top two responses, "Documentary Film/TV" narrowly edged "Fictional Film/TV," with 69 percent and 66 percent of respondents, respectively, saying they recently utilized them for historical information. "TV News" held the third position. See "A Snapshot of the Public's Views on History" by Pete Burkholder and Dana Schaffer in *Perspectives on History*, American Historical Association, September 2021.
15. See "Fans of Saugus Speedway" Facebook group, <https://www.facebook.com/groups/54685399715>
16. Bureau of Land Management General Land Office Records, Accession No. CACAAA 075352.
17. "Santa Clarita Metrolink Station Grand Opening Dedication," <https://scvhistory.com/scvhistory/lw2805.htm>
18. "Ex-Fighter Jim Jefferies & L.A. Powder Co." https://scvhistory.com/scvhistory/tlp_lat052015.htm. Also see map: <https://scvhistory.com/scvhistory/sw5801.htm>
19. "Halafax Explosives Co., Est. April 1935," https://scvhistory.com/scvhistory/tlp_lat010236.htm
20. "Bermite Powder Company Expansion," https://scvhistory.com/scvhistory/sw_vannuysnews081343.htm
21. An announcement of the 1926 Saugus rodeo in the Bakersfield Morning Echo of March 21, 1926, refers to "the Baker ranch of 8,800 acres," but this is probably an exaggeration.
22. World War I draft registration card, Robert L. Anderson, June 2, 1917.
23. Bales, Michael, and Ann Terry Hill, "Pendleton Round-Up at 100." Norman, OK: University of Oklahoma Press, Update Issue 2010, pg. 97.
24. Certificate of Marriage, February 21, 1916. Dell Blanchett witnessed the wedding in San Fernando.
25. Bales and Hill, *ibid.*, pp. 32 and 102.
26. The Newhall Signal, October 8, 1920.
27. The Signal, January 22, 1925. Powell (1839-1926) retired from the bench in 1922.

28. Research by genealogist Tricia Lemon Putnam. The Signal of December 11, 1947, in an announcement of Pablo Araujo's death, gives an address of 1024 Walnut Street for the Anderson home, but this is likely an error. Araujo lived in the Anderson home at the time of his death; his death certificate gives an address of 1020 Walnut. It should be noted that Anderson owned additional properties. In 1928, he purchased 921 Chestnut Street (now 24427 Chestnut) from William J. Biscailuz (The Signal, April 5, 1928) and evidently lived there while his in-laws moved into his Walnut Street home. In 1933, Anderson was living in Kern County. He returned to Walnut Street in December 1935. In the 1940s, the Andersons were living in San Ysidro and then in Willits in Mendocino County. Bob Anderson died in Riverside County in 1962 and is interred at Rose Hills Memorial Park in Whittier. His wife, Frances (1896-1978), is interred at Eternal Valley Memorial Park in Newhall.
29. The Signal, 1924 editions (see fn. 31) and May 3, 1951. The 1924 had been lost until an incomplete photocopy resurfaced in 2019. In 1951, Signal owner-editor Fred Trueblood published a correction to the location of the 1924 rodeo. The dates and locations of the early rodeos had been misremembered for years.
30. The Signal, 1924 editions: <https://scvhistory.com/scvhistory/sg1924.htm>
31. The Signal, January 22, 1925. The new schoolhouse opened at the northwest corner of Walnut and 11th Streets in time for the beginning of the 1925-1926 school year with four classrooms and a 450-seat auditorium with a "moving picture booth" (The Signal, January 22, 1925, and June 25, 1925). The schoolhouse was enlarged to its ultimate size in 1929 with six additional classrooms and indoor toilets (The Signal, April 18, 1929, and September 12, 1929). A kitchen and cafeteria soon followed. Ten years later, on Valentine's Day 1939, the school and auditorium burned down. They were rebuilt on the same (present) site.
32. The Signal, January 22, 1925.
33. The Signal, March 19, 1925. Gives the name "Black Horse Ranch."
34. The reader should note that in 1934, Baker and Anderson staged the Baker Ranch Rodeo at the Rose Bowl in Pasadena. In the program book, they offer this confusing retrospective: "Roy A. Baker originated the famous Baker Ranch Rodeo back in 1925. He started it as a little private blow-out for his friends, and it turned into the largest one-day rodeo in the United States. ... When the private show he planned in 1925 expanded into a rodeo on a large scale, he secured as manager and arena director Bob Anderson, his associate in the present revival of the Baker Ranch Rodeo." Rodeos in the Newhall-Saugus area in the 1920s were a big deal and were widely reported. Lack of evidence isn't evidence, but if there had been a public rodeo in the area in 1925, The Signal and other California newspapers would have reported on it. They didn't. Perhaps the intention was to say Baker held a small, private rodeo on his property in 1925, and it grew into a large event the following year.
35. The Signal, May 21, 1925.
36. The Signal, May 5, 1927.
37. "Hoot Gibson, Sally Eilers Marry," <https://scvhistory.com/scvhistory/lw3008.htm>
38. "Leonard Ward and Paul Hill," <https://scvhistory.com/scvhistory/lw3213.htm>
39. "Great Flood of 1938: Skies Open with Deadly Force" by Alan Pollack, <https://scvhistory.com/scvhistory/pollack0719greatflood.htm>
40. Southern Pacific Bulletin, October 1938.
41. "Hill's Ranch Rodeo (Saugus Speedway): Great Flood of March 2, 1938," <https://scvhistory.com/scvhistory/jn3801.htm>
42. "Horse Plunges Through Grandstands; Steer Smashes Newhall Cowboy," op.cit., April 24, 1938.
43. "Saugus Speedway Racing Program, April 5, 1980," <https://scvhistory.com/scvhistory/speedway19800405.htm>
44. "Bill Bonelli Indicted on Bribery Charges by Grand Jury," <https://scvhistory.com/scvhistory/lat19391110bonelli.htm>
45. "Bill Bonelli Not Cleared: Charges Reinstated After Death," <https://scvhistory.com/scvhistory/bonelli19710209.htm>

46. Bonelli, William G., "Billion Dollar Blackjack." Beverly Hills: Civic Research Press, 1954, pg. 5.
 47. "History & Overview of Santa Clarita Water Co./Division," Castaic Lake Water Agency, https://scvhistory.com/scvhistory/clwa_scwd_2012.htm
 48. Op.cit, pg. 10.
 49. "[V]ukovich Cops Midget Race Before 18,000," Los Angeles Times, September 10, 1945.
 50. Op.cit, September 13, 1945.
 51. Op.cit, April 26, 1946.
 52. "Andy Jauregui's Ribbon," <https://scvhistory.com/scvhistory/lw3668.htm>
 53. Op.cit, May 1, 1947.
 54. Cy Cook's Tataviam ancestry: <http://www.scvhistory.com/scvhistory/tataviam.htm#cookegarcia>
 55. "Buzz Barton: The Littlest Saddle King" by Buck Rainey, https://scvhistory.com/scvhistory/rainey_buzzbarton1983.htm
 56. Osmer and Pherigo, *ibid.*, pg. 10.
 57. "Bonelli Stadium Racing Program: J.C. Agajanian Presents 100-Lap National Championship Midget Race," <https://scvhistory.com/scvhistory/speedway19560129.htm>
 58. Op.cit, May 28, 1959.
 59. Osmer and Pherigo, *ibid.*, pg. 9.
 60. "The Perfect Race," Stock Car Racing magazine, quoted in Osmer and Pherigo, *ibid.*
 61. The Signal, Legal Notice placed by Gordon P. Berg, January 30, 1964, pg. 7.
 62. Osmer and Pherigo, *ibid.*, pg. 16.
 63. *Ibid.* at pg. 11.
 64. "Amedee Chabot: Saugus Speedway Trophy Girl Crowned Miss California," <https://scvhistory.com/scvhistory/lw3523.htm>
 65. "Promoter Wilkings Dies at 63," The Signal, June 16, 1985.
 66. Osmer and Pherigo, *ibid.*, pg. 13.
 67. The Signal, January 29, 1994. Photo story by Gary Thornhill.
 68. The Signal, March 27, 1994, pg. 27.
 69. Op.cit, July 20, 1995.
 70. *Ibid.*
 71. The Signal, July 21, 1995.
- All websites accessed in February 2023.*

The following photographs are intended to provide a fuller description of some of the existing features described in the narrative above. Not all existing features on the subject property as of February 2023 are included.





“Block House”
2023



Barn
2023





Barrier Wall
2023



DUDEK

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January 31, 2023

Santa Clarita Valley Historical Society
24101 Newhall Ave
Newhall, CA 91322

Subject: Riverview Development Project in Santa Clarita Valley

To Whom it May Concern:

Dudek is conducting a cultural resources study for the Riverview Development Project at 22500 Soledad Canyon Road in Santa Clarita Valley, California. This project proposes physical demolition of existing structures on the site including the speedway for the construction of a mixed-use development with 318 single-family units and 69,692 square feet (sf) of commercial space on the 35.4-acre site (Accessor's Parcel Number [APN] 2836-011-018). Additionally, dedicated commercial development would include 67,692 sf of studio buildings and 2,000 sf of office space. A total of 819 residential and 412 commercial parking spaces would be provided. Please see Figures 1 and 2.

As part of our study, Dudek is conducting outreach to regional historical organizations to inform them about the project and to determine if there are historic or cultural resources that may be affected by the proposed project. Your efforts in this process will provide invaluable information for the proper identification and treatment of these resources.

Should you have any questions or comments regarding cultural resources in the proposed project area, please direct your response to

Dudek
Attn: Monte Kim
Phone: (760) 814-4664
Email: mkim@dudek.com

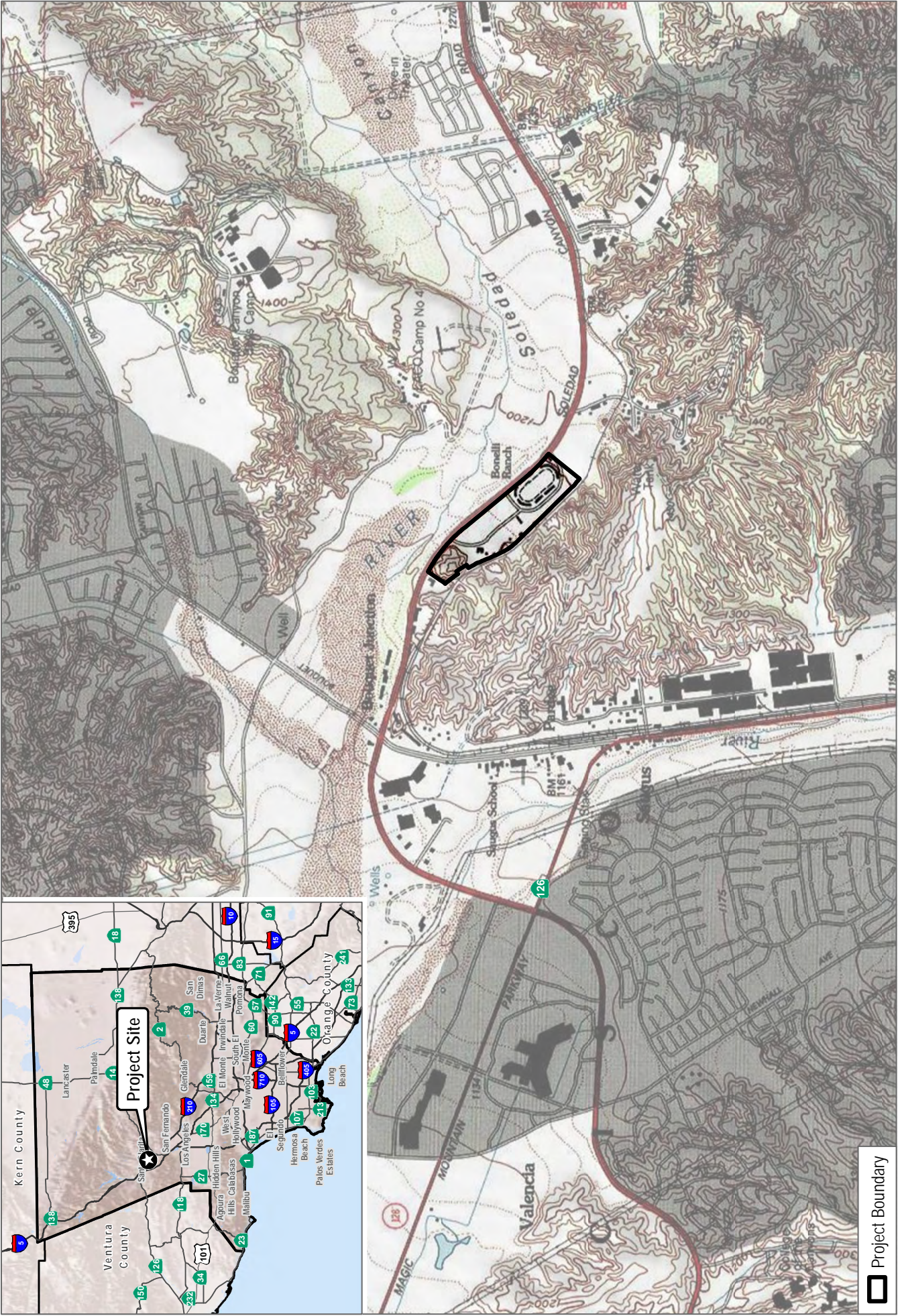
All comments, emails, or letters received will be included in the reports generated by this study. Thank you very much for your time regarding our request.

Sincerely,



Monte Kim, Ph.D.
Senior Architectural Historian

*Enclosures: Figure 1. Project Location Map
Figure 2. Project Site Map*



SOURCE: USGS 7.5-Minute Series Newhall Quadrangle



FIGURE 1

Project Location

Riverview Development Project



 Project Boundary

SOURCE: Open Street Maps; Bing Maps



DUDEK

FIGURE 2

Project Site

Riverview Development Project

Appendix D

Preparers' Qualifications

Monte Kim, Ph.D.

SENIOR ARCHITECTURAL HISTORIAN

Monte Kim (*he/him*) is a senior architectural historian and historic built environment resource specialist with over 20 years of professional experience in all phases of regulatory compliance under Section 106 and Section 110 of the National Historic Preservation Act (NHPA), Section 4(f) of the Department of Transportation Act, National Environmental Policy Act (NEPA), and California Environmental Quality Act (CEQA). He has experience in the inventory and evaluation of resources within the historic built environment, as well as the assessment of effects on historic properties and historical resources and has authored or co-authored nominations for the National Register of Historic Places (NRHP) and has overseen the documentation of historic properties in accordance with the standards required for the Historic American Building Survey (HABS), the Historic American Engineering Record (HAER), and the Historic American Landscape Survey (HALS). He has also developed and implemented resource-specific mitigation measures, treatment plans, protection plans, and interpretive plans for large, transportation-related projects, including the California High-Speed Rail Project. Additionally, he has experience consulting with State Historic Preservation Officers and developing programmatic agreements and memorandum of agreement documents for government agencies. Mr. Kim meets the Secretary of the Interior’s Professional Qualification Standards for history and architectural history.



Education

University of California, Santa Barbara Ph.D., History, 2005

California State University, Sacramento MA, Public History, 1999

University of California, Santa Cruz BA, History, 1996

Professional Affiliations

California Preservation Foundation

Vernacular Architecture Forum

Transportation Research Board

Dudek Project Experience

The Riverview Development Project, Santa Clarita, Los Angeles County, California. Dudek architectural historians conducted the fieldwork and authored a Built Environment Inventory and Evaluation Report (BEIER) for the Riverview Development Project. The project proposed to construct a mixed-use development consisting of 318 single-family units and 69,692 square feet of commercial space on a 35.4-acre site that was used for a rodeo and auto race track. The BEIER found that none of the extant buildings and structures within the study area were eligible for the NRHP, the California Register of Historical Resources (CRHR), or local designation in the city of Santa Clarita. The property was also evaluated in accordance with 14 Cal. Code of Regulations (CCR) § 15064.5(a)(2-3) using the criteria outlined in Public Resource Code (PRC) § 5024.1 and determined that none of the resources in the study area were historical resources for the purposes of CEQA. Mr. Kim provided quality assurance/quality control for this project. (2023).

Vista Old Taylor Project, TTL Management Inc., Vista, California. Dudek was retained by TTL Management Inc. to prepare a Built Environment Inventory and Evaluation Report for a proposed residential development project. This work involved the recordation and evaluation of two single-family residential properties constructed in the 1940s and 1950s. Mr. Kim provided quality assurance/quality control for this report (2023).

Carson Gateway Specific Plan Built Environment Inventory and Evaluation Report, Carson, California. Dudek was retained to prepare a Built Environment Inventory and Evaluation Report for five buildings constructed in the 1960s

as automobile service stations and sales lots in Carson, California for a proposed redevelopment. Mr. Kim provided quality assurance/quality control for this report (2023).

14940 Proctor Avenue Built Environment Inventory and Evaluation Report, City of Industry, California. Dudek was retained to prepare a Built Environment Inventory and Evaluation Report for a food processing and industrial manufacturing building constructed in 1962 in the City of Industry for a proposed redevelopment. Mr. Kim provided quality assurance/quality control for this report (2023).

Previous Project Experience

California High-Speed Rail Project Environmental Impact Report/Environmental Impact Statement (EIR/EIS). Mr. Kim served as a lead planner for the California High-Speed Rail Authority and was responsible for reviewing the cultural resources, parks and recreation, and Section 4(f) chapters for the EIR/EIS prepared for six of the eight regional sections of the California High-Speed Rail Project. Additionally, he reviewed the supporting cultural resources technical reports (inventory, evaluation, and finding of effect reports), built environment treatment plans, as well as contributed to the drafting of four memorandum of agreement documents between the California High-Speed Rail Authority, California State Historic Preservation Officer, and the Surface Transportation Board, provided technical guidance to the Authority's regional consultants, and engaged with the State Historic Preservation Officer to obtain concurrences under Section 106 and Section 4(f). (2015-2022)

Historic District Plan for the Old Sacramento Historic District, Sacramento, California. Mr. Kim authored a management plan for the historic district that included information on the predominant architectural styles that characterize the district during the period between 1849 and 1870, as well as a summary of the city's existing design standards applicable to the district and an outline for unifying the design review process (2015).

Elk Grove Citywide Historic Resources Survey and Evaluation Report, Elk Grove, California. Mr. Kim served as the lead architectural historian responsible for overseeing the inventory, historical research, and evaluations for this city-wide update of historic resources. Additionally, Mr. Kim authored an inventory and evaluation technical report for the survey and presented the findings to the Elk Grove Historic Preservation Committee (2015).

Better Market Street Project Historic Resources Evaluation Report, San Francisco, California. Mr. Kim coordinated with the San Francisco Planning Department as an architectural historian and co-author of a technical report that evaluated a two-mile segment of Market Street for potential listing in the National Register of Historic Places as a designated urban landscape associated with the work of noted landscape architect Lawrence Halprin and Modernist architects Mario Ciampi and John Carl Warnecke (2014).

Feather River CEQA/NEPA Compliance, Sutter Butte Flood Control Agency, Butte and Sutter Counties, California. The purpose of this project was to assist the Sutter Butte Flood Control Agency (SBFCA) through the Section 106 compliance and permitting process with ACOE to help facilitate construction improvements along a 40-mile segment of the Feather River Levee in Sutter and Butte Counties. As a project architectural historian, Mr. Kim assisted in the recordation, evaluation, and documentation of historic built environment resources located in the project APE in consultation with ACOE and SHPO in compliance with the Programmatic Agreement (PA) for this specific project. The survey work resulted in the identification of 99 historic-era resources within the APE, which required evaluation under NRHP Criteria. Of the resources inventoried, 17 resources were found to be eligible for the NRHP. Two of these resources are linear water conveyance/flood control structures; the Feather River Levee and the Sutter-Butte Canal. (2012–2015).

Erin Jones, MA

ARCHITECTURAL HISTORIAN

Erin Jones (*AIR-in JO-nes; she/her*) is a cultural resource manager with 2 years' experience specializing in Washington, Oregon, and California. Ms. Jones is an expert researcher and is adept at context writing and the evaluation of historic properties. She has experience authoring California Environmental Quality Act (CEQA) compliance documents, National Historic Preservation Act (NHPA) Section 106 compliance reports, Historic Resource Evaluation Reports (HRERs), Cultural Resources Inventory and Evaluation Reports (CRIERs), Historical Resource Inventories (HRI), Cultural Resource Technical Reports (CRRs), Historical Resources Inventory and Evaluation Reports (HRIERs), and Historic American Building Survey (HABS)-level documentation. Ms. Jones meets the Secretary of the Interior's Professional Qualification Standards for architectural history.

Dudek Project Experience

Los Angeles County MAP Project, Department of Regional Planning, Los Angeles County, California. Dudek was retained by the County of Los Angeles Department of Regional Planning to prepare a historic context statement in support of the Metro Area Plan (MAP) project. The goal of the historic context statement component of the project is to inform, enhance, and streamline the larger MAP project as it pertains to historical resources. The communities within the MAP historic context statement include the following: East Los Angeles, East Rancho Dominguez, Florence-Firestone, Walnut Park, West Athens-Westmont, West Rancho Dominguez-Victoria, and Willowbrook. The historic context statement documents the development history of the communities from the rancho period to the present; identifies important themes, events, and patterns of development; and describes the different property types, styles, builders, and architects associated with these important periods and themes. The document will also provide registration requirements and recommendations for future study/action by the County of Los Angeles to facilitate and streamline the historic preservation program. Responsibilities include archival research and coauthoring the historic context statement. (2021–2023)

BEIER for Siemens Industrial Mixed-Use Expansion Project, City of Pomona, Los Angeles County, California. Served as the architectural historian, researcher, and coauthor of the BEIER for the Siemens Industrial Mixed-Use Expansion Project, which proposed the demolition of the existing combined office and manufacturing facility, originally constructed in 1973, and the construction of a new manufacturing facility and office. As the existing building proposed for demolition is over 45 years of age, Dudek prepared this report to record and evaluate the subject property for historical significance and integrity in consideration of the NRHP, the CRHR, and City of Pomona criteria. This report was prepared in conformance with CEQA Guidelines Section 15064.5 for historical resources and all applicable local guidelines and regulations. (2023)

BEIER for the Former Navy Property Restoration Project, Port of Hueneme Oxnard Harbor District, Port Hueneme, California. The Port of Hueneme Oxnard Harbor District (the Port) retained Dudek to complete a BEIER for the Former Navy Property Restoration Project. The purpose of the proposed project is to demolish existing buildings on



Education

California State University,
Sacramento
MA, Public History with
Distinguished Honors,
Spring 2021

University of Oregon
BA, History and Political
Science, Fall 2017

a 1.7-acre area that would then be graded and paved for use in ongoing Port operations. This report documents Dudek's efforts to identify and evaluate built environment properties older than 45 years (historic era) located within and adjacent to the proposed project site that may be subject to direct or indirect impacts from the proposed project. This report was prepared in conformance with CEQA Guidelines Section 15064.5 for historical resources and all applicable local guidelines and regulations to assess potential project-related impacts to built environment resources under CEQA. Worked as an architectural historian; reviewed previous documentation pertaining to the Port Hueneme Light Station; and assisted in the application of NRHP and CRHR designation criteria, an update for one previously recorded property located in the vicinity of the proposed project site, and an assessment of project-related impacts to historical resources in conformance with CEQA. (2022)

Phase I HRTR, Building 7045, Devereux Gymnasium, West Campus, UCSB, Santa Barbara, California. Acted as an architectural historian, researcher, and coauthor of the HRTR for Phase I: Building 7045, Devereux Gymnasium on the west campus of the University of California, Santa Barbara (UCSB). Dudek was retained by UCSB and federally funded by the National Endowment for the Humanities, making it subject to federal review under Section 106 of the 1966 NHPA (16 USC 470f) and the regulations found at 36 CFR Part 800, and pursuant to the National Programmatic Agreement (NPA) among the National Endowment for the Arts (NEA), National Conference of State Historic Preservation Officers, and the Advisory Council on Historic Preservation (ACHP). The project is also subject to review under CEQA and CPRC Sections 5024 and 5024.5 for state-owned resources. The HRTR included a CHRS records search of the proposed project area and a 1-mile radius; the identification of previously recorded historic properties in the vicinity of the project area; an intensive-level survey; archival and building development research; an evaluation of the building for the NRHP, CRHR, CHL, and Santa Barbara County local eligibility criteria and integrity requirements; and an assessment of effects to historic properties. (2021)

On-Call Historic Built Environment Services, DWR, Various Locations, California. Dudek was retained by the California Department of Water Resources (DWR) to prepare a historic context statement for historic-aged infrastructure related to the State Water Project, BEIERS, and Finding of Effect (FOE) reports for proposed DWR maintenance projects. Throughout these multiyear projects, Dudek provides technical assistance in creating individual and statewide historic context statements and significance evaluations for state-owned water infrastructure. Has provided technical expertise for historical built environment reports for the following structures (2020–Present):

- Oroville Dam and Spillway (2022)
- Cedar Springs Dam and Spillway (2022)
- San Luis Physical Security (fire) Modernization (2022)
- Pyramid Dam Adit (2022)

CRIER for the 2022 Pajaro River Culvert Replacement Project, Santa Cruz County, California. Contributed to the Santa Cruz County Department of Public Works CRIER for a project that proposes to replace one aging culvert in the right bank of the Pajaro River Levee southeast of Watsonville, Santa Cruz County, California. The project requires a federal permit through USACE. USACE is required to comply with Section 106 of the NHPA. In accordance with the NHPA's implementing regulations, 36 CFR 800.4, USACE requires an inventory of cultural resources within the project's APE to determine the presence or absence of historic properties and potential effects upon those properties. (2022)