

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

Primary #  
HRI #  
Trinomial  
**NRHP Status Code**

Other  
Review Code

Reviewer

Date

Listings

Page 1 of 44 \*Resource Name or #: (Assigned by recorder) La Puerta DRAFT

P1. Other Identifier: \_\_\_\_\_

\*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 Location: ☐ Not for Publication ☒ Unrestricted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 Santa Clarita Date 2024 T   ; R   ;    of    of Sec   ;    B.M.

c. Address: Near State Highway 14 at approximately postmile R25.654 City: Santa Clarita Zip: 91321

d. UTM: (Give more than one for large and/or linear resources) Zone 11,    mE/    mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)

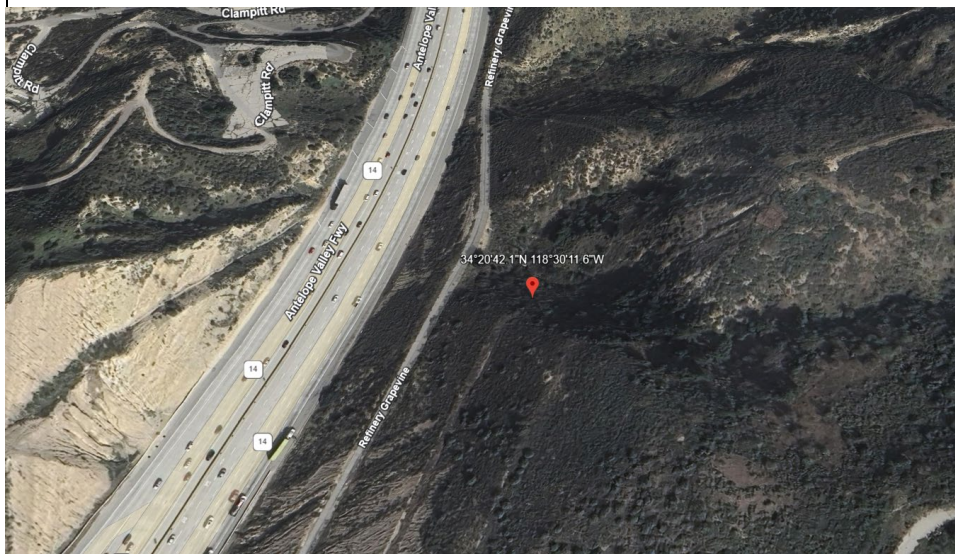
34°20'42.1"N, 118°30'11.6"W

\*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

**Location**

The site of La Puerta ("The Door") of El Camino Viejo ("The Old Road") is located in the southwestern portion of Elsmere Canyon, at the northern center of Los Angeles County, along State Highway 14 in the Newhall area of the Santa Clarita Valley, approximately 30 miles northwest of the City of Los Angeles Civic Center. The feature was located approximately 1,300 feet (0.25 miles) south-southeast of the intersection of

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



Remsen Street and Los Pinetos Road, nestled in an area which serves as the confluence of the San Gabriel Mountains (to the east) and Santa Susana Mountains (to the west). The range runs generally from the northeast to the southwest, physically defining and separating the San Fernando Valley/Los Angeles Basin (to the south) from the Santa Clarita Valley and other points to the north.

\*P3b. Resource Attributes: (List attributes and codes) Urban Open Space, HP31

\*P4. Resources Present: ☐ Building ☐ Structure ☐ Object ☒ Site ☐ District

☐ Element of District ☐ Other (Isolates, etc.)

P5b. Description of Photo: (view, date, accession #)

Google Earth image, looking to the north, with a data attribution of February 15, 2024. Image shows a red location icon adjacent to State Highway 14 with the coordinates: 34°20'42.1"N, 118°30'11.6"W. This was

<b>State of California &amp; The Resources Agency</b> <b>DEPARTMENT OF PARKS AND RECREATION</b> <b>PRIMARY RECORD</b>		Primary # HRI # Trinomial <b>NRHP Status Code</b>
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the location of La Puerta of El Camino Viejo, with the San Gabriel Mountains to the right (east), which  
**P5b.** (continued)

encompasses Elsmere Canyon, and the Santa Susana Mountains to the left (west).

The nominated property was altered due to the construction of State Highway 14 in the mid-1960s to early 1970s. The feature no longer exists except to the extent it continues to serve modern transit needs in a radically altered form.

### **Geologic Setting of Elsmere Canyon**

Elsmere Canyon, like the rest of the Transverse Ranges of California, was created more than a million years ago through a series of earthquakes that lifted the rugged mountains out of a warm and shallow ancient sea. Numerous marine fossils can still be found in Elsmere Canyon, including *Anadara trilineata* (Elsmere Canyon) variety.

Still an active rift zone, the Whitney Canyon Fault cuts through the eastern canyon wall to its junction with the San Gabriel Fault. At the mouth of Elsmere Canyon, under Sierra Highway, lays the Placerita Fault. Along with spectacular scenery created by seismic events, oil pools and artesian wells were formed. There are at least six different waterfalls in Elsmere Canyon, a number of which run all year round. Ecologically, the floor of Elsmere Canyon can be best described as an oak woodland including a rich variety of water, edible plants and animals. For these reasons, the area was a powerful attraction for the first Indigenous settlers.

\*P6. Date Constructed/Age and Source: ☐ Historic ☐ Prehistoric  
☒ Both

\*P7. Owner and Address:

City of Santa Clarita- 23920 Valencia Boulevard, Santa Clarita, CA 91355

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

Lance O'Keefe, City of Santa Clarita, 23920 Valencia Boulevard, Santa Clarita, CA 91355

\*P9. Date Recorded: December 2024

\*P10. Survey Type: (Describe) California Point of Historical Interest

\*P11. Report Citation: (Cite survey report and other sources, or enter "none.") None

\*Attachments: ☐ NONE ☒ Location Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record  
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record  
☐ Artifact Record ☒ Photograph Record ☐ Other (List): \_\_\_\_\_

# BUILDING, STRUCTURE, AND OBJECT RECORD

\*Resource Name or # (Assigned by recorder) \_\_\_\_\_ \*NRHP Status Code \_\_\_\_\_

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B1. Historic Name: La Puerta

B2. Common Name: Site of La Puerta

B3. Original Use: Distinctive and prominent passageway along historic El Camino Viejo route

B4. Present Use: Transportation along State Route 14 \*B5.

Architectural Style: No style \*B6.

Construction History: (Construction date, alterations, and date of alterations) See Continuation Sheets

\*B7. Moved? ☒ No ☐ Yes ☐ Unknown Date: N/A Original Location: N/A

\*B8. Related Features: Oak tree with the carving S.F. 5

B9a. Architect: N/A b. Builder: N/A

\*B10. Significance: Theme: Historic passageway, local history, and land development

Area City of Santa Clarita, Los Angeles County

Period of Significance Thousands of years ago until 1854.

Property Type Site of

Applicable Criteria The first and most significant of its type within the local geographic region (Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Although La Puerta no longer physically exists, its historical significance as a landmark passageway along El Camino Viejo – one of California’s earliest overland travel routes – makes it a unique and culturally vital site within the Santa Clarita Valley. Located near the area where Beale’s Cut (California Historic Landmark No. 1006) would later be constructed, La Puerta functioned as a natural gateway through the rugged terrain before engineered roadways existed. Its importance lies in its role as an early corridor that shaped the development of regional transportation and trade between Northern and Southern California. As such, La Puerta represents the earliest known travel route through this area and is considered the most historically significant waypoint of its kind in the local region. Its designation as a California Point of Historical Interest will honor this legacy and help preserve awareness of its contributions to California’s early infrastructure and migration history. (See Continuation Sheets)

B11. Additional Resource Attributes: (List attributes and codes)

Urban Open Space, HP31

\*B12. References: See Continuation Sheet for references

B13. Remarks:

\*B14. Evaluator: \_\_\_\_\_

\*Date of Evaluation: \_\_\_\_\_

(Sketch Map with north arrow required.)

See page (44) for Sketch Map

(This space reserved for official comments.)

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Continuation ☐ Update

### B10. Significance (continued)

Research by the nominating entity and area historians has determined that La Puerta (or “The Door”) at the edge of Elsmere Canyon was a significant natural physical and visual feature along the historic El Camino Viejo (“The Old Road”) or El Camino Alta (“The High Road”) trail, as it was known at various times. The trail was a footpath that linked Native villages on both sides of the daunting San Gabriel Mountains for untold thousands of years prior to the recordation of history in Southern California. Following European arrival, a bar was placed across a narrow defile along the trail to create a gate – La Puerta – to separate Spanish Mission lands to the north (Santa Clarita Valley) and south (San Fernando Valley) of the mountain range. In January 1847, Col. John C. Frémont led his troops through La Puerta and camped near a Native village at the foot of the mountains en route to accepting the Mexican Army’s surrender at the Capitulation of Cahuenga four days later



In the narrowest sense, La Puerta was a gate that was created by placing a bar across a narrow defile in an ancient and precipitous footpath which, in the early 1800s, separated two vast ranchos of the Mission San Fernando – the Rancho San Fernando and Rancho San Francisco (Santa Clarita Valley) – on either side of the San Gabriel Mountains. The gate prevented the cattle of one rancho from wandering onto the other. Perkins writes: “Near the foot of the north slope, nearly in today’s Elsmere [sic] Canyon, the trail passed “La [Puerta]” (the gate) in a narrow arroyo that could be – and was – spanned by a couple of saplings, in such broken country that this one short barrier was adequate range fence between the herds of Rancho San Francisco.”<sup>1</sup>

In its broader context, this feature also serves as an enlightening “gateway” to the region’s past and a symbol of its evolving transportation modalities.

<sup>1</sup> “The Rough Road Behind Us” by Arthur B. Perkins, The Newhall (Calif.) Signal, March 19, 1864, p.11.

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### B10. Significance (continued)

**Anthropological (ethnographic history):** For untold thousands of years prior to European arrival and the beginning of recorded history in Southern California (1769), the passageway that became La Puerta served as a defining geographic marker along a significant north-south trade route connecting the Los Angeles Basin with the San Joaquin Valley. North of the mountain pass, the route intersected with east-west trade routes leading down the Santa Clara River to the Pacific Coast on the west, and through Soledad Canyon to the Mojave Desert on the east.

At the northern foot of the mountain pass, directly below La Puerta, lay Tochonanga, a major village populated by the Tataviam people until 1799-1800 when its inhabitants were taken to the Mission San Fernando on the south side of the pass – via the selfsame footpath through Elsmere Canyon. Arriving in the area about 1,500 years ago, the Tataviam people were Uto-Aztecan language speakers who began to migrate out of the Great Basin during the last period of major drought, 1,800-2,000 years ago, at the end of the Late Holocene period, and ultimately supplanted the ancestral Chumash people who populated the area previously. Despite the abandonment of Tataviam villages during the Spanish Mission period, some of their inhabitants returned to the area during the subsequent Mexican rancho period. Descendants of Tataviam people who lived in the Santa Clarita and San Fernando valleys prior to European contact remain in the area today, and a riparian area associated with Tochonanga has been preserved by the City of Santa Clarita as permanent open-space parkland.

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### B10. Significance (continued)

**Military (significant and of primary importance to California as a U.S. State):** On January 9, 1847, during the Mexican-American War, Col. John C. Frémont moved his famed "Buckskin Battalion" east and south from what is now Ventura following the Santa Clara River, and eventually camping at the junction of Whitney Canyon and Elsmere Canyon near the once populous village of Tochonanga. Four days later, on January 13, Col. Frémont accepted the surrender from General Andrés Pico at the Capitulation of Cahuenga, ending active fighting in California.

**Religious:** La Puerta and El Camino Viejo ("The Old Road") played a critical role in the success of the Catholic mission system in the region and the expansion of the Catholic faith in the late 1700s-early 1800s. The feature and trail accommodated the relocation of Native inhabitants of the Santa Clarita Valley to the Mission San Fernando, where they were baptized upon arrival and transformed into a labor force.

During the Spanish and later Mexican periods, El Camino Viejo accommodated travel between the Mission San Fernando and the headquarters (estancia) of its Rancho San Fernando in the Santa Clarita Valley. La Puerta specifically facilitated ranch management, serving to contain the livestock of the mission ranchos.

Along the way, religious authorities from the Mission San Fernando left markers of their faith on the landscape. William P. Blake, the geologist who accompanied Lt. Robert S. Williamson on his 1853 survey for a Pacific railroad route for the War Department's Corps of Topographical Engineers (now the U.S. Army Corps of Engineers), describes the scene at the now-abandoned Tochonanga village site below La Puerta as he observed it on October 30, 1853: "Crosses were cut deeply into the trunks of the trees, and some of them were, doubtless, the work of the Fathers many years ago. Among various inscriptions cut in the smooth bark of the large plane trees was one by Joaquin [Murietta], the much-dreaded bandit and assassin."<sup>2</sup>

**Transportation:** El Camino Viejo and its La Puerta are archetypes for understanding improvements to trade and commerce routes. The footpaths of yesteryear evolved into modern superhighways – in essentially the same locations – out of necessity.

<sup>2</sup> Blake, William T., "Geological Report," in *Reports of Explorations and Surveys to Ascertain the Most Practicable and Economical Route for a Railroad from the Mississippi River to the Pacific Ocean, Made Under the Direction of the Secretary of War, in 1853-4*, Washington, D.C., 1856-1857, Blake p.73.

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### B10. Significance (continued)

For millennia, the inhabitants of Southern California facilitated commerce through an effective network of trails that served as trade routes. Steatite for cooking bowls came from the Channel Islands and shell beads from the Pacific Coast came to the local region by way of the Santa Clara River route, while obsidian for spear points came from the Coso Range in Eastern California by way of Soledad Canyon. The foot trail over the mountain range linking the Santa Clarita and San Fernando valleys was already very "old" when it came to be known as "El Camino Viejo" (the old road) during the Spanish period, when its narrow arroyo was gated "La Puerta."

The foot trail became a route for horses and oxen and facilitated the movement of livestock during the Spanish period. Mexican carretas (ox carts) could navigate the La Puerta feature, but just as Col. Frémont had to find an alternate route for his heavy cannons and supply wagons in 1847, the greater commercial needs of the early American period, commencing in 1849-1850, demanded road improvements.

Lt. Williamson, in his 1853 Pacific railroad survey, describes the trail between the Santa Clarita and San Fernando Valleys: "Between the two is a sharp crest, where the inclination is over 1,000 feet to the mile. This is the nature of this pass, which is only 8-3/4 miles from base to base. ... The Susannah [sic] range has been very little explored, and it is not improbable that other passes in it may be found presenting much less difficulties than this one."<sup>3</sup> Blake, Williamson's geologist, adds: "This pass is hardly worth of the name ["pass"], for it consists of a steep ascent and descent over the range of hills known at the locality as the Susannah Range. The ascent ... in some places becomes nearly vertical, and is not passable for wagons without the aid of ropes."<sup>4</sup> Responsibility for road maintenance fell to the County of Los Angeles (est. 1850), which led to the first in a ten-year series of contracts for road improvements in 1854. There being no way for the first stagecoaches to maneuver a steep switchback that was narrow enough to be blocked off with a log, the initial highway contractor, Gabriel Allen, bypassed La Puerta by grading a road over a mountaintop 1,240 feet to the west.

By the time newspaper publisher Horace Bell famously described Phineas Banning's harrowing ride in a big Concord coach in December 1854,<sup>5</sup> Allen had already "put the first cut through the

<sup>3</sup> Williamson, Robert S., *Reports of Explorations and Surveys*, Williamson p.71.

<sup>4</sup> Blake, *Reports of Explorations and Surveys*, Blake p.73.

<sup>5</sup> Bell, Horace, "Reminiscences of Ranger" (1881). Advertisers Composition Company version (1967), Vol. 3, pp. 323-324.

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### B10. Significance (continued)

summit."<sup>6</sup> Ripley writes: "[T]his new road had been put up a canyon to the west of the Cuesta Vieja" ["old hill"] because the grade was lower there.<sup>7</sup> In 1857, it still took "four yokes of cattle and a windlass" to get a teamster's wagons over the new pass.<sup>8</sup> Banning had a similar experience on another run in May 1858 in the company of a newspaper reporter. Despite proceeding over the summit "somewhat more carefully than Banning's usual custom," the correspondent writes, it still took three men to ease the carriage down the cliff after locking the wheels and sending the horses down separately.<sup>9</sup>

In June 1858, officials from John Butterfield's Overland Mail Company arrived in Los Angeles and demanded additional road improvements if the company was to serve the region.<sup>10</sup> The county responded with another contract to Allen, followed by several more contracts to other road builders until the new pass was lowered to its ultimate grade in 1864. It would serve teamsters hauling silver ore from Inyo County to Los Angeles in the 1870s and 1880s and eventually the area's earliest automobiles.

Meanwhile, as Williamson and his geologist predicted, a Pacific railroad would have to find a better means of traversing the mountain range that going over the steep ridge. "If it ever becomes necessary to build a railroad at this place," Blake writes in 1853, "the hills must be tunneled or cut through."<sup>11</sup> The Southern Pacific Railroad did just that in 1875, coming within 2,000 feet of the new road alignment when it tunneled through the pass. Geographically north-south, the 6,940-foot tunnel was the third longest in the United States when it was completed in 1876.

By 1910, increased automobile traffic and larger transport vehicles necessitated additional road improvements. The county bypassed the 1864 road with a 435-foot automobile tunnel through the mountain. Funded by a county bond measure, it was reportedly "the first tunnel ever constructed as part of a county highway system" in the United States.<sup>12</sup>

<sup>6</sup> Ripley, Vernetty Snyder, "The San Fernando Pass," [Part 10: The Butterfield Overland Mail](#). In The Quarterly, Historical Society of Southern California, March 1948.

<sup>7</sup> Ripley, *ibid.*, Part 8: The New San Fernando Pass, 1854.

<sup>8</sup> Reminiscences of J. Kuhrts, published in the Historical Society of Southern California Annual Publication of 1906

<sup>9</sup> Daily Alta California, May 29, 1858.

<sup>10</sup> Los Angeles Star, June 12, 1858.


<sup>11</sup> Blake, *ibid.*

<sup>12</sup> "Excursion to Newhall Bore," Los Angeles Times, December 22, 1910.



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### B10. Significance (continued)

It was not to last. At just 17.5 feet wide, the tunnel was too narrow for large trucks to pass each other, and as automobiles became more ubiquitous, traffic backed up. In 1938, the California Division of Highways (Caltrans) blasted away the mountain above the tunnel to create today's 4-lane Sierra Highway.

The postwar transformation of Los Angeles into a true and sprawling metropolis required further improvements to facilitate commerce and the mobility needs of its inhabitants. Just as the state of California improved Highway 99 on the west into Interstate 5 in the late 1950s, the first sections of the modern 14 freeway opened in 1963.

What was old is new again. Today, millions of motorists pass through La Puerta every year on their drive from the San Fernando Valley to the Santa Clarita Valley and points beyond. La Puerta, the old Native American footpath-turned Spanish trail-turned wagon road, is now a slope of the 14 Freeway.

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### B6. Construction

The table below includes notable dates of construction, **article publication** and **map publication**:

<b>1769:</b>	El Camino Viejo first recorded by European settlers on Gaspar de Portola expedition.
<b>1855:</b>	Beale's Cut completed west of El Camino Viejo, creating San Fernando Pass.
<b>1858:</b>	Beale's Cut widened/deepened for Butterfield Overland Mail route through San Fernando Pass.
<b>c.1860s:</b>	Toll road established through San Fernando Pass over Beale's Cut.
<b>1870:</b>	El Camino Viejo and La Puerta shown on partitioned survey map of Rancho San Francisco.
<b>1853-74:</b>	El Camino Viejo, La Puerta, San Fernando Pass toll road mapped on Township Plat (see Attachment 4, page 39).
<b>1874-75:</b>	El Camino Viejo and La Puerta shown on survey map of Rancho San Francisco for Jacoba Feliz et al. land patent (see Attachment 5, page 40).
<b>1875:</b>	Southern Pacific Railroad Line completed, diverting some traffic away from San Fernando Pass.
<b>1910:</b>	Newhall Tunnel completed west of El Camino Viejo.
<b>1930:</b>	Route through Newhall Tunnel realigned. <sup>3</sup>
<b>1936:</b>	Frank Latta El Camino Viejo Map (republished 2006).
<b>1939:</b>	Newhall Tunnel demolished to make way for Highway US 6 (Sierra Highway). Highway completed c. 1940s
<b>1947-48:</b>	Publication of V.S. Ripley articles about San Fernando Pass, including two maps of El Camino Viejo route.
<b>1954:</b>	Publication of Alice Fisher Simpson article about San Fernando Pass.
<b>1957:</b>	Publication of AB Perkins article about Rancho San Francisco, including description of La Puerta between Rancho San Fernando and Rancho San Francisco.
<b>1960:</b>	Construction begins on State Route 14 (Antelope Valley Freeway). <sup>4</sup>
<b>c.1976:</b>	Segment of State Route 14 through San Fernando Pass area completed. <sup>5</sup>

<sup>3</sup> Stan Walker, "Newhall Tunnel," accessed July 2022,

<https://www.elsmerecanyon.com/tunnelarea/passes/tunnel/tunnel.htm>.

<sup>4</sup> "News Highlights: Antelope Freeway Job Starts," Los Angeles Times, December 15, 1960, E1.

<sup>5</sup> University of California Santa Barbara Library Geospatial Collection, various Dates, accessed July 2022, <https://mil.library.ucsb.edu/>.

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The City of Santa Clarita retained GPA Consulting (referred to as GPA throughout this document) to conduct mapping exercises in an effort to pinpoint the exact location of the nominated site, La Puerta of El Camino Viejo.

La Puerta was clearly described in the legal description of Rancho San Francisco, GPA reviewed historic maps of the rancho and obtained GIS data produced by the County of Los Angeles that show the rancho boundaries. The GIS data allowed for the exact location of the former rancho to be compared to other locations, including Beale's cut (California Historic Landmark number 1006), and contemporary satellite imagery.

GPA reviewed a map of Rancho San Francisco prepared in 1874. La Puerta is labeled in the southwest corner of the map as "the place called Puerto." GPA then applied the Rancho San Francisco boundary shapefile obtained from Los Angeles County over a 2021 satellite image and added a placemark at the southwest corner, equivalent to the location of La Puerta shown on the 1874 map.

This mapping exercise revealed that the location of La Puerta, at the southwest corner of Rancho San Francisco, is adjacent to present-day Highway 14 at approximately postmile R25.654, indicating that La Puerta is no longer extant and was demolished or destroyed during construction of the highway in the early 1970s.

Furthermore, Beale's Cut is approximately 1,225 feet, or ¼ mile, west of the mapped location of La Puerta. The mapping exercise is illustrated in the figures below.

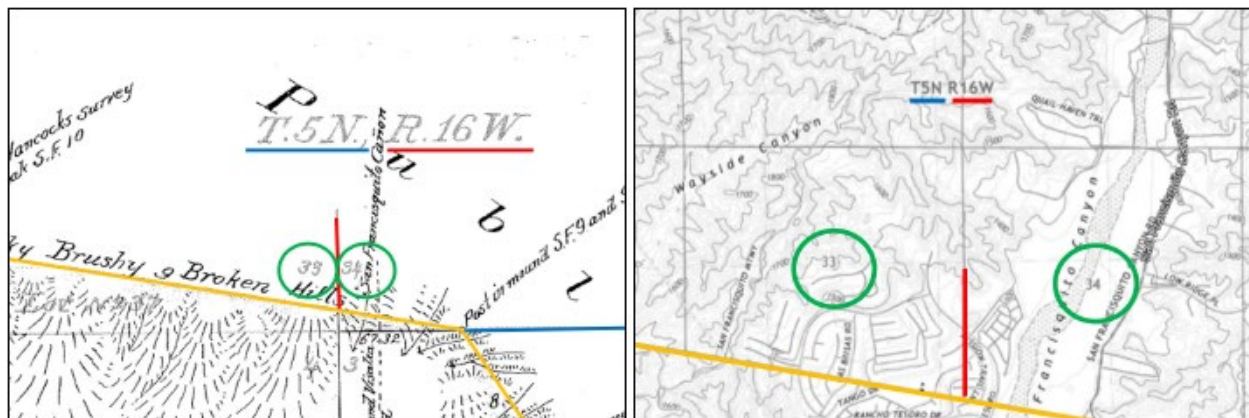
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**Figure 1:**

1874 map of Rancho San Francisco (left) and 2022 map of Newhall Quadrangle showing T5N, R16W and Sections 33 and 34 along the edge of the Rancho boundary.





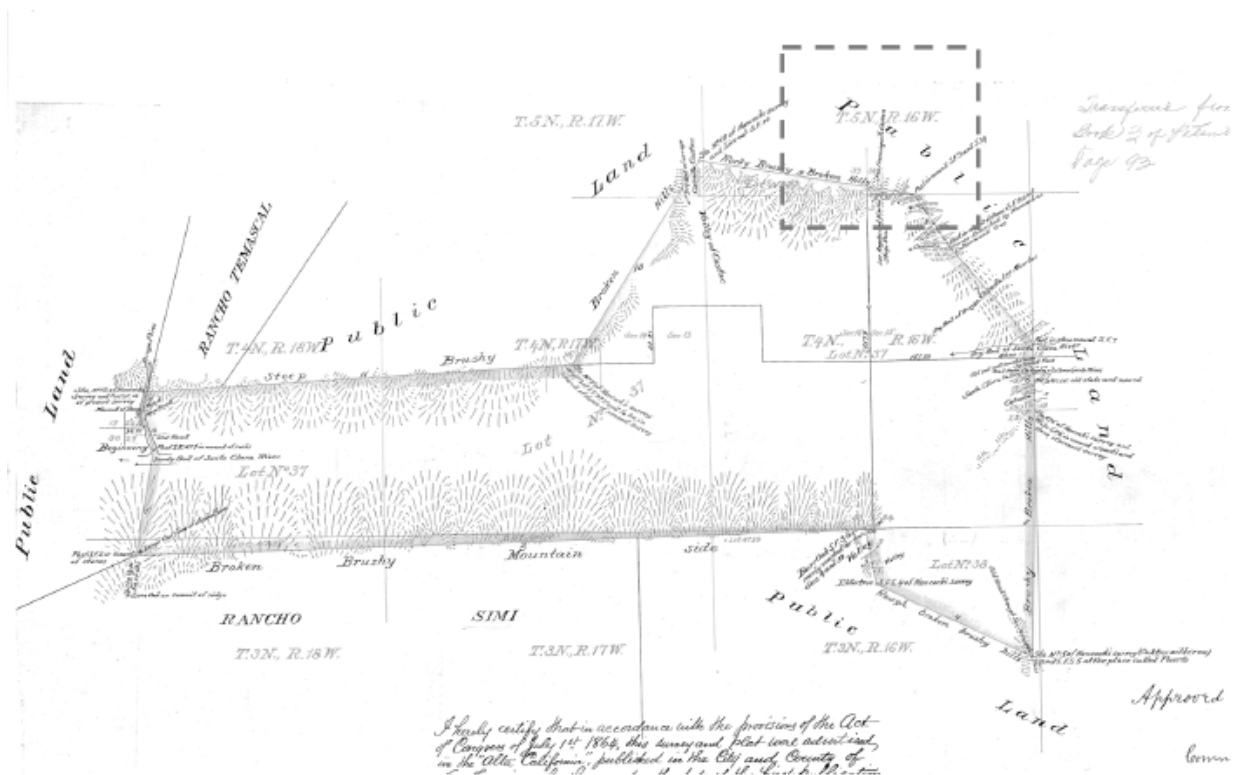
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**Figure 2:**

1874 map of Rancho San Francisco as surveyed by G.H. Thompson. The bottom corner of the map reads, "Sta No. 5 of Hancock's Survey and S.F.S.5 at the place called Puerto." See **Figure 3** for detail.



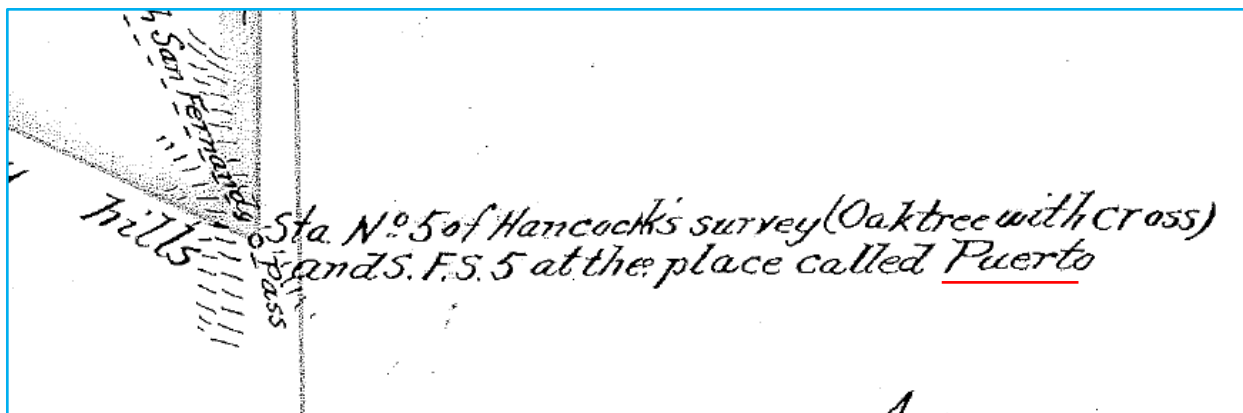
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### Figure 3:

Southwest corner of Rancho San Francisco on 1874 map, showing "Puerto" label (underlined).



### Los Angeles County Assessor Parcel Boundaries

Beginning in the nineteenth century, the ranchos of Spanish- and Mexican-era California were gradually sold off to American settlers. Much of this land was subdivided and sold again to developers and speculators mapping out parcels and townsites that would become present-day cities like Santa Clarita. Due to this pattern of development, the boundaries of the ranchos are often still reflected by contemporary parcel boundaries.

With this in mind, GPA compared the extent of the GIS Rancho Boundary to present-day Los Angeles County parcel boundaries in and near the City of Santa Clarita. The GIS Rancho Boundary aligns with select parcel boundaries along every straight edge, as well as several unique corners and angles (see **Figure 4**, a full-resolution version is included as **Attachment 1**).

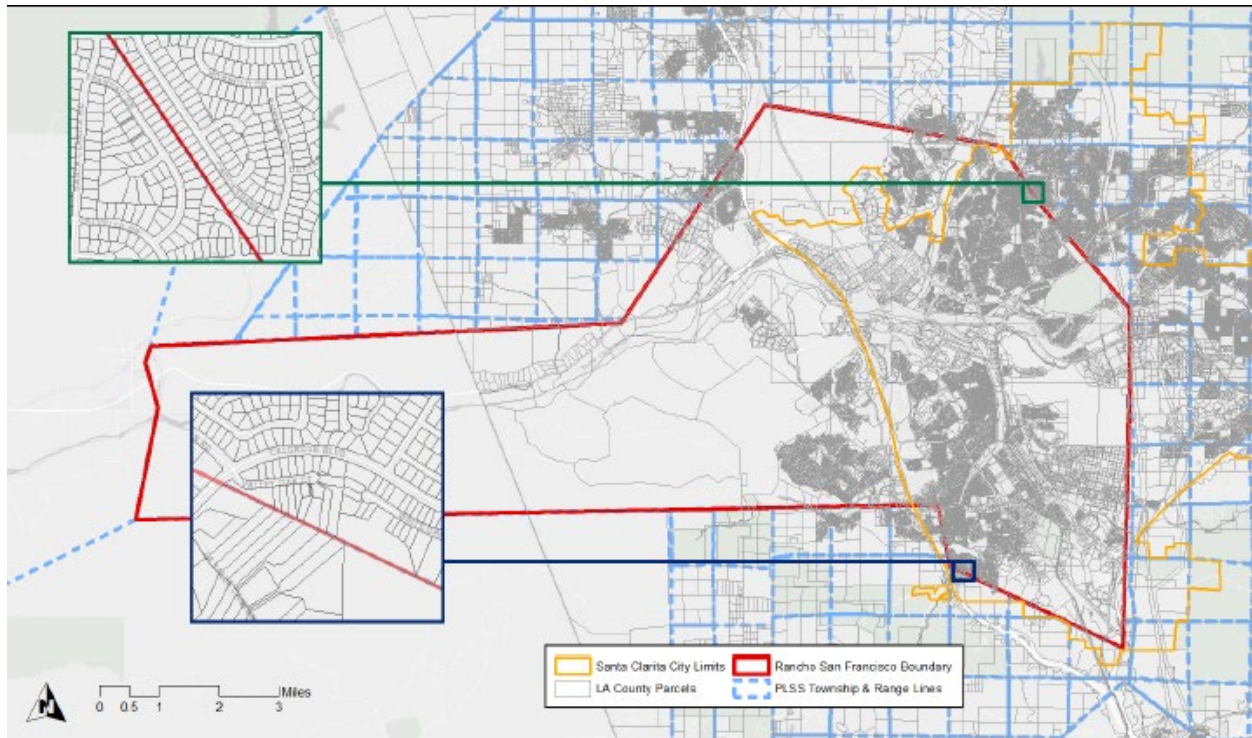
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**Figure 4:**

Rancho Boundary as compared to present-day Los Angeles parcel boundaries.





The GIS Rancho Boundary is outlined in red, and Los Angeles County assessor's parcel boundaries are outlined in grey, illustrating how closely they correspond. The blue callout shows the GIS Rancho Boundary running along the rear property lines of a neighborhood south of Calgrove Boulevard in Santa Clarita; the green callout shows the GIS Rancho Boundary running along the rear property lines of two rows of houses on Crookshank and Spandau drives in Santa Clarita.

### Rancho Boundary Conclusion

After these two steps, GPA is confident that the GIS Rancho Boundary utilized in the mapping exercises is accurate, especially because of the adjacent LA County Assessor parcel boundaries.

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With so many sides, angles, and shapes that align with contemporary legal parcel boundaries, the Rancho is like a puzzle piece that could not fit anywhere else.

### The Route of El Camino Viejo

As noted above, La Puerta is described in several sources as being along the route of El Camino Viejo. At the City's request, GPA conducted additional research to identify three maps showing the route and mapped them using GIS software for comparison.

### Vernette Snyder Ripley

Historian V.S. Ripley wrote a historical account of the San Fernando Pass that was published in several issues of The Historical Society of Southern California Quarterly journal in 1947-1948. The first article in the series includes two figures depicting routes for El Camino Viejo and Cuesta Vieja ("Old Grade," the most steep and treacherous portion of El Camino Viejo).

The first map in the article (see **Attachment 2**) is derived from a Township Plat map of T3N, R16W, and shows El Camino Viejo running through the corner of Rancho San Francisco. The second map in the article (see **Attachment 3**) consists of a sketch drawn by F.C. Ripley Jr.<sup>2</sup> on a 1939 USGS topographical map showing the route of Cuesta Vieja based on research and fieldwork conducted for the article. Using markers in both maps (PLSS, geographical boundaries) to align the location, GPA mapped both routes using GIS software.

<sup>2</sup> Research indicates that F.C. Ripley, Jr. was V.S. Ripley's brother.

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**Figure 5:**

Routes from Ripley article mapped using GIS.



### Frank Latta



GPA identified another map of the El Camino Viejo route, prepared by teacher and local historian Frank F. Latta. The Latta map shows several hundred miles of the route spanning between San Pedro and San Francisco (map can be found online at: <https://www.elsmerecanyon.com/tunnelarea/passess/oldroad/oldroad.htm>). GPA overlaid the Latta map over satellite imagery of the state of California, matching geographical features such as the edges of the coastline, and traced the route. Due to the scale of the original map, the thickness of the line showing the route is nearly one mile wide. After mapping the route, GPA reduced the width to the centerline.

Surprisingly, despite the large scale, the centerline of the Latta route passes directly over the southeast corner of the GIS Rancho Boundary.



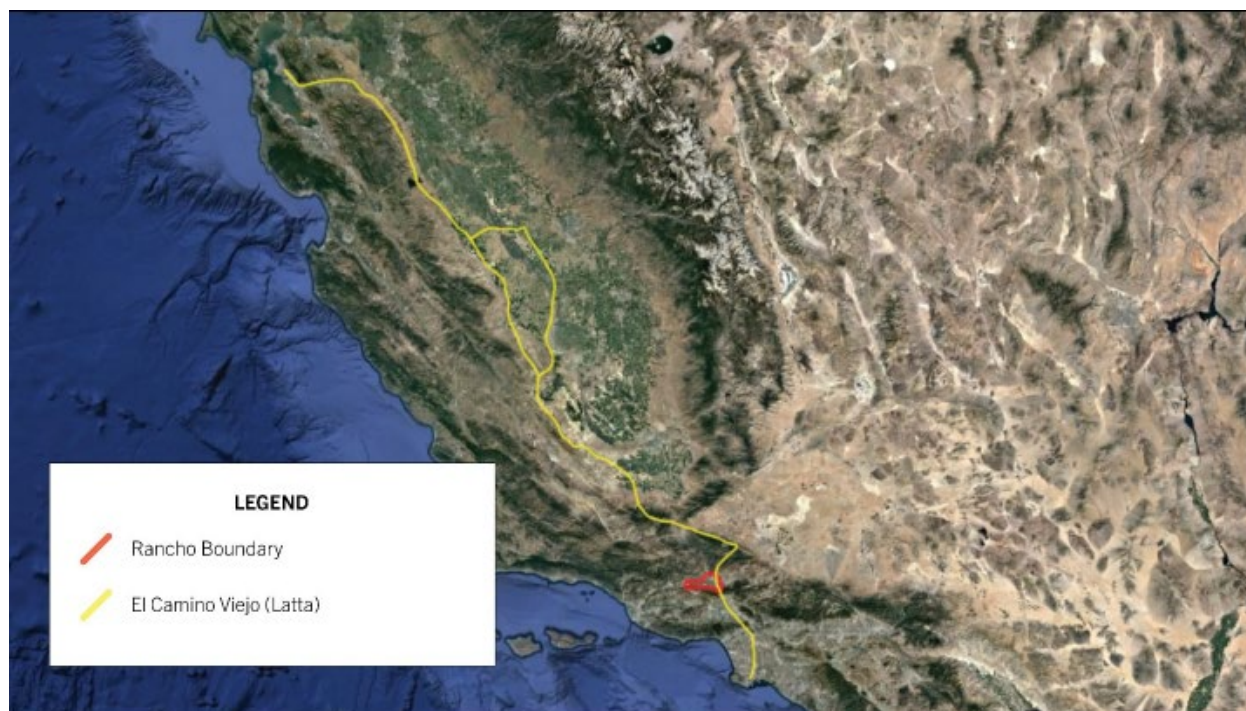
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### Figure 6:

Entirety of Latta's route of El Camino Viejo from San Pedro to San Francisco, mapped using GIS.



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**Figure 7:**

Latta's route of El Camino Viejo compared to the GIS Rancho Boundary.



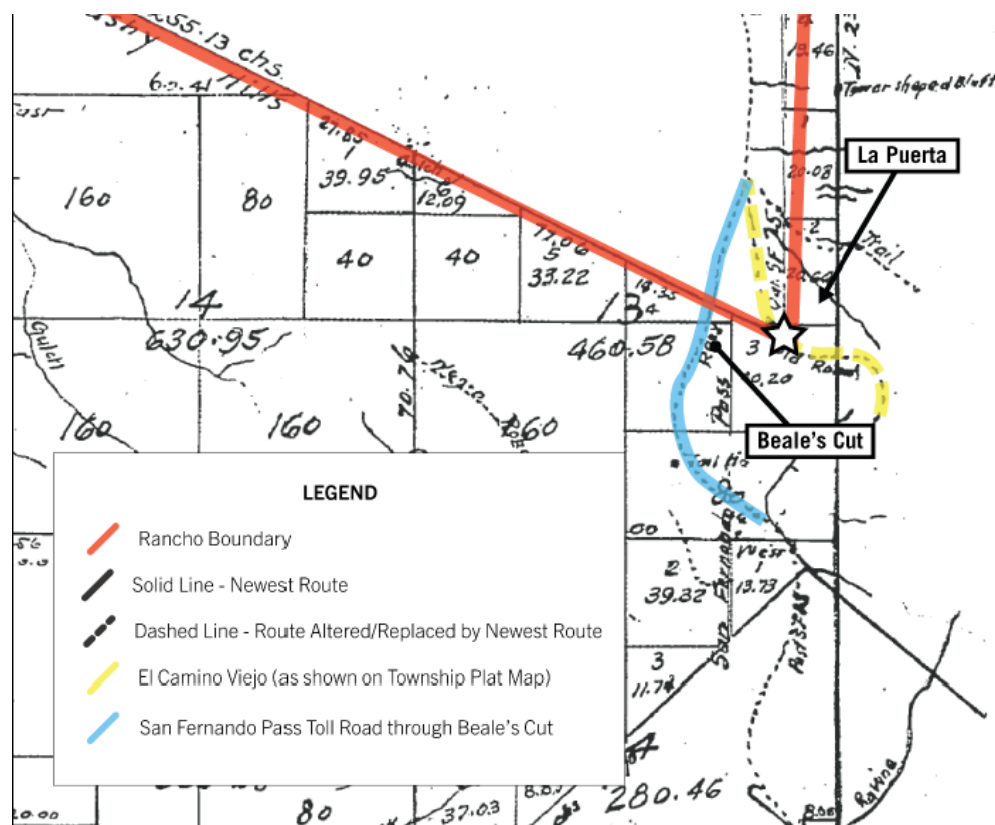
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**Figure 8:**

c. 1875. The San Fernando Pass Toll Road through Beale's Cut was established in the 1860's, replacing El Camino Viejo as the main route through the area.



Base Map: *Township No. 3 North, Range No. 16 West, San Bernardino Meridian, California, 17, December 2, 1875*, accessed July 2022,  
<https://dpw.lacounty.gov/smpm/landrecords/TownshipPlats.aspx>.



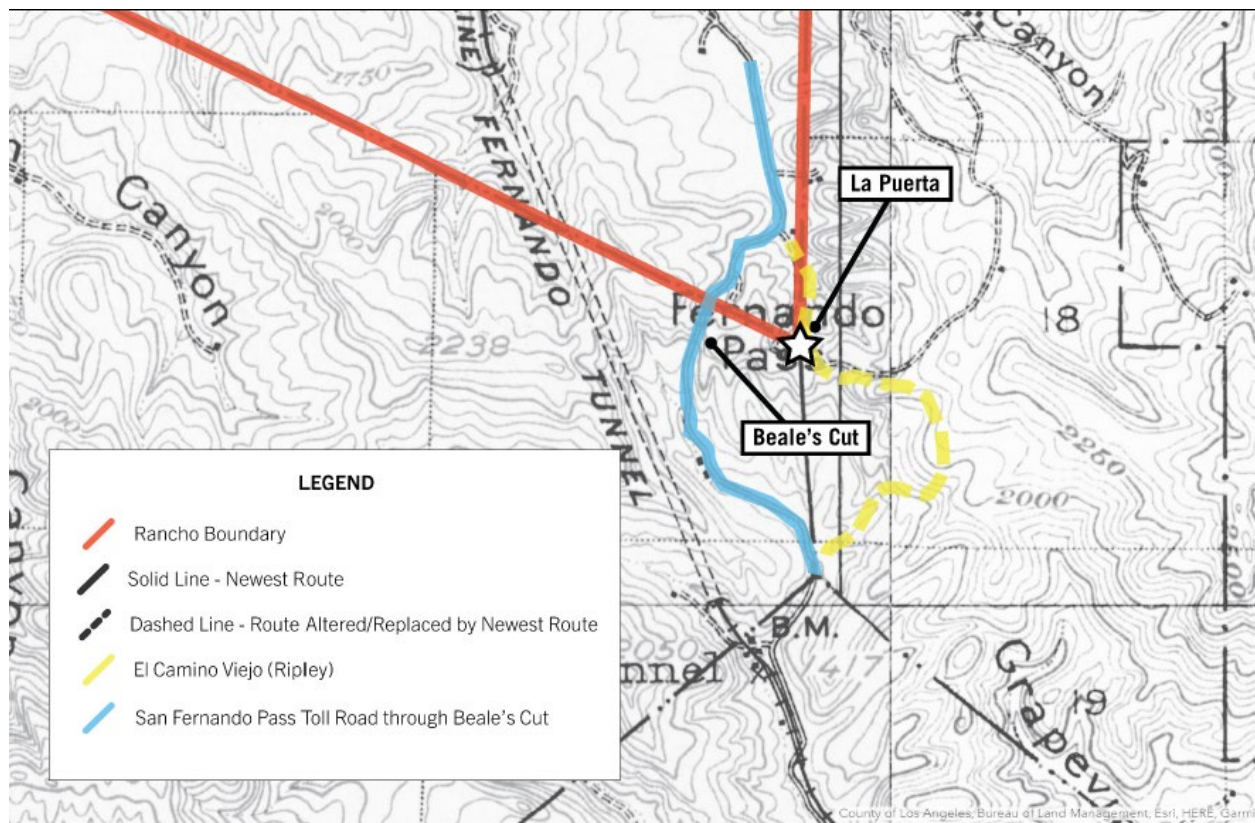
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**Figure 9:**

c. 1900-1903. The San Fernando Pass Toll Road through Beale's Cut was established in the 1860's, replacing El Camino Viejo as the main route through the area.



Base Maps (LEFT): US Geological Survey, California: Fernando Quadrangle, 1900 (Reprinted 1905), accessed July 2022, <https://livingatlas.arcgis.com/>. (RIGHT): US Geological Survey, California: Santa Susana Quadrangle, 1903, accessed July 2022, <https://livingatlas.arcgis.com/>.

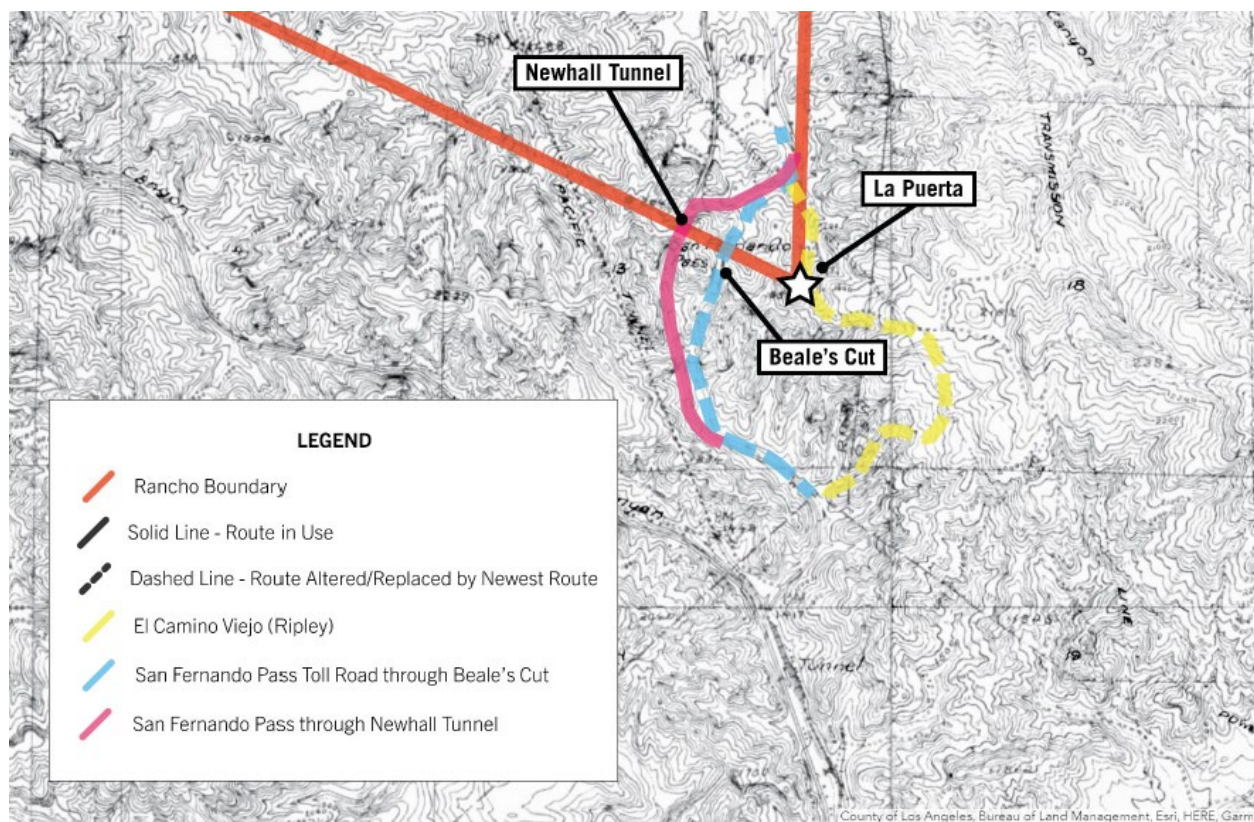
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**Figure 10:**

1929. Newhall Tunnel was completed in 1910, replacing the San Fernando Pass Toll Road as the primary route. Its original alignment veered east at the northern end of the tunnel.



Base Maps (LEFT): US Geological Survey, California: Newhall Quadrangle, 1929, accessed July 2022, <https://livingatlas.arcgis.com/>. (RIGHT): US Geological Survey, California: Sylmar Quadrangle, 1929, accessed July 2022, <https://livingatlas.arcgis.com/>.



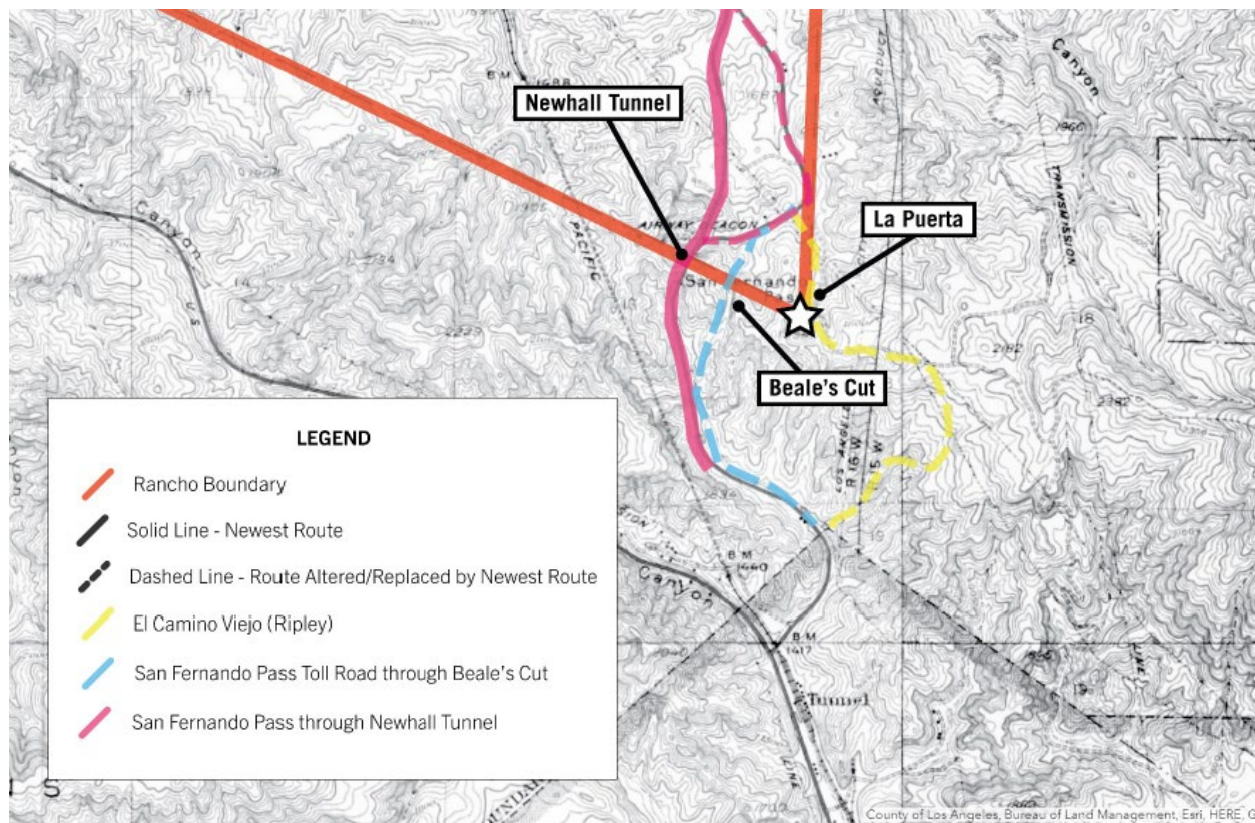
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**Figure 11:**

c. 1933-1935. In 1930, the route through the Newhall Tunnel was realigned to continue more northerly rather than veering east.



Base Maps (LEFT): US Geological Survey, California: Newhall Quadrangle, 1933, accessed July 2022, <https://livingatlas.arcgis.com/>. (RIGHT): US Geological Survey, California: Sylmar Quadrangle, 1935, accessed July 2022, <https://livingatlas.arcgis.com/>.

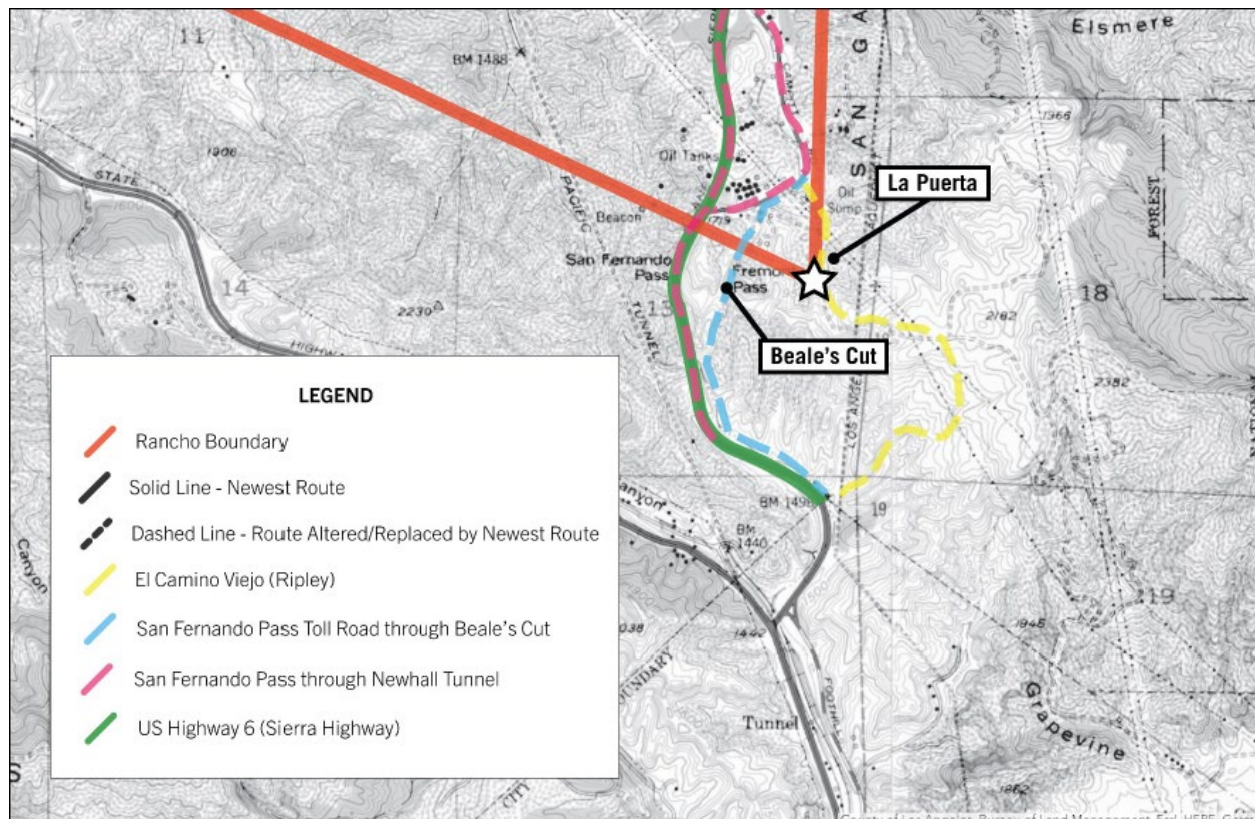
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**Figure 12:**

c. 1952-1953. In 1939, the Newhall Tunnel was demolished to make way for US Highway 6, also known as the Sierra Highway. US Highway 6 was completed through the area in the c. 1940's.



Base Maps (LEFT): US Geological Survey, California: Oat Mountain Quadrangle, 1952, accessed July 2022, <https://livingatlas.arcgis.com/>. (RIGHT): US Geological Survey, California: San Fernando Quadrangle, 1953, accessed July 2022, <https://livingatlas.arcgis.com/>.

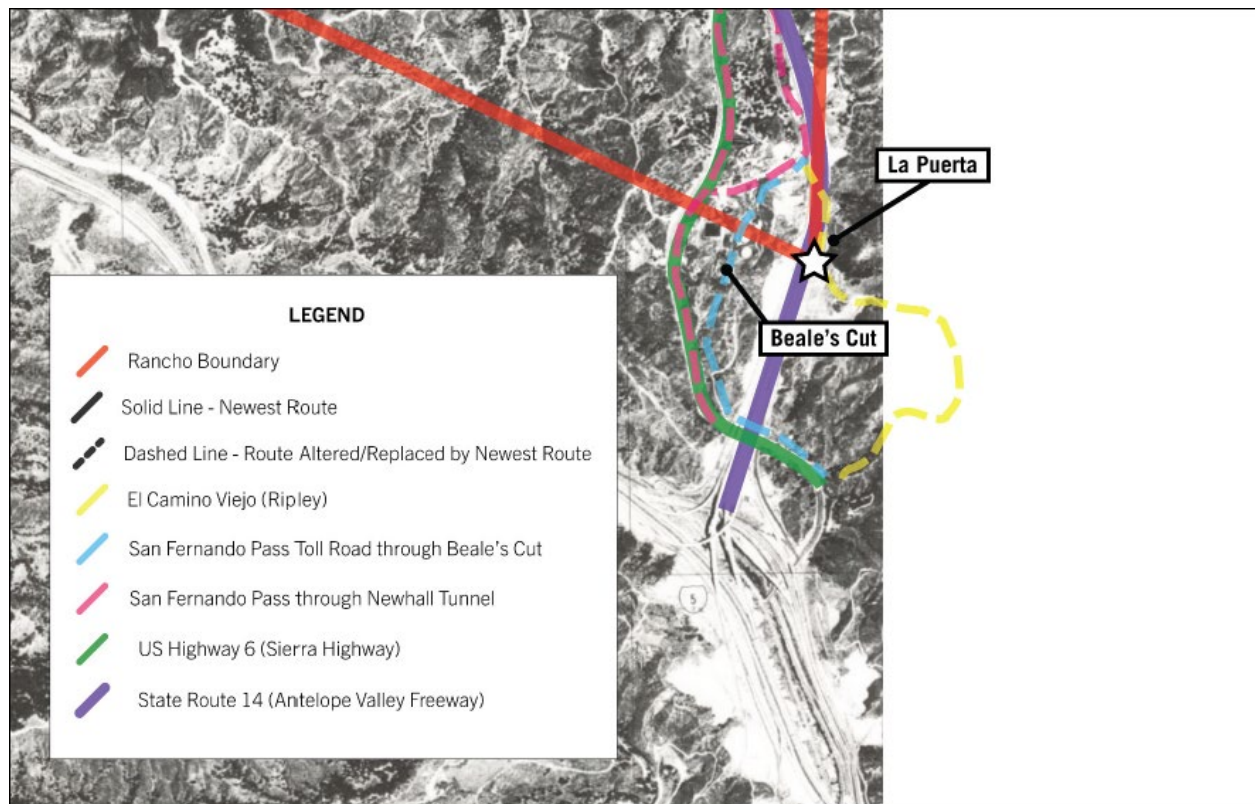
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**Figure 13:**

1976. Construction began on State Route 14, also known as the Antelope Valley Freeway, in the 1960's. By the mid-1970's, it was completed through the vicinity of La Puerta.



Base Maps: US Geological Survey, California: Oat Mountain Quadrangle, 1976, accessed July 2022, <https://livingatlas.arcgis.com/>. Map coverage for this year did not include area to the east.



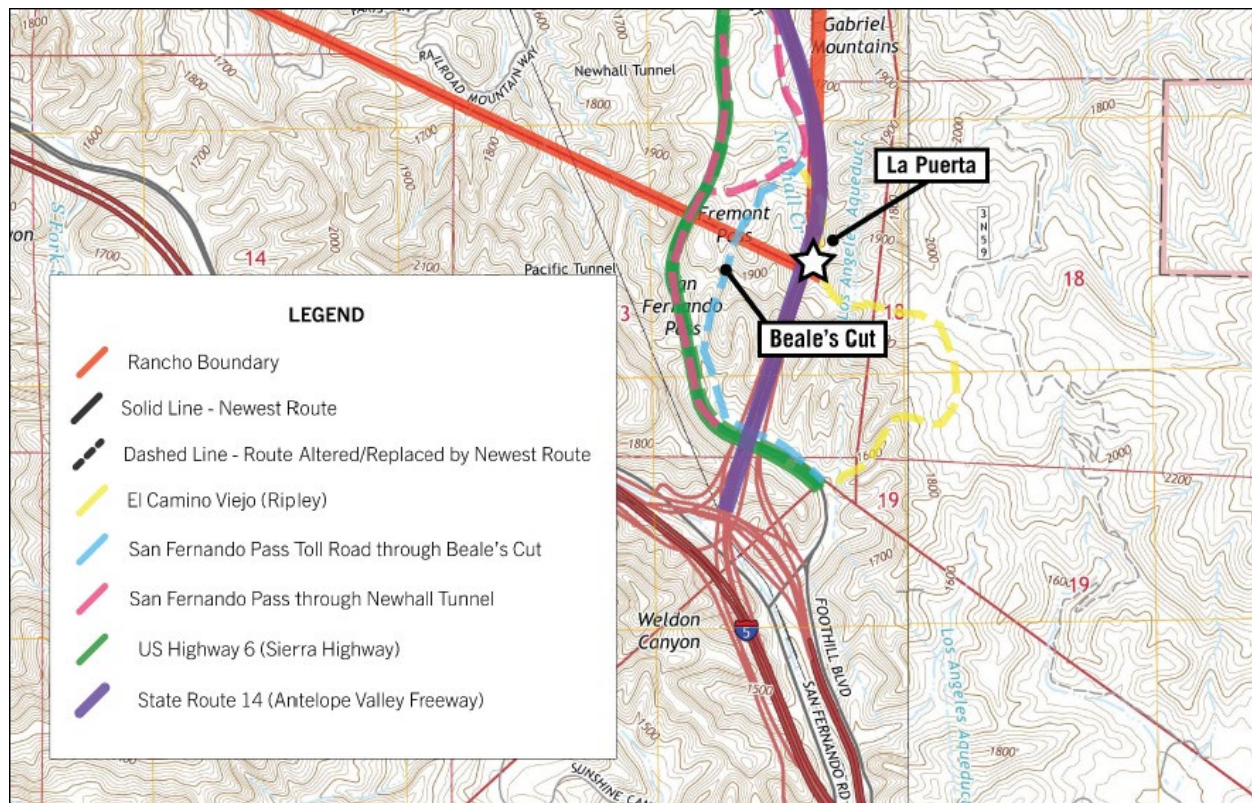
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**Figure 14:**

2015. Present-day conditions.



Base Maps (LEFT): US Geological Survey, California: Oat Mountain Quadrangle, 2015, accessed July 2022, <https://ngmdb.usgs.gov/topoview/viewer>. (RIGHT): US Geological Survey, California: San Fernando Quadrangle, 2015, accessed July 2022, <https://ngmdb.usgs.gov/topoview/viewer>.

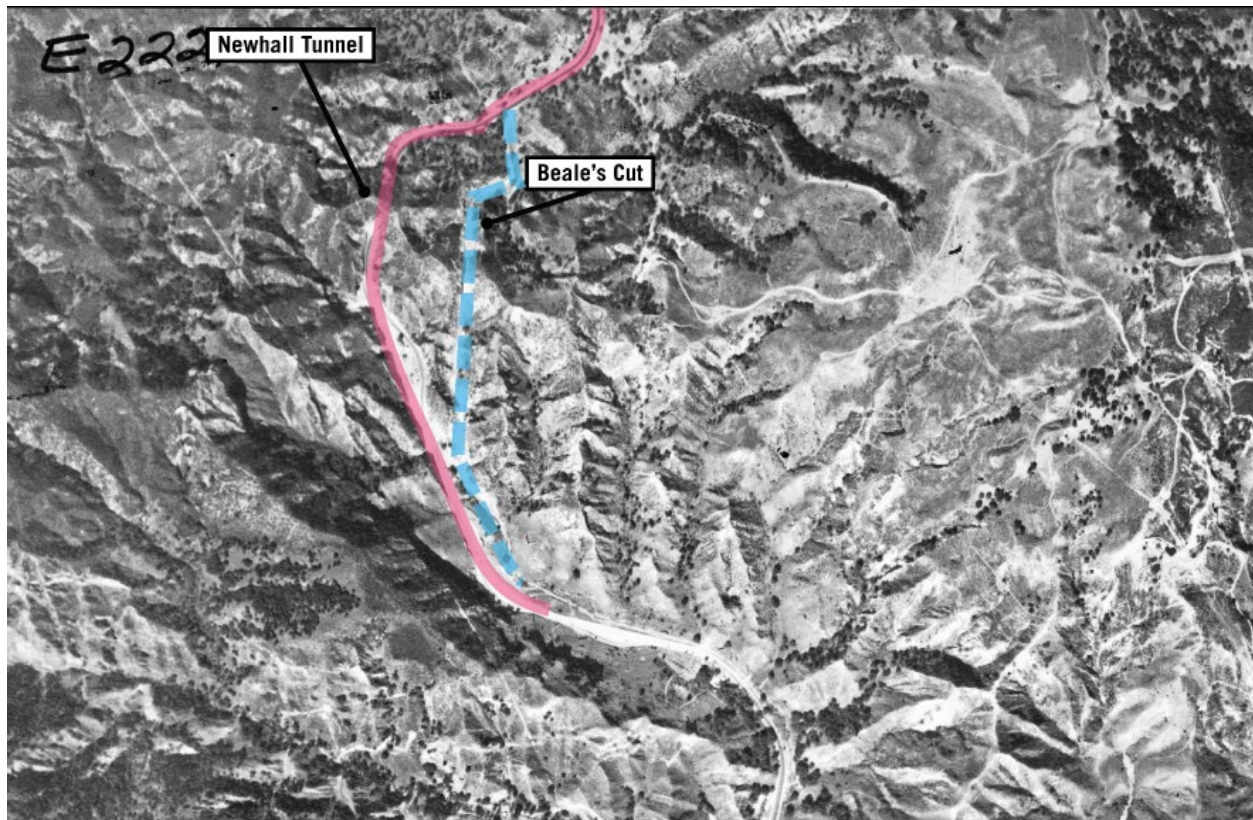
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**Figure 15:**

1928. The Newhall Tunnel was completed in 1910. The route through Newhall Tunnel (shown in pink) replaced the San Fernando Pass Toll Road (shown in blue) as the primary route. Its original alignment veered east at the northern end of the tunnel.



Base Image: Flight C\_300, Frame E-222, January 1, 1928, University of California Santa Barbara Library Geospatial Collection, accessed July 2022, <https://mil.library.ucsb.edu/>.



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**Figure 16:**

1930. In 1930, the route through the Newhall Tunnel (shown in pink) was realigned north of the tunnel. Original alignment shown in dashed line.



Base Image: Flight C-1001B, Frame B-85, July 18, 1930, University of California Santa Barbara Library Geospatial Collection, accessed July 2022, <https://mil.library.ucsb.edu/>.



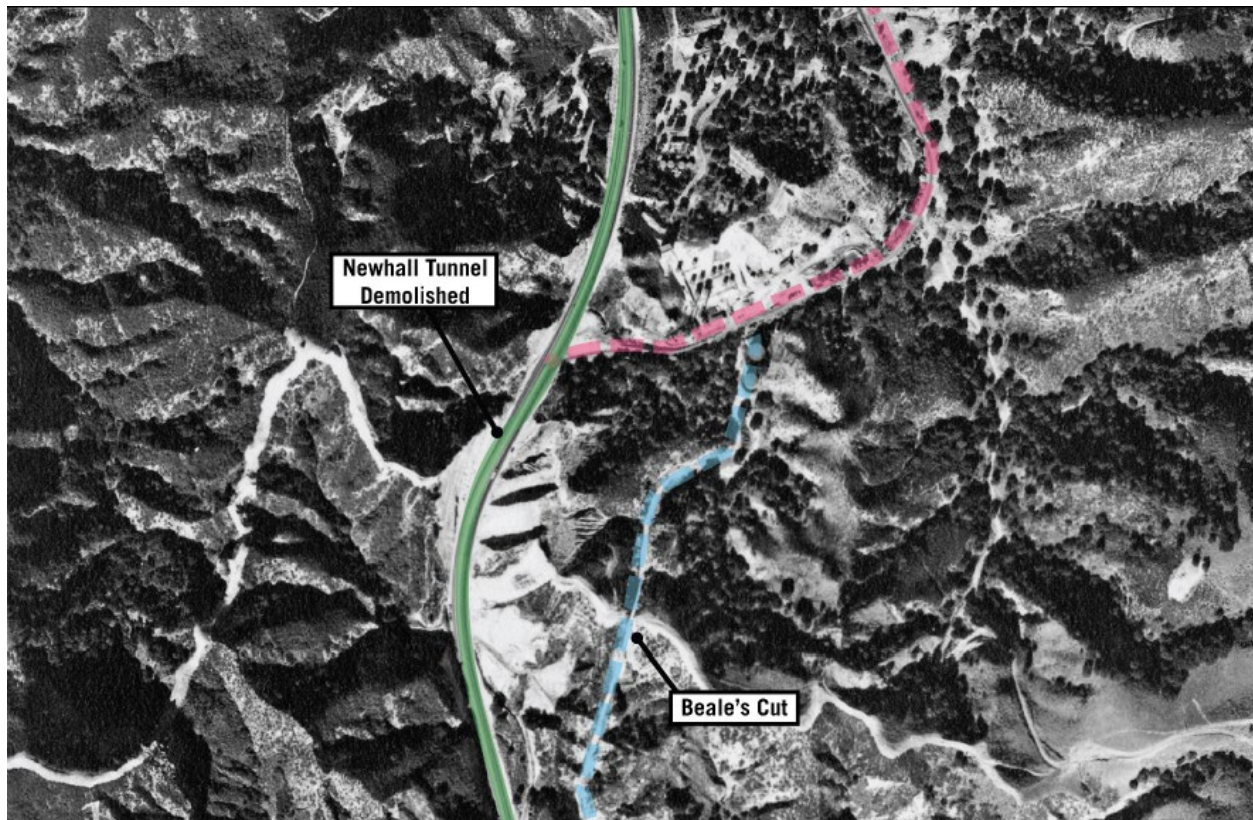
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**Figure 17:**



1944. In 1939, the Newhall Tunnel was demolished to make way for US Highway 6, also known as the Sierra Highway (shown in green). US Highway 6 was completed through the area prior to 1944.



Base Image: Flight DDF-1944, Frame 9-110, November 22, 1944, University of California Santa Barbara Library Geospatial Collection, accessed July 2022, <https://mil.library.ucsb.edu/>.

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**Figure 18:**

1956.



Base Image: Flight C\_22555, Frame 1-14, July 1, 1956, University of California Santa Barbara Library Geospatial Collection, accessed July 2022, <https://mil.library.ucsb.edu/>.



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### Figure 19:

1976. Construction began on State Route 14, also known as the Antelope Valley Freeway (shown in purple), in the 1960's. By the mid-1970's, it was completed through the vicinity of La Puerta.



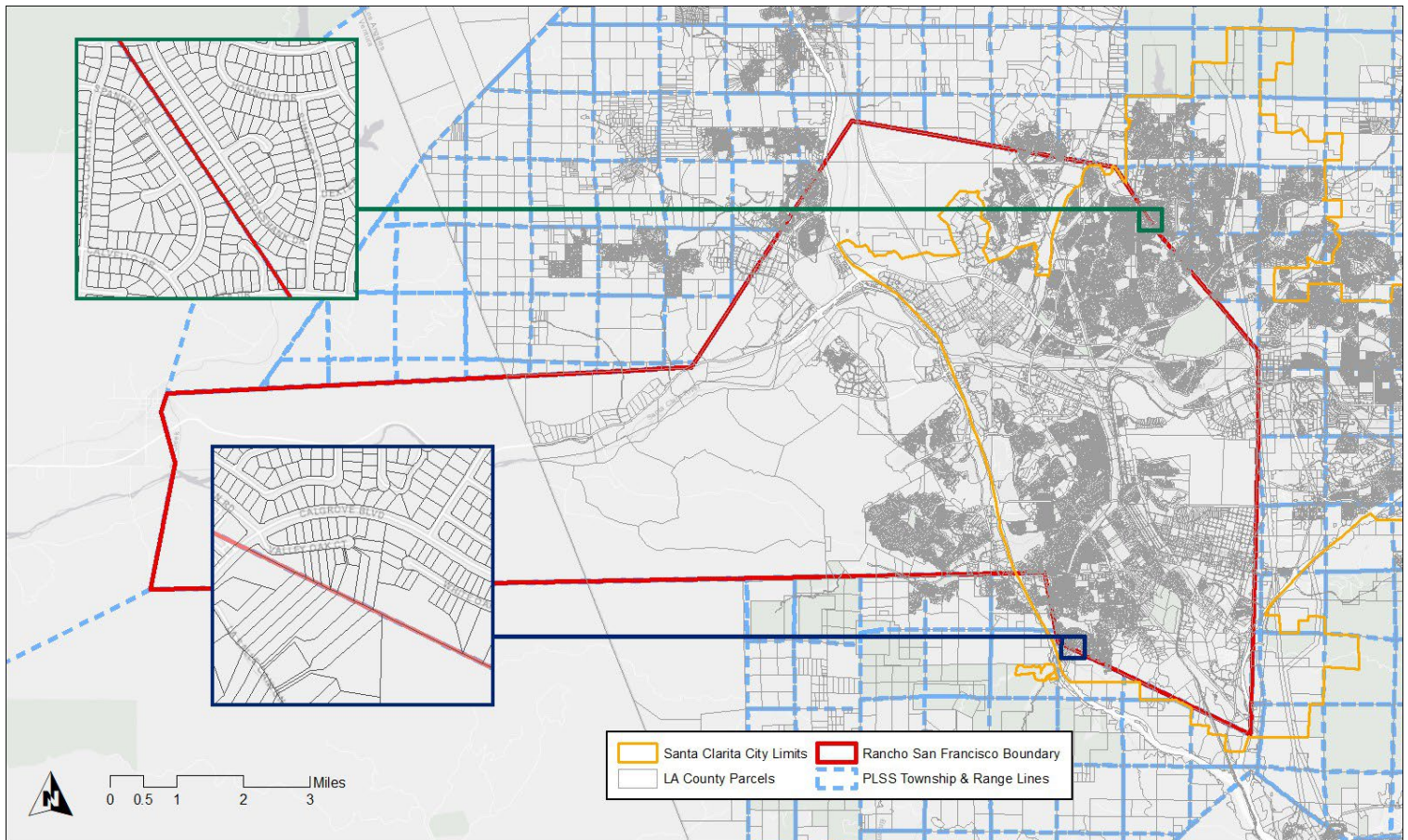
Base Image: Flight TG-7600, Frame 18-10, February 1, 1976s, University of California Santa Barbara Library Geospatial Collection, accessed July 2022, <https://mil.library.ucsb.edu/>.

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### Attachment 1: Rancho Boundary and Los Angeles County Parcel Comparison

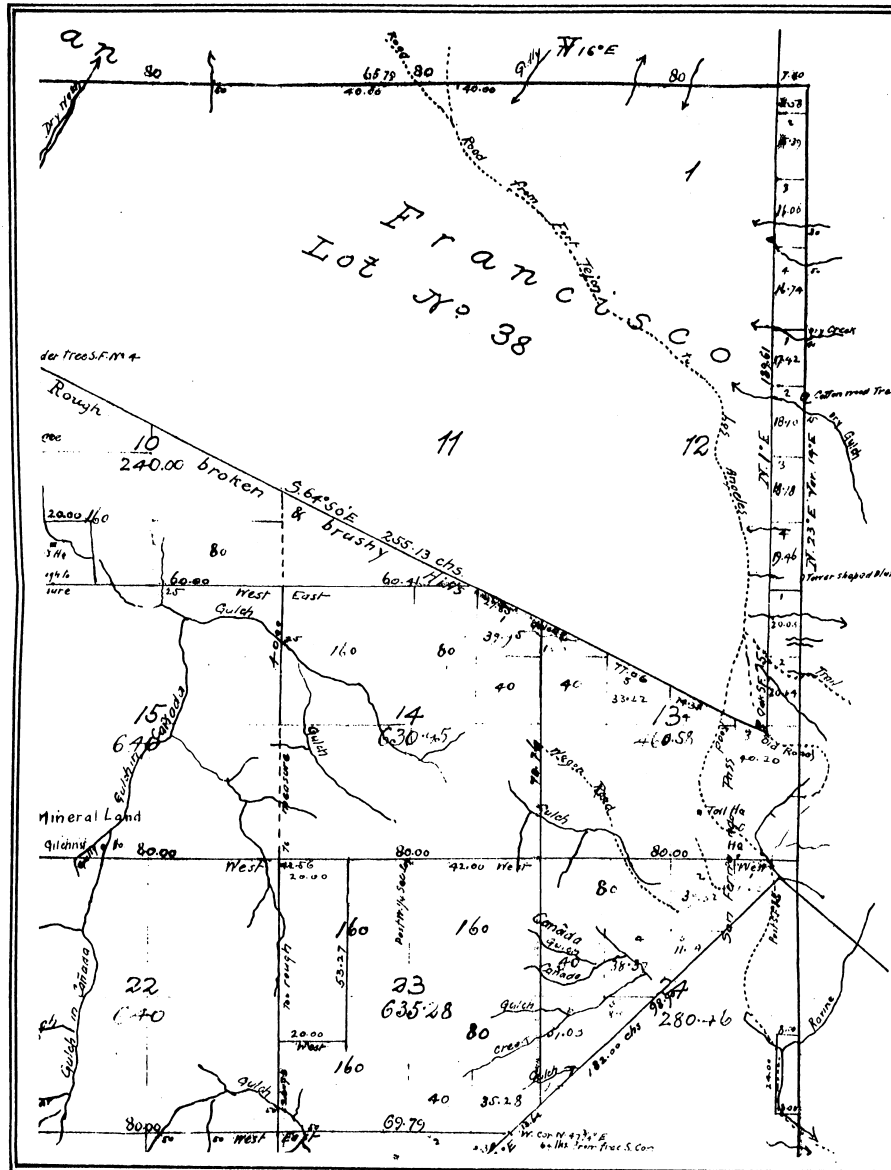


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### Attachment 2: V.S. Ripley Article Map 1



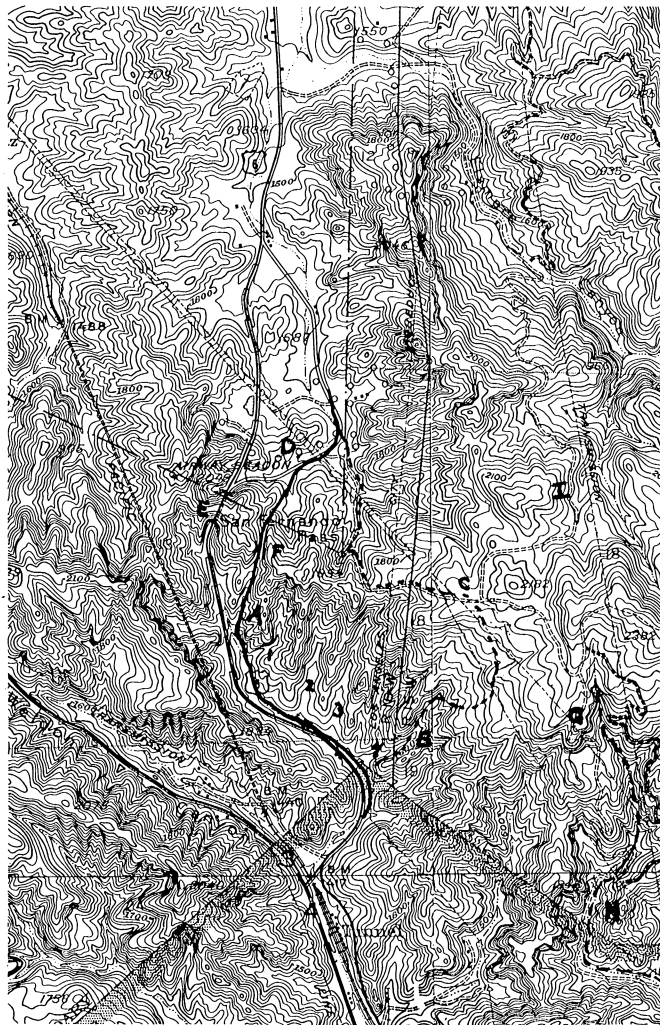
Southeast Corner of old Map. San Bernardino Meridian. Township No. 3 North,  
Range No. 16 West. Copy of Original Blueprint. 1853-1875.

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### Attachment 3: V.S. Ripley Article Map 2



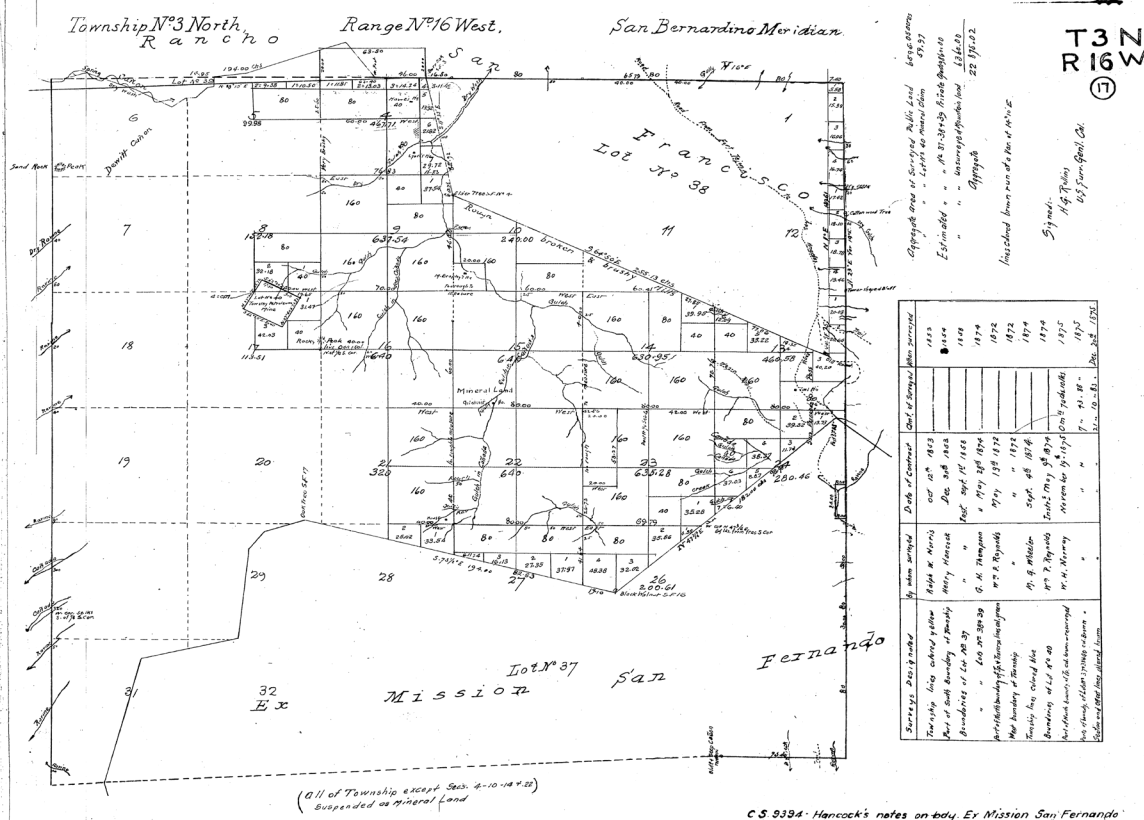
Topographical Map of San Fernando Pass Area. Edition of 1933.  
Reprint 1939. Marked by F. C. Ripley Jr.

A. Old road through Beale Cut. B. Suggested route of Cuesta Viejo. Compare with 1853 map. C. Crest of Divide on Cuesta Viejo. D. Present refinery. E. Site of old Newhall tunnel now referred to as Tunnel Cut. F. Beale Cut. G. Brea out-cropping on rim of Grapevine Canyon. H. Grapevine Canyon. I. Elsmere Canyon. Canyons 1, 2, 3, 4 as numbered. Boulevard up Weldon Canyon leads to Ridge Road. Boulevard #6 leads to turn northwest into Newhall.

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## Attachment 4: Township Plat Map



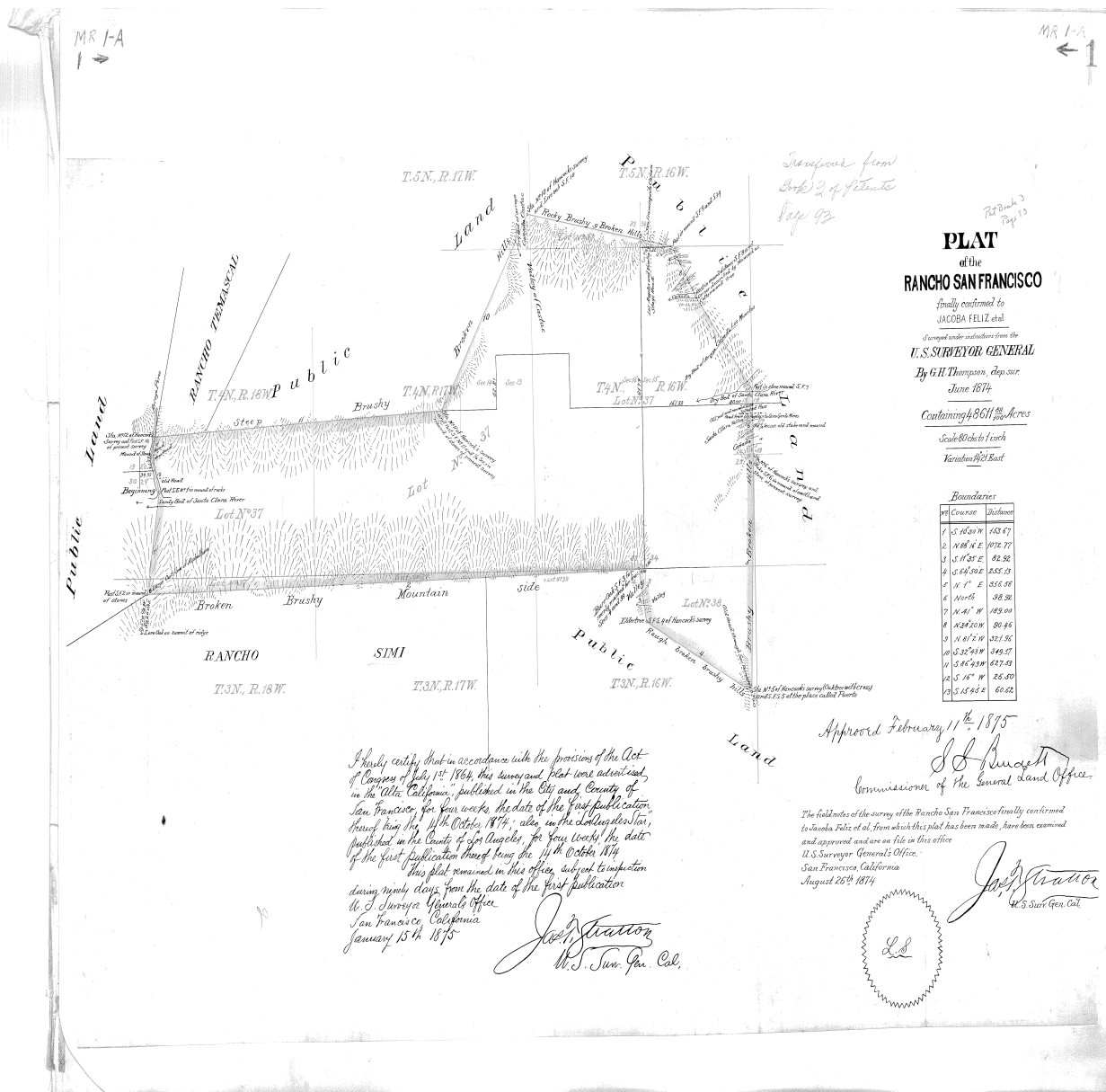


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### Attachment 5: Rancho San Francisco Land Patent Map





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\*Drawn by: Image captured from Google Maps

\*Date of map: December 2024

The nominated property is located at the red location icon circled in the photo below.

