



# The Gazette.

5 CENTS

SEPTEMBER-OCTOBER 2007

YEAR 13, NUMBER 3

## Goodbye San Fernando Road, Hello Main Street.

By Chris Price,  
ASSISTANT CITY ENGINEER.

### Renaming Of Downtown Thoroughfare Honors Newhall.

### Address Numbers Will Remain.

Now that the Old Town Newhall restripe and signal modification project is complete and the traffic in and around downtown has been reconfigured, the Santa Clarita Redevelopment Agency will concentrate on the further improvement of "Main Street."

Substantial public participation was incorporated into the decision to honor Newhall by renaming one of the busiest thoroughfares that serves it to reflect that fact. While the name San Fernando Road has graced street signs for years, Newhall Avenue

has been around even longer. In fact, if you look at an aerial photo of Old Town Newhall (available on the city's website) you will see that Newhall Avenue and San Fernando Road were once one straight street.

The first name change that will take place will of course be that of Main Street. San Fernando Road from 5th Street to Lyons Avenue will soon officially be Main Street. Not to fear, however; address numbers will NOT CHANGE, and the U.S. Postal Service has assured city staff that the name change should not affect delivery services in any way. City staff will transmit paperwork to the Post Office as well as utilities, mapping services, emergency services, and others, and Postal Service computers will be changed to hold both the new and old names on file virtually forever.

San Fernando Road currently changes to Bouquet Canyon Road at Magic Mountain Parkway. During subsequent phases of the name change process, Bouquet Canyon will either be extended

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COURTESY OF THE CITY OF SANTA CLARITA

THE CITY'S DOWNTOWN NEWHALL SPECIFIC PLAN ENVISIONS A PUBLIC LIBRARY AT THE TERMINUS OF MAIN STREET, WHERE IT MEETS WITH LYONS AVENUE.

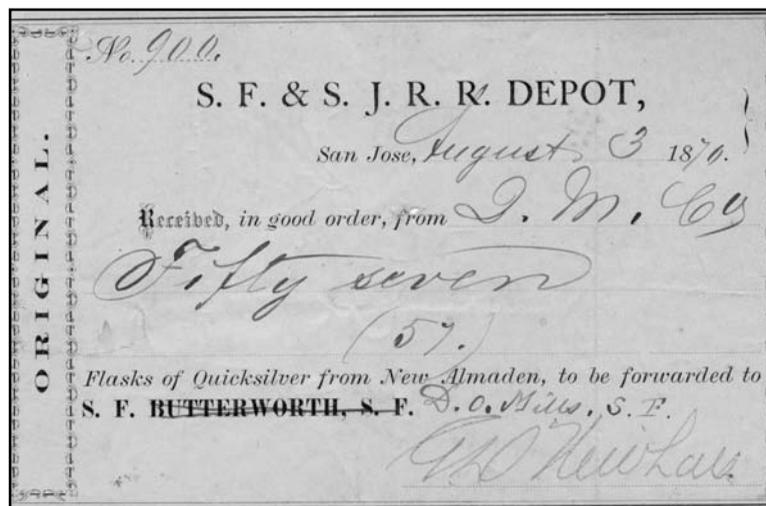
## Newhall In San Francisco.

By Dr. Alan Pollack  
PRESIDENT, SANTA CLARITA VALLEY  
HISTORICAL SOCIETY.

Most people would associate Henry Mayo Newhall with the town he founded on the Rancho San Francisco in the Santa Clarita Valley in 1876. They might not know, however, that Mr. Newhall considered San Francisco his primary home, and in fact spent much of the last half of his life in that city.

Although arriving in the Bay Area literally with the clothes on his back during the California Gold Rush, he became a wealthy and prominent citizen of San Francisco through his auction, railroad and real estate endeavors. When he fell off a horse and suffered severe injuries during a ride through this valley in March 1882, it was to San Francisco he was rushed and subsequently met his untimely end at the age of fifty-six.

CONTINUED ON PAGE 4.



COLLECTION OF ALAN POLLACK

A RARE RECEIPT FROM THE SF&SJ RAILROAD COMPANY FOR FIFTY-SEVEN FLASKS OF QUICKSILVER - I.E., MERCURY.

## Street Art Fest Offers Music For Every Taste.

On September 29 and 30, the Santa Clarita Street Art Festival, sponsored by Lockheed Federal Credit Union, will highlight a spectrum of artistic talent in Old Town Newhall.

This exciting two-day festival will be located along San Fernando Road between Lyons Avenue and 5th Street. The free outdoor event is open to the public and features live entertainment: international dance performances, live music, fine arts and crafts, hands-on activities and the fine art of street painting.

The highlight of the festival is the Street Painter Block, sponsored by Glen Ivy

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# The Old Town Newhall Gazette.

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LEON WORDEN, Editor and Publisher.

## LETTERS TO THE EDITOR.

### Newhall Is The Greatest For Raising A Family.

I was born and raised in Newhall. Great history of our family. Newhall is the greatest. Lived there until I got married. Moved to the San Fernando Valley (and) raised three children.

**Helen Maker,  
San Fernando Valley.**

### Hot Wheels Parking, Courtesy Of Planners..

I just wanted to be one of the first (of many, I'm sure) to say how ridiculously stupid the new parking is on the new Main Street. Reverse-in angled parking? Whoever suggested,

seconded and implemented this scheme should be made to direct traffic once a week in Old Town Newhall.

I really can't wait to hear about all the insurance claims this scheme will be responsible for. Californians are not used to backing into right-angled spaces, and now we're expecting people to make their best efforts at reversing into angled spaces? Drive-in (forward) angled parking, implemented by every other city with a pedestrian-friendly downtown area, e.g. Ventura, has the benefit that it gets the parking car off the street very quickly; the departing car only has to wait for a gap in traffic to leave. With reverse-in parking, the arriving car first has to hold up traffic, then have a go

at getting into the space (two or more attempts will no doubt be the norm), not to mention vehicles with large overhangs impeding the sidewalk. Of course, departing will be easier.

As you will have probably already seen, people are voting with their right foot and simply driving forward into a space on the opposite side of the street. We are all inherently lazy once we get behind a wheel. This, however, may also cause a number of accidents as they have to depart by reversing across oncoming traffic.

Well done, city planners. I'm sure this all looked fine and "avant-garde" as you played with your Hot Wheels cars in the sand box. Unfortunately, those of us who regularly shop in Old Town Newhall have to actually live with your flashes of brilliance.

**Andrew Graves,  
Newhall.**

### Wonderful Group Of People.

Thanks for this fabulous update. I have been a resident of Santa Clarita since 1984, raised two children here and have loved being here every minute. I would like to put my name on your list of volunteers for the Newhall Old Town renovation. All of the individuals involved in making this happen sound fully committed and a wonderful group of people.

**Christy Holcomb,  
West Hollywood.**

### Nightmare Parking Situation.

Please, please do something about the restriping of San Fernando Road (Main Street). It is proving to be a nightmare parking situation. Watching drivers try to navigate the "back-in" parking is very scary. It is so unsafe. Don't wait for accidents to occur. It needs to be addressed now.

**Chris Schultz,  
Santa Clarita.**

**'People are voting with their right foot and simply driving forward into a space on the opposite side of the street. We are all inherently lazy once we get behind a wheel.'**

— Andrew Graves

### Good Work, Now Let's Eat.

The job you're doing is looking great. Our only concern and question is beautiful trees along the front of stores with meandering walkways and benches (fountains?) for an inviting atmosphere. Enticing specialty foods: American (hot dogs, hamburgers, shakes), American Indian (pine nut salads, jerky, trout), Indian (curry chicken, etc.), Asian (sushi, teriyaki, sweet n' sour), Italian (spaghetti, pizza), Jewish (delis, pickled eggs and cucumbers), holistic, health foods — just some of our suggestions. Looking good. Keep up the good work.

**Robert & Cindy Hazard,  
Happy Valley-Newhall.**

I have had several contacts with the old Ridge Route prior to and during my residence in the Newhall area. I was a charter member of the new Newhall-Saugus Elks Lodge back in 1965-1967 (Elks Member for 37 years until 2002), member of the Newhall-Saugus CAP under the command of Reserve U.S.A.F. Colonel Milt Diamond, who owned the Newhall General Store until 1967 while a firefighter.

I still hold a strong interest in the entire area including the old Ridge Route. I (turned) 76 years old on July 16 and have been a resident of Hemet in Riverside County since 1987.

**James L. Burns,  
Hemet.**



### Gazette Sparks Memories.

I was on the L.A. County Fire Department until March 1970. I was stationed at L.A. County Fire Station No. 76 on old Highway 99 across the road from the L.A. County Sheriff's Wayside Honor Rancho. In 1965 I moved into the new brick fire station at Castaic Junction near the intersection of old Highway 99 and Highway 126-W. I lived in Bouquet Canyon from 1965 until my retirement at age 38 on a service-connected disability. At that time I left the area.

Prior to becoming a firefighter, I drove big rigs up the "Grapevine" on old Highway 99 to Bakersfield and back. I also drove gasoline tank trucks and trailers as far as Little Tips Restaurant to the big Standard (Chevron) Station on Hwy. 99 which had some twelve attendants on duty daily, and to the Standard Station at Castaic Junction near Big Tips Restaurant where they finally built the new fire station where I later worked.

## The Gazette.

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# Oh, How The Time Does Fly.

## Newhall Redevelopment Committee Has Been Busy Working On Improvements.

It's hard to believe fall is upon us. Before you know it, the leaves will be turning brown here in Newhall. The summer heat will finally subside, the sun will go down a little sooner and we'll all be searching for our sweaters again. It's a fair statement that when you're this busy, time seems to fly by.

That's exactly what we've been here at the Newhall Redevelopment Committee – busy. And the time sure has flown. Here are just a few of the things the committee has worked on as well as things we'll be looking forward to this fall:

- In late June of 2007, the City Council approved the Five Year Implementation Plan for Old Town Newhall. This document is required by state law and highlights the agency's plan for the next five to ten years.

- In July, the city and the committee hosted an event to commemorate the completion of the restriping of San Fernando Road and Railroad Avenue. This ambitious project was critical to creating a more pedestrian feel along San Fernando Road (soon to be Main Street) while providing an essential transportation corridor along Railroad Avenue. Present at the event were members of the Committee, the City Council, and representatives from Sen. George Runner's and Supervisor Michael D. Antonovich's office.

- During the August meeting of the committee, several new subcommittees were created. The subcommittees include: marketing, finance, housing, historical preservation, peddler, and Lyons Avenue. The purpose of these subcommittees is to provide specific feedback to city staff on these issues.

- San Fernando Road will be



**Message From  
Phil Ellis,  
Chairman Of  
The Newhall  
Redevelopment  
Committee.**



COURTESY OF THE CITY OF SANTA CLARITA

**PHIL ELLIS, CHAIRMAN OF THE NEWHALL REDEVELOPMENT COMMITTEE, SPEAKS AT THE RIBBON CUTTING FOR THE OLD TOWN NEWHALL STREET RESTRIPIING PROJECT.**

**‘There is a lot to be proud of here in Newhall. I expect that the future holds a lot more work, and a lot more rewards because of it. And at this rate, before you know it, we’ll be ringing in the new year!’**

renamed Main Street starting in September. The renamed portion will stretch from 5th Street to Lyons Avenue. Every great downtown I can think of has a “Main

Street.” I think it’s the little details like this that make the efforts to redevelop so unique.

- On September 29th and 30th,

Newhall will once again host the Street Arts Festival. It’s a great excuse to come visit our Old Town, see some fantastic artists and have lots of family fun. You can find more information about this exciting event in this edition of the Gazette.

So once again, there is a lot to be proud of here in Newhall. I expect that the future holds a lot more work, and a lot more rewards because of it. And at this rate, before you know it, we’ll be ringing in the new year! But until then, I hope everyone comes and shares in the excitement.

As always, I’d like to end by reminding everyone that the Newhall Redevelopment Committee meets the first Monday of every month at 7 p.m. The meetings are held in City Hall, 23920 Valencia Boulevard, in the Century Conference Room on the first floor. All members of the public are welcome to attend.

# Newhall, CONT.

FROM PAGE 1.

The town of Saugus, California, is named after Henry Mayo's birthplace in Saugus, Massachusetts, where he entered the world May 23, 1825. Henry was an adventurous soul, and in 1838, at age 13, he left that "other" Saugus to become a cabin boy on a ship headed for the Far East. Adventure turned to danger while on the high seas of the Pacific when he fell off the high rigging of the vessel and broke both of his legs.

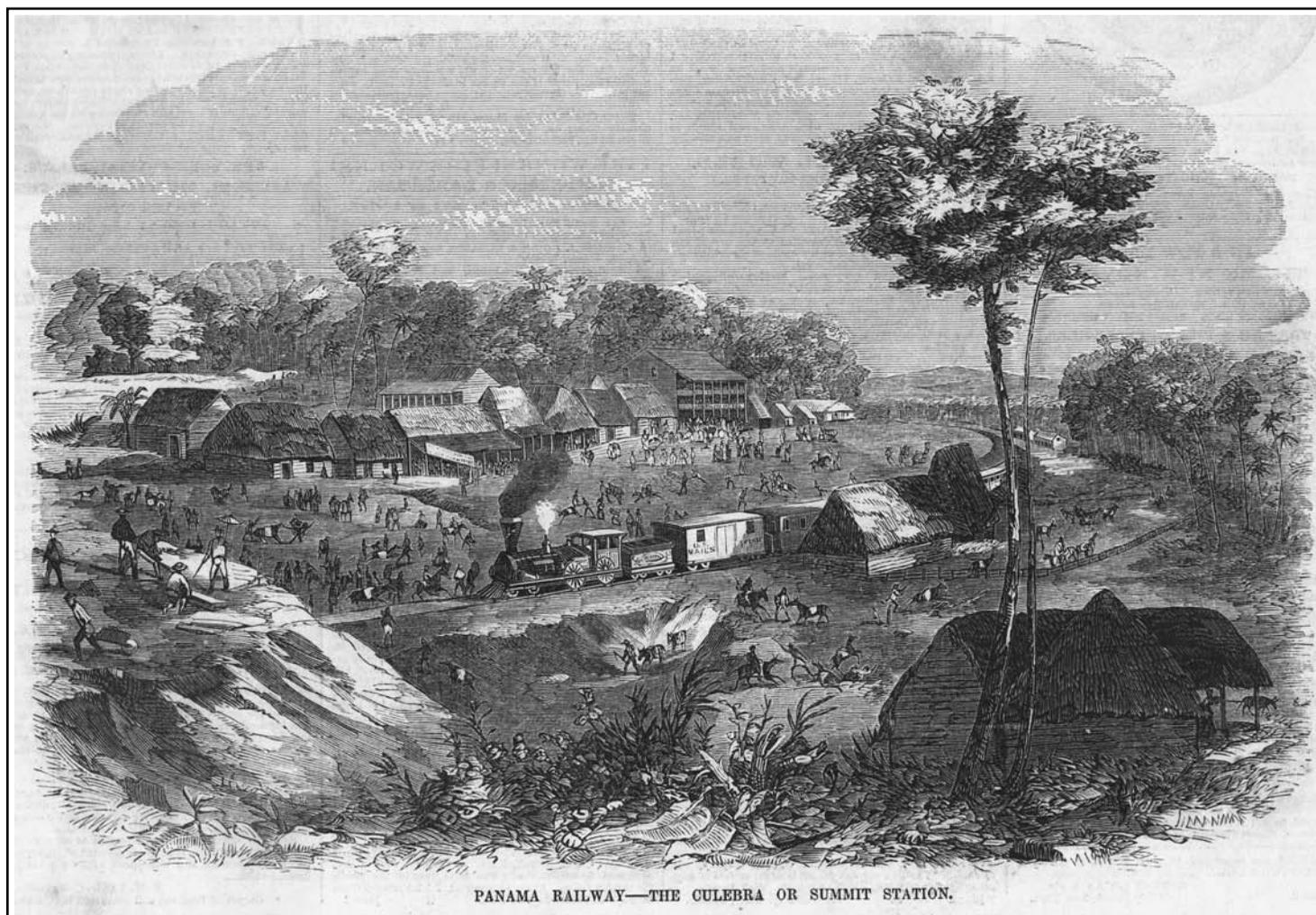
Newhall returned to Saugus, Massachusetts, to heal up, but eventually the travel bug hit again and he wound up in the city of Brotherly Love, Philadelphia.

It was there he learned the trade that would make him a wealthy man when he was hired by the auction house of Myers, Claghorn and Company. Henry became a talented auctioneer, and after a mere two years in the business was offered a partnership and job as an auctioneer in Nashville, Tennessee. The partnership offer failed to materialize, so he started his own auction house in Pulaski, Georgia, and moved that firm (Newhall and Baker) back to Nashville, where he became a smashing success at age twenty-four. He met his future first wife, Sarah Ann White, while in Nashville.

Newhall married Sarah Ann in 1849, but a few weeks later he was swept up by the California Gold Rush and boarded a ship to Panama, crossed through the Panamanian jungle, and took another ship to San Francisco to seek his fortune along with thousands of other 49ers. As was the fate of many other gold seekers, Newhall was not successful in the gold diggings. He arrived back in Stockton, California, almost penniless but fell back on his previous profession and auctioned off all his remaining clothes.

Newhall then traveled on to the Bay Area where he intended to catch a ship and return to his wife in Nashville. It was his destiny, however, to remain in San Francisco. While waiting for passage on a ship, he bumped into auctioneer Almer Ives Hall, co-owner of the San Francisco auction firm of Hall and Martin. Hall happened to be looking for a

COLLECTION OF LEON WORDEN



PANAMA RAILWAY—THE CULEBRA OR SUMMIT STATION.

**NEWLYWEDS HENRY AND SARAH ANN NEWHALL DEPARTED FROM OPPOSITE COASTS SHORTLY AFTER THEIR 1849 MARRIAGE TO BE WITH ONE ANOTHER AND MET IN PANAMA. IN THE EARLY 1850S THIS RAILROAD, BUILT BY FINANCIERS IN THE UNITED STATES, CUT THE 50-MILE TRIP ACROSS THE ISTHMUS FROM DAYS TO HOURS, BUT IT WAS STILL AN ARDUOUS JOURNEY PLAGUED WITH DISEASE AND GUN-TOTING ROAD AGENTS.**

**‘Sure enough, on his first night on the job, Henry Mayo used his auction skills to draw a big crowd on an otherwise slow night and virtually sold out all the goods available within three hours. He quickly gained a widespread reputation for his service and sales abilities.’**

salesman for the company. Newhall, figuring he could make some quick money before returning to Nashville, agreed to a temporary job and, according to Hall, boasted, "I can sell more goods, and for bigger money, than any man that stands in California."

Sure enough, on his first night on the job, Henry Mayo used his auction skills to draw a big crowd on an otherwise slow night and virtually sold out all the goods available within three hours. He quickly gained a widespread reputation for his service and sales abilities.

In May 1851, one of a series of fires swept through San Francisco and burned down the wooden building in which Hall and Martin conducted its business. Shortly thereafter, Henry Martin grew homesick for New England and sold out his half of the partnership to Newhall.

By the end of 1851, Hall also returned to the East Coast and left Newhall as the sole owner of the firm he would rename H.M. Newhall & Company. Already having built up a sizeable nest egg, Newhall in 1852 built a two-story brick building on Beale

Street in San Francisco which he made his new home. He then set sail for Panama to return to Nashville to retrieve his wife.

Unbeknownst to him, Sarah Ann had left Nashville at the same time and headed west to meet him. They met up on the isthmus of Panama and then spent a few months in Saugus, Massachusetts, before returning to San Francisco.

Newhall would gain additional wealth by savvy purchases of land in San Francisco, where such buildings as the Bank of California and the Merchants Exchange building would later be erected.

He also bought land in nearby towns such as Redwood City and San Jose. During his years as an auctioneer in San Francisco, he developed a strong reputation for his "strict business habits, reliability, honesty, and integrity."

In the late 1850s, most of the Bay Area's growth was heading south toward San Jose. Commuters between San Francisco and San Jose had to endure a grueling, nine-hour stagecoach trip. San Francisco's business leaders began to think about building a railroad between the two cities. Newhall was to become involved in the railroad business after receiving a one-third interest in a railroad company as a consolation prize for having co-signed and paid off a \$90,000 note that went into default.

Along with partner Peter Donahue, Newhall embarked on a risky venture which would become the San Francisco and San Jose Railroad. He eventually took the post of president of the Railway.

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# Henry Mayo, CONT.

FROM PAGE 4.

Against all odds, and with construction costs exceeding a then enormous sum of \$2 million, the tracks between San Francisco and San Jose were to be completed on January 11, 1864. Newhall sponsored a huge celebration that day, which included a military parade in San Francisco and free train rides between the two cities.

Newhall and Donahue are credited with planning and constructing the first financially successful railroad in California. However, Newhall had even loftier goals in mind.

Since the early 1850s, the U.S. government had been exploring potential routes for a transcontinental railroad to connect the East and West coasts and bring the wagon train era to a close.

Newhall wanted to obtain the government contract to build the western portion of the transcontinental railroad. But the usually successfully Newhall met his match when he had to compete against the "Big Four" men of the Central Pacific Railroad. Collis P. Huntington, Mark Hopkins, Leland Stanford and Charles Crocker would offer Newhall the right to build the last one hundred and seventy-five miles of track from Sacramento to San Francisco in exchange for his promise not to interfere with the Central Pacific's lobbying efforts in the Congress. But when the Pacific Railroad Act awarded the contract to the Central Pacific in 1861, the wily Big Four managed to omit Newhall from the last draft.

The transcontinental railroad would be completed at Promontory Point, Utah, on May 10, 1869. Having been pushed aside by the Central Pacific, Newhall decided to try to build another railroad south to San Diego and then eastward through the Southwest.

William Ralston, then president of the Bank of California, joined the Board of the SF&SJ Railway, and the two men began planning Newhall's dream to develop another transcontinental line to the South.

But once again, Newhall was to have his plans dashed by the Big Four. After completing the Central Pacific Railroad, the railroad magnates formed the Southern Pacific Railway and began buying up over one hundred small independent lines in California. They outsmarted Newhall by buying stock in the SF&SJ from the city of San Francisco.

Knowing he would eventually lose to them again, Newhall sold his railroad to the Southern Pacific in October 1870. As a consolation, the next year the Southern Pacific accepted him on its board of directors, a position he held the rest of his life.

In an age when personal philanthropy was not yet common, Newhall also became known for a number of charitable activities in San Francisco. These included being an officer in such organizations as the Society of Territorial Pioneers, the first San Francisco city college, the Academy of Natural Sciences, the Odd Fellows and the Knights Templar. He helped sponsor the beginning of the San Francisco Theological Seminary in 1871. He was honored as one of the first trustees of the Lick Observatory, the first of its kind in the United States.

Henry Mayo Newhall in his later years began buying up old Spanish ranchos, including the Rancho San Francisco, which would become the Santa Clarita Valley. There he facilitated the completion of the Southern Pacific Railroad and established the town of Newhall in 1876.

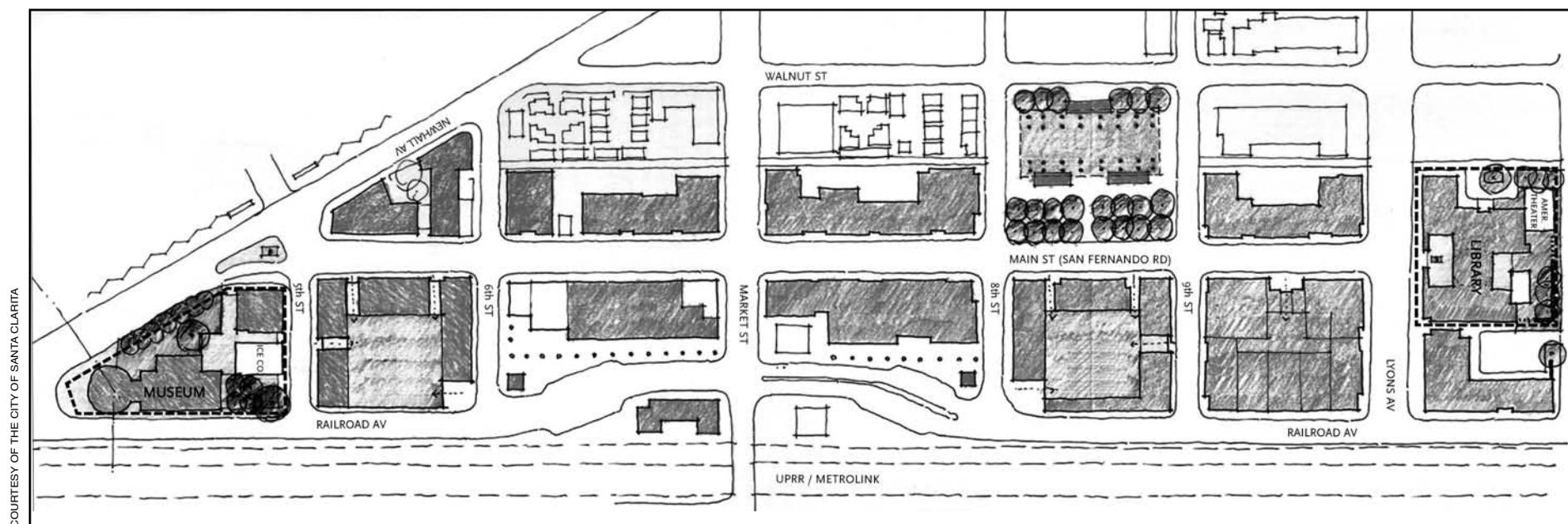
Although he would spend increasing amounts of time managing his ranches in central and southern California, he continued to maintain his primary home in San Francisco, the city that had brought him untold wealth and prestige.

In San Francisco, he would die at his home a few days after taking his last ride on that unsteady horse through his Rancho San Francisco in 1882. The next year his widow and five sons formed the Newhall Land and Farming Company, and a ranching empire was born which would ultimately lead to the development of the Santa Clarita Valley into the urban landscape of the present.



COURTESY OF ANTHONY NEWHALL

**THIS PORTRAIT OF HENRY MAYO NEWHALL INCLUDES A RARE AUTOGRAPH FROM THE FOUNDER OF THE TOWN OF NEWHALL. IN THE LATER YEARS OF HIS LIFE, NEWHALL PURCHASED THE RANCHO SAN FRANCISCO, WHICH WOULD LATER BE KNOWN AS THE SANTA CLARITA VALLEY. HIS HEIRS FORMED THE NEWHALL LAND AND FARMING COMPANY, WHICH WENT ON TO BECOME THE VALLEY'S LARGEST DEVELOPER.**



# What's Really Happening In Old Town Newhall.

**Efforts Well Under Way to Recreate That 'Good Old Feeling' Of The Valley's First Downtown.**

**By Chris Price,  
SENIOR ENGINEER,  
CITY OF SANTA CLARITA.**

Back in the middle of the twentieth century, downtown areas were not only the place to shop, they were also the place to catch up with neighbors and socialize. The good old feeling of a city's downtown is being recreated all over the country right now with the resurgence of downtown improvements. Here in Santa Clarita, efforts toward revitalizing Old Town Newhall, the area's first downtown, are again under way.

Redevelopment, a popular tool for revitalizing business and residential districts, has been with us in Santa Clarita for some time now, and most think that a lot of good has come from it, even if they don't know everything that has been done so far.

The first phase of Old Town Newhall revitalization-redevelopment started in earnest back in the early Nineties. The city of Santa Clarita used community development block grant funds to construct new curbs, gutters and sidewalks throughout all of east Newhall and in places where it was missing in west Newhall.



**THE DOWNTOWN NEWHALL SPECIFIC PLAN ENVISIONS A MAIN STREET (TOP) THAT WILL REMIND VISITORS OF THE HERITAGE CREATED BY THE COMMUNITY'S HISTORIC ORIGINAL DOWNTOWN, ABOVE, CIRCA 1890.**

Prior to that time the neighborhoods had muddy rivers running down each side of the street whenever it rained, and mothers pushed strollers down the street alongside cars just to get to and from the store. Since those projects were completed, residents began spending much more time and money improving and maintaining their yards to complement the cleaner street scene.

Shortly after the east Newhall project, the city began work on Railroad Avenue, which was completely reconstructed to become a viable through-street again. Are you old enough to

remember what the stretch of land next to the railroad tracks in that area looked like before? It was not pretty.

The Jan Heidt-Newhall Metrolink Station was constructed shortly after the completion of Railroad Avenue, ending the second major phase of improvements to Newhall. The third phase included the Newhall Community Center, the Veterans Historical Plaza and the Downtown Newhall Specific Plan. These projects, all built by the city of Santa Clarita, have provided much in the way of capital improvements, infrastructure and add to the quality of life

for residents living in the area and generations to come.

The city and its redevelopment agency have now entered into the fourth and perhaps most controversial phase of improvements to date. Some have expressed concern that "eminent domain" proceedings are already under way to kick people out of their homes and businesses. Nothing could be further from the truth.

While it is true that the Redevelopment Agency may purchase properties, and it is possible that some businesses

occupying those properties may be relocated, the Agency legally cannot "take" a residence for any reason. And while eminent domain may be used in some instances, the mechanics of that process are very slow, careful, and complicated.

If the city does reach the point where it is necessary, those affected will be well taken care of throughout the process. Any questions about eminent domain are welcomed and will be answered. Most if not all businesses impacted by previous city projects are thriving today.

Many people may not know that Old Town Newhall is home to a historic jailhouse (currently the Antique Flower Garden) and the American Legion Hall. These hundred-year old structures and others are historic treasures in Old Town Newhall.

The city's plan calls for the preservation or adaptive re-use of these and other structures. The current owner of the Antique Flower Garden could, at present, tear down the building after simply pulling a demolition permit (although a historic preservation ordinance is on its way to prevent that). The Downtown Newhall Specific Plan, adopted by the City Council and the

**CONTINUED ON PAGE 11.**

## Main, CONT.

FROM PAGE 1.

southerly to replace San Fernando and Railroad Avenue, or Railroad Avenue will be extended northward to meet existing Bouquet Canyon. Once the process runs its course, the name San Fernando Road will no longer grace a street sign in the Santa Clarita Valley. While there should be no change in mail service, there will be a change in signage and look to the new Main Street.

City staff is working on the next changes to the appearance of Main Street. Step by step, shoppers and community members will notice aesthetic improvements to the overall “streetscape” of Main Street. Plans are being drawn up to reconfigure the intersection of Newhall Avenue and San Fernando Road so traffic wishing to bypass the Old Town area will be able to do so much more smoothly.

The realignment will also create a new median island that will serve as a monument to identify the southern limits of the downtown district and smooth traffic flow traveling on Newhall Avenue to and from Lyons. Additional landscaping will be added to the median at the north end of downtown near 11th Street, and both the former Moore’s sub shop and Union 76 gas station will be paved and striped for additional parking. New landscape will added to these areas as well.

As plans for the full “streetscape” treatment envisioned for Main Street are being prepared, a new storm drain and “antique” street lights like those already on Railroad and in the Community Center-Newhall Metrolink parking lot will also be added to Main Street. Once the on-street parking configuration is finalized, plans for new mid-block crossings and expanded pedestrian areas with benches and kiosks will be finalized. Old Town Newhall will eventually bear no resemblance to the busy, cluttered, loud speedway it once was.



COURTESY OF THE CITY OF SANTA CLARITA

View of Mercado Plaza along Main Street

### THE DOWNTOWN NEWHALL SPECIFIC PLAN ENVISIONS THE CREATION OF A MERCADO FEATURING A VARIETY OF SEASONAL AND PERMANENT SHOPS ON MAIN STREET.

City staff has also been meeting with internal and external partners to move forward on the concept of the library project at the head of Main Street. If the Redevelopment Agency is successful in purchasing the additional property necessary, a 20,000-square-foot state-of-the-art library will be planned and constructed to serve the southern portion of the Santa Clarita Valley.

Public participation will continue regarding this exciting project and those mentioned above. These projects are discussed regularly at the Newhall Redevelopment Committee meetings generally held on the first Monday of each month in the Century Conference Room at City Hall, 23920 W. Valencia Boulevard. The public is always welcome.

# The North Newhall Specific Plan: An Update.

## Great Care Being Taken In Planning For Undeveloped 213-Acre Site.

By Chris Price,  
SENIOR CITY ENGINEER.

A unique and exciting land planning opportunity exists in North Newhall on a 213-acre parcel of land located east of the railroad tracks and San Fernando Road and north of 13th Street at the entrance to Placerita Canyon. This site is being studied as part of the North Newhall Specific Plan and is perhaps the last large, flat parcel fronting major roads in our valley.

It is with great care and

importance that City of Santa Clarita planners and its consultants will apply in approaching a land use plan for this property. Once designed, this property can provide key linkages and connectivity to no less than four neighborhoods: Circle J Ranch, Placerita Canyon, Old Town Newhall, Newhall as well as the Community Center.

Understandably, the nature of how this site gets developed will be of interest and concern to many different stakeholders. Aggressive steps have been and will be taken to ensure comprehensive public participation and community outreach.

In June 2007, at a joint study session, city planners presented the City Council and Planning Commission a draft land use plan

created during the community charrette process in the previous September. The proposal consisted of a pedestrian-friendly community that included a range of housing types, open space, recreational areas, new roads, neighborhood commercial-office-retail and multipurpose trails.

Most significantly, the proposed plan included relocating an antiquated at-grade rail crossing from 13th Street to a modern-day at-grade rail crossing at Lyons Avenue continuing east into the Placerita Canyon community.

Since June 2007, land use planning on the specific plan has been temporarily suspended so that city staff and the project team can coordinate with affected state and local agencies and seek approval for relocating the at-

grade rail crossing. In the last few months, city staff has met with representatives from Metrolink, Southern California Regional Rail Authority, Union Pacific and the Public Utilities Commission in order to identify necessary materials and information to gather and provide to decision makers on this matter.

City staff believes that the Lyons Avenue at-grade crossing provides the best options and flexibility for achieving a site plan that reflects smart growth and new urbanism principles while supporting and complimenting future development in Old Town Newhall adjacent to the south. If this rail crossing relocation request is denied, the project team would likely develop a proposed site plan with alternative

circulation patterns.

Once this research is completed, city staff will revisit the draft land use plan to make modifications based on comments received from the aforementioned agencies and direction received at the June study session. A timeline for this has not been established yet. Community meetings will be scheduled prior to any public hearings on this project. Additional public participation will be afforded through the project’s environmental impact report process.

*For more information of the North Newhall Specific Plan, please contact Senior Planner Jason Smisko at 661/255-4306 or [jsmisko@santa-clarita.com](mailto:jsmisko@santa-clarita.com).*

# Toeing The Line At Work Boot Warehouse.

*Old Town Newhall is a hub for small business. National chain fast-food restaurants and retail stores are nowhere to be found. In an effort to highlight unique or new businesses each edition of The Gazette will spotlight an Old Town Newhall establishment. This month's spotlight is on Work Boot Warehouse located at 24275 San Fernando Road (Main Street).*

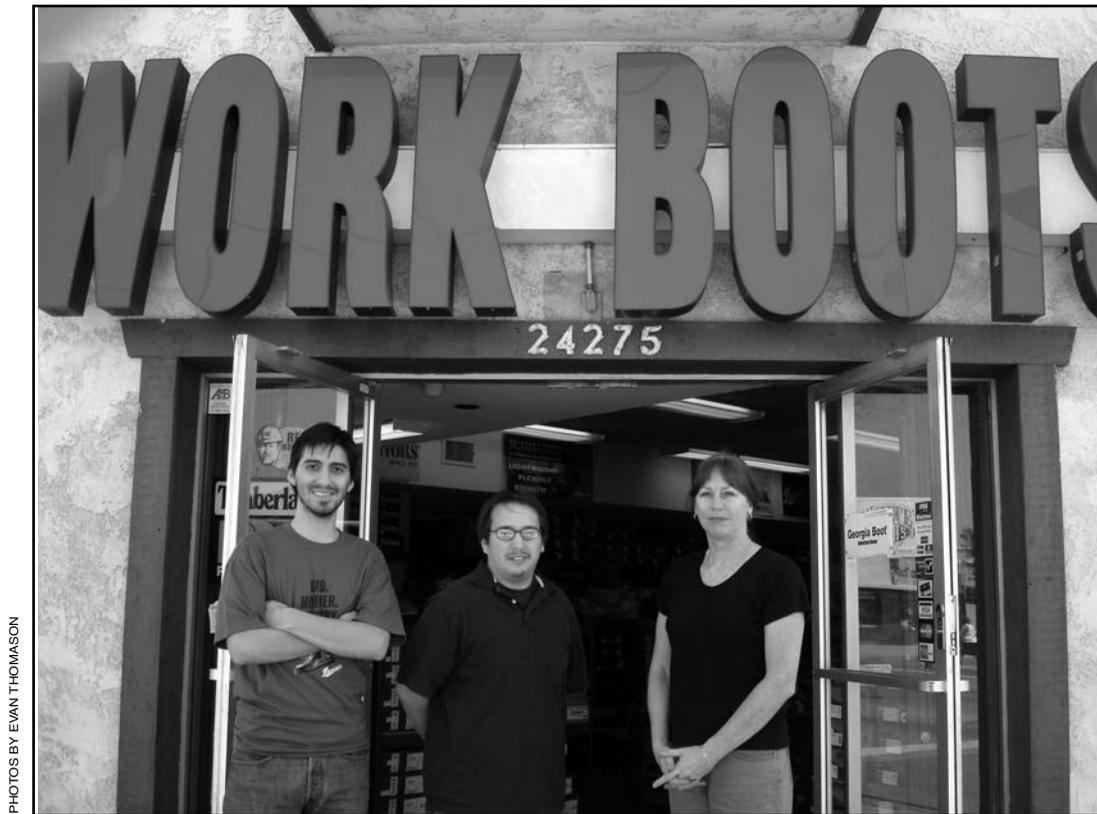
Manager Pamela Relitz says her store opened almost 10 years ago, in November 1997. The store is part of an independent chain with five locations. Work Boot Warehouse outlets can also be found in Canoga Park, North Hollywood, Las Vegas and San Bernardino. The Newhall store was the fourth to open for owners Tom and Don Gruberger.

The store was started by the brothers after years of following their parents to various swap meets. A considerable customer base had been built after almost seventeen years of selling at the Saugus Speedway.

A pharmacy with old soda fountain fixtures occupied the space before Work Boot Warehouse transformed the 2,200-square-foot space on the corner of Market Street and San Fernando Road. Specifically, the Newhall store is known for its Whites, Danner, Wolverine and Bates line of shoes. While not everything may be in stock, the store is sure to have it shipped or transferred from one of its other locations, most times the next day. Even better, their website ([workbootwarehouse.com](http://workbootwarehouse.com)) is first-class, easy to navigate, and offers access to their inventory of over 50,000 work shoes and boots.

While the store is small on staff with one part-time webmaster and order filler, three full-time employees, and a store manager, the store is anything but small in selection. The store stocks more than five hundred different styles of work boots and other accessories. Employees go through extensive training and are expected to know product specifications and details for all the lines and styles of shoe they carry.

In fact, just by knowing customers' answers to some simple questions based on occupation, environment, and personal taste,



PHOTOS BY EVAN THOMASON

## Old Town Newhall Business Spotlight.

the staff can almost immediately recommend the perfect boot.

The store outfits a number of local, state, and federal agencies throughout the year. Most notably are the cities of Santa Clarita, Burbank, and San Fernando. They also have accounts with almost every kind of law enforcement agency imaginable with a list that reads like an alphabet soup. Relitz attributes some of the store's success to the huge population of local law enforcement and public safety workers. Based on each agency's budget and purchasing cycles, the store's most hectic times fluctuate among January, July, peak fire season, and Christmas.

In addition to government accounts, Work Boot Warehouse has large accounts with businesses such as Technicolor, Andy Gump and Lennar, just to name a few. They also are heavily used by wardrobe staff in the filming

industry that shoots locally. The store has also recently added specialty shoes for the culinary and health care industries to capture that customer base as well.

While it is a retail establishment, the staff at Work Boots Warehouse describes it as a family-oriented business. The business is primarily family run and

has employees who are extremely loyal to the company.

Relitz has only been manager for a year but has seen quite a bit change in the Newhall area. She remembers vacant lots and blighted areas that now are home to the Veterans Historical Plaza, the Santa Clarita Community Center, and Newhall Metrolink Station.

She says she regularly has lunch at the Veterans Historical Plaza and is anxious to see continued progress in Old Town Newhall.

The store has also been a long-time supporter of charitable events and law enforcement fundraisers such as the DWP Linemen Rodeos and Sheriff's Department Special Olympics. They also hope to participate in the Western States Police and Fire Games that are coming to the City in 2009.

Work Boot Warehouse is located at 24275 San Fernando Road (Main Street) in Old Town Newhall. The store is open every day and sometimes on holidays. Hours are Monday-Friday from 9:30 a.m. to 7 p.m., Saturdays from 9 a.m. to 6 p.m., and Sundays from 11 a.m. to 5 p.m. The phone number is 661/259-1978, and you can shop the store online at [workbootwarehouse.com](http://workbootwarehouse.com).

**MANAGER PAMELA RELITZ AND HER STAFF AT THE WORK BOOT WAREHOUSE ARE EXCITED TO BE PART OF OLD TOWN NEWHALL AS THE AREA UNDERGOES A REVITALIZATION.**



PHOTOS BY EVAN THOMASON

# Come Home To Mentryville.

By Darryl Manzer,  
GAZETTE CORRESPONDENT.

## It Was Once The Economic Hub Of The SCV, And Now It Is An Escape From The Hubbub.

Prior to 1876, Newhall was not much more than a sleepy little town north of Los Angeles. Travel to and from Newhall was just about to get better what with the tunnel in Railroad Canyon being completed in August of that year. The little oil refinery in that same canyon was starting to produce some of the best kerosene in the world – gasoline was an unwanted by-product – and the number of people living in Pico Canyon, aka Mentryville, may have been equal to the number living in Newhall.



Darryl Manzer.

One thing is for certain: Cows and sheep still outnumbered people in the Santa Clarita Valley.

In August 1876, the railroad tunnel between the San Fernando Valley and the Santa Clarita Valley was completed, followed soon after by the linking of Northern and Southern California by rail at Lang Station in the Soledad area of the SCV. Now there was direct rail transport of the kerosene from the refinery to all points north and south. Newhall was on the map.

The oil produced in Pico Canyon at



PHOTOS COURTESY OF SCWHISTORY.COM  
**MENTRYVILLE – SHOWN HERE CIRCA 1900 – WAS A BOOMING LITTLE OIL TOWN IN PICO CANYON FROM ABOUT THE TIME OF THE SUCCESS OF “PICO NO. 4” IN 1876 (RIGHT) UNTIL AROUND 1930.**

Mentryville was now lighting the homes and businesses of California and much of the West Coast. The little California Star Oil Company (CSO) and Pacific Coast Oil (PCO) were making money. Lots of money. It wasn't long before the railroad wanted in on those profits. Southern Pacific raised the rates for tank cars and shortly after that the oil company started building a pipeline to Ventura. The rail rates went back down quickly.

Funny how oil wells in Pico Canyon and later world wide did so much to save the

whales. Once cheap kerosene was available there was little use for expensive whale oil for lamps.

Now, so many years later, the oil in Pico has run out and the hills are returning to the same condition they were when Alex Mentry first saw them. All that is left is the Felton School, the “Big House,” a barn, garage and chicken coop. A few pieces of the oil field equipment are laying around for someone to wonder just how it was all accomplished.

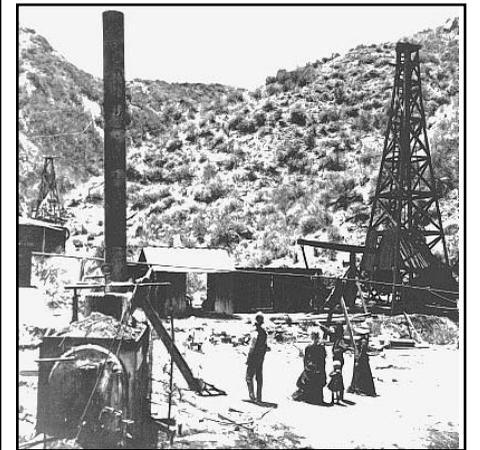
So maybe it is time for everyone to head

west on Lyons Avenue and cross over Interstate 5 to Pico Canyon Road. Keep heading west until the road splits and take the left fork in the road. Drive on until you see the barn. Stop and pay the parking fee.

It is now time the folks of the Santa Clarita Valley went home to Mentryville, the little company town that was the economic home and engine of the whole SCV back in 1876. It is a homecoming long needed for most of you. It may be one of the few spots in the valley that haven't really changed much since the first part of Valencia was built.

Park your car and take a walk up the canyon to the site of CSO No. 4, the first commercially productive oil well in California. Have a picnic at Johnson Park. You'll soon see what I mean about “coming home.” It is a special place not far from the center of Newhall.

Come home to Mentryville. Leave your crowded valley behind and take a quiet stroll up the canyon. We former residents will always welcome you when you visit. Who knows? I may get to meet some of you when you visit. I sure hope so.



# Placerita Gold: Evelyn Adams.

By Linda Tarnoff,  
PLACERITA CANYON PROPERTY  
OWNERS ASSOCIATION

## Long-Time Placerita Resident Tells Tales Of Adventure.

(Reprinted with Permission from  
PCPOA News, March 2007)

Tucked away in the middle of meandering Placerita Canyon are a little red house and carport fronted

by a white stock loader, and a large piece of land. This little humble abode filled with family and nurtured by deep roots has been home to Evelyn Adams since 1957. Once this wonderful lady starts talking, you will be captivated by her life experiences and memories, so join me for the adventure.

### The Beginnings

Originally from Wellsville, Kansas, Evelyn was 13 when her family moved to the greater Los Angeles area in 1938. She attended Bret Harte Jr. High School and George Washington High School.

Her husband James hailed from Texas and was actively involved with the 4-H. When it was time for his family to move to California, at the age of nine he was invited by a family to stay in Texas, something she is glad that he didn't do and came west. Evelyn's first job was at the dime store, and James worked at a feed store. They met and later married on New Years Eve in 1944.

In the early years, they lived in a house trailer and traveled throughout California following James' work in the oil industry. She fondly recalls they moved from place to place and that was a fun

time in her life. They set up camp in Bakersfield, Ventura, Oxnard, Mendota, Coalinga and Kettleman Hills. Evelyn said, “When you're young and in love, anything is fun, and that was fun.”

Eventually the trailer ended up on the lot next to her current home in 1950. When the little red house came up for sale in 1957, they made an offer and moved next door, where they have remained ever since.

### Life On The Farm

Originally built in the 1940s, the little red house served as a sum-

mer home for the previous owners. When the Adamsons moved in, they immediately removed the “choking” choke cherry trees and filled the property with livestock. The farm then was home to horses, 21 head of cattle, pigs, goats, chickens, ducks and pheasants.

The cattle grazed on Gene Autry's adjacent property for years. Evelyn recalls that when Autry bought the baseball team (the Angels), all the land came up for sale, eventually including Melody Ranch. The cattle were then moved to a hill pasture behind Eternal Val-

CONTINUED ON PAGE 11.

# City To Transform Into Winter Wonderland.

## Newhall Children's Holiday Parade Fast Approaching

Prepare for the picture perfect holiday experience! This winter season, the city will host the Old Town Newhall Children's Holiday Parade on Saturday, December 1, at 9 a.m. Holiday songs and a snow-filled winter wonderland await.

The parade, which will begin at 8th and Main streets in Old Town Newhall and continue down Main Street into William S. Hart Park, is

a celebration of children. Local children are encouraged to participate in the holiday celebration by decorating their wagons, bikes, skateboards, scooters and animals.

"Every holiday season, the city enjoys hosting activities, especially for the children. With more than 900 participants in last year's parade, we are excited to welcome Santa Clarita families to join us for the 4th annual Old Town Newhall Children's Holiday Parade, which will be held for the first time on Main Street,"

said Mayor Marsha McLean.

Children are invited to register with a pet, friend, group, Scout troop, dance or cheer team, or any other group or organization. Absolutely no adults are permitted to walk in the parade. Judges will award trophies to winning entries displaying the most holiday spirit.

Festivities will continue after the parade at the snow-filled William S. Hart Park. Children and guests can enjoy the sounds of local holiday carolers and visit with Santa and his wife. Pictures may be taken

with Santa, but guests must provide their own camera.

Children and guests are also invited to sign greeting cards for the men and women who are overseas, serving in the military at the finish line of the parade. The city will send the decorated greetings to our troops before the end of the holiday season.

Parking for the event is available at the Metrolink Station at the corner of Market Street and Railroad Avenue or at the parking lot on 5th Street and Main Street, as well

as street parking.

The city of Santa Clarita's Newhall Redevelopment Committee began hosting the Holiday Parade event in an effort to boost community activity and involvement in the Old Town Newhall area.

For more information on the Old Town Newhall Children's Holiday Celebration and Parade or to learn how children can register, contact city Events Coordinator Donna Avila at 661/286-4145 or visit the web at [santaclarita.com/arts](http://santaclarita.com/arts).

## 2007 Fall Calendar Of Events.

### SEPTEMBER

**6, 13, 20, 27** - Farmer's Market - Corner of San Fernando Rd./6th Street

**15** - Day for Kids - Newhall Park

**16** - The Health Issues in Tai Chi - Martial Arts History Museum

**21-23, 28-30** - "All I Really Need to Know I Learned in Kindergarten" - Repertory East Playhouse

**22-23** - Hart of the West Native American Pow Wow - Hart Park

**28** - "Under the Tuscan Moon" Gala Fundraiser - Canyon Theatre Guild

**29** - Boxing Show - Community Center

**29** - SCVHS Presents: Placerita Gold Discovery of 1842 - Saugus Train Station/Hart Park

**29-30** - Street Art Festival - Old Town Newhall

**29-30** - "Phantom of the Soap Opera" - Canyon Theatre Guild

**29-30** - "Dracula: The Case of the Silver Scream" - Canyon Theatre Guild

### OCTOBER

**4, 11, 18, 25** - Farmer's Market - Corner of San Fernando Rd./6th Street

**5-7, 12-14, 19-20, 26-27** - "Dracula: The Case of the Silver Scream" - Canyon Theatre Guild

**5-7, 12-14, 19-20** - "All I Really Need to Know I Learned In Kindergarten" - Repertory East Playhouse

**6-7, 13-14, 20-21, 27-28** - "Phantom of the Soap Opera" - Canyon Theatre Guild

**6** - Grand Opening, Hall of Fame Dinner - Martial Arts History Museum

**12-14, 18-21, 25-28, 31** - Heritage Junction Haunt - William S. Hart Park

**13** - SCV Rose Society Rose Show - Hart Hall

**13** - Children's Safety Fair - Community Center

**14** - Bow-Wows and Meows Pet Fair - Hart Park

**26** - Halloween Fiesta - Community Center

**27-28** - Fall Festival Fair - Heritage Junction/William S. Hart Park

## Adams,

CONT.

FROM PAGE 9.

ley, where they remained until James decided to move them back. Ironically, he moved the cattle back on a Saturday, and sadly passed away on a Tuesday in 1974. She feels he had a premonition about what was to come. Still in existence today is the stock loader; however, the barn is no longer there. In addition, after James' passing, Evelyn donated the pheasants to Hart Park for their program. Eventually all the livestock went their own ways.

### Life In The Canyon

Evelyn says life used to be "neat" when they first moved in. She called the canyon "vacant" and could always see deer and coyotes walk up and down the road. As building increased, these sightings started to disappear. Interestingly, she also remembers a wild animal compound that raised lions, tigers and other different creatures of the wild, housed in a red barn the other side of the wash (Placerita Creek). However because people were afraid of the animals, the compound eventually moved to San Diego. She says the barn is still there, located on Golden Oak Road.

She remembers that behind her house was the "Happy Jack" camp, which brought children over from the city for the weekends to play in the country. A little teardrop trailer was up the hill for the caretaker. She never did meet this generous fellow named Happy Jack but knew he existed. This camp extended over to where Pepperidge Road is now.

When she moved in, there was no Master's College, only an old building, but then of course it started to build out. Before Master's Gymnasium was built, she remembers Mr. Pettinger and his interest in wanting to build a senior housing facility. However the canyon residents resisted this proposal due to potential for too much traffic, not



EVELYN ADAMS

**'The next time you drive down Placerita Canyon Road, take a second look at the little red house, and journey back in time to a simpler life, when cattle freely grazed in the hills behind with farm animals wandering around.'**

unusual behavior for our neck of the woods.

Directly across the road from her place is the Placerita Canyon Trailer Park. Previously known as the "Pink Pony," the park was owned by the Williams family. He was a cowboy. She mentioned that the grandson Larry now owns the park and that his mother, "the cute little thing that she was," married a magician and used to be part of an act where she came out of a light bulb.

She has fond memories of Saxonia Park over on Cleardale, and all the parties that were held there in the 1950s and 1960s. The park was a special place to go after the celebratory Newhall Parade. Ultimately the park was sold by the county during bleak financial times to what is now Haven House Church.

Lastly, she admired Dorothy Reilly very much, a local canyon pioneer dedicated to preserving Placerita Canyon and the Oak Trees. She also admired the Juare-

qui family who ranched on what is now the other side of the 14. She counted Andy and Camille as among her friends.

### The Traffic On Placerita

Until it was eventually closed as a public road, Placerita Canyon was very busy. Evelyn says it usually took more than five minutes of waiting before she could cross the road to get to her mailbox. The post office refused to place a mailbox on her side of the street due to the speeders, which still exist today but not in such great numbers.

Although she says life in Placerita is good, she feels that people don't realize that though it might not look as country as it used to, it still is country. She used to be able to stop and talk while driving by, but today people are in such a hurry to something, and always going to fast. In addition, she sees the kids crowded in golf carts, hanging out the sides, as well as the kids standing up on their motorcycles "jumping the

bumps." She's just worried that they are going to get hurt out there.

### The World Of Green Thumb

Evelyn has always loved to work. When she told me she used to work for Tips, I did a double take and we laughed. But seriously, she did work at Tip's Restaurant over in Castaic Junction, and then when it was closed, the staff was moved over to the Tips on Lyons for a couple of years. She then worked two jobs for a while, at Newhall School District in the cafeteria, as well as at Kmart on Bouquet Canyon. A Placerita neighbor, Betty Heilase, who worked at Green Thumb, told her about a job opening. When Evelyn went to interview, she remembers being hired on the spot, and she has been there ever since.

This year she will be celebrating her 22 years with Green Thumb, primarily as a cashier, but she as well as the other devoted employees do whatever is needed of them. Green Thumb is a "fun place" for Evelyn, with many very special customers. She truly enjoys her days spent there and thinks of Green Thumb as part of her family, sharing their lives together.

### Her Family

She and James had three children. Sadly her youngest son David passed away from a heart attack at the age of 28 in 1992. She remembers him hanging out with Shirlemae Beverly's sons as they went to school together.

She happily shares her home with her two other children, Kevin and Adria, Kevin's son (her grandson) Jimmy, Adria's daughter (her granddaughter) Wendy and Wendy's two young children Nicholas and Colin. In other words, Evelyn is a great grandmother and speaks with such pride of her two young great grandchildren which she actively cares for.

Evelyn says "the house isn't big enough but everyone lives here cozily." Note that this little three-bedroom house has virtually remained the same over the years

only now is filled with toys for the little boys.

### Her Baby

Parked out front under the carport is a faded green 1968 Ford Galaxy that she fondly remembers driving off the showroom floor in Old Town Newhall with three miles on it in 1968. At 500,000 miles, she changed motors on it due to blowing smoke, but the engine is again losing compression, so it's time to get it fixed. In the meantime, she is driving a new blue Ford Taurus.

### Parting Thoughts

Having almost two acres of land, Evelyn loves the space and doesn't want to live anywhere else. Her very deep family roots are embedded here. She's seen the changes, and feels the canyon has changed enough. However, she wants to be sure that the Fire Department always continues to have its ability to use the land at the front of the canyon for water pickup, which is very important, and she hopes any development includes baseball diamonds.

So the next time you drive down Placerita Canyon Road, take a second look at the little red house, and journey back in time to a simpler life, when cattle freely grazed in the hills behind with farm animals wandering around. And if you're ever over at Green Thumb, do say hello to Evelyn. She'll be the lady with the permanent smile at the cash register, just waiting to say hello and wish you to have a wonderful day. But don't visit her on Wednesday and Thursday as those are her days off, and she loves to cook for her family. She's not much for television...

Evelyn is truly our Placerita Gold. Thank you for enriching our lives and reminiscing about life in Placerita Canyon. And this writer, for five years now, having wondered about the little red house and white stock loader, has come to learn that they represent over 50 years of cherished memories and a life filled with love and simple work.

## Old Town,

CONT.

FROM PAGE 6.

agency, clearly states the city's intentions for the area, which does NOT include demolishing historically significant buildings.

Both buildings are already adaptive re-uses of their original purposes. If the agency purchased them, they would most likely be re-adapted to uses much closer to their original purpose than today.

Maybe the American Legion members would like a newer location more suited to their activities, or maybe they don't want to move one inch. Careful consideration will be taken with each

and every decision before any are made. Nothing is a "done deal" with redevelopment until all options have been considered, acted upon and carried out by the council-agency.

As part of our award-winning city government, all decisions like these are discussed in public during multiple public meetings. Newhall Redevelopment Committee meetings are open to

the public and are held during on the first Monday of each month (or a week later if one falls on a holiday). The Redevelopment Agency-City Council meets twice each month, and their agendas are available on the Web and at several locations in the city.

For more information, visit oldtownnewhall.com or call the city of Santa Clarita at 661-259-CITY.

# Street Fair, CONT.

FROM PAGE 1.

Day Spa, where you can watch the unique process and display of featured and guest street painters on San Fernando Road. All weekend long, watch street painters create a work of art, from a beginning outline to the final masterpiece. The four featured street painters for this year are Christopher Michael Linquta, Michaela Chapman, Randall Williams, and Tonic Garza.

We are sure you will enjoy this year's festival – especially with the musical entertainment lineup on the Music Block. On Saturday, the Street Art Festival will begin with the award-winning recording artist and critically acclaimed bluegrass powerhouse vocalist, Susie Glaze and the Hilonesome Band. Then let Doc Rock-it and the Radio Flyers take you on a musical journey to Retroville. Watch Rocky Jackson and the Igniters play hot, energetic and soulful blues, followed by the Skinny Little Twits' renditions of cover songs and catchy original music with a classic rock feel. The festivities keep going into the night with Bandidos de Amor, performing a unique style of music they call "California Rumba."

On Sunday, come out to watch the members of the Grateful Dudes, who have been playing bluegrass in the Los Angeles area for over two decades. Then catch The Craze, a band influenced by a range of music from sixties rock to eighties new wave: Imagine the Beatles putting together a Duran Duran tribute band. The Jeff Jensen band will surely keep you rocking with the sounds of blues and rock with a down-home feel. To finish the festivities with a bang do not miss Lisa Haley and the Zydecats with their high-energy Cajun and Zydeco music.

The Dance Block, sponsored by Facey Medical Group, will present international dance performances from cultures representing the Philippines, Asia, Mexico and the Andes. The Dance Stage will also feature community performances from College of the Canyons Choir, Golden Valley High School's Band and Color Guard, Canyon High School Dance, Hart Show Choir, Dance 84 and Elite

Dance Studio. For the first time, the Dance Block will be featuring an Art on Canvas Gallery, which is open to all local students and residents of the Santa Clarita Valley.

Everyone is invited to express his creative side by becoming a street painter at Pat's Art Zone in the middle of San Fernando Road. Pat's Art Zone is an artistic activity area, sponsored by College of the Canyons, where families can create temporary chalk art masterpieces and fun artistic crafts to take home.

Pat's Art Zone is named after Pat Craig, an artist and advocate for art in all its many forms. Pat believed children should be given the opportunity to express themselves through the arts without restrictions, that they should be encouraged to color outside the lines. She was a founding member of the

Arts Alliance, a representative for the Santa Clarita Artists' Association, and was a visual artist who could make anything into a piece of art. Her work on behalf of local artists and her desire to see Santa Clarita become a place that embraced the arts will always be remembered by those who knew her.

Old Town Newhall has become the focal point for arts and culture in the Santa Clarita Valley, with two theaters, the Canyon Theatre Guild and the Repertory East Playhouse, and the newly opened Martial Arts History Museum. While enjoying all the festivities the Street Art Festival has to offer, guests can also visit Old Town Newhall's local shops and boutiques. Families can choose from more than fifteen restaurants and small diners that offer delicious food and beverages on

City of Santa Clarita **Street ART Festival**

**FESTIVAL HOURS**  
 Saturday, September 29, 2007 10 am to 9 pm  
 Sunday, September 30, 2007 10 am to 6 pm  
 streetartfest.com (661) 286-4018

**Restaurants & Convenience Stores**

1 Thai Pepper 24407 San Fernando Road	4 El Taco Llama 24374 San Fernando Road	7 Treserras Market 24316 San Fernando Road	10 Mercado Jalisco 24258 San Fernando Road	13 Michele's Pastry Cafe 22722 Lyons Avenue
2 Way Station Coffee Shop 24377 San Fernando Road	5 Placerita Liquor & Mart 24356 San Fernando Road	8 Bonanza Liquor 24301 San Fernando Road	11 Mi Casa Mexican Restaurant 24225 San Fernando Road	14 El Pueblo Panaderia 24400 Walnut Street
3 El Mas Cafe 24367 San Fernando Road	6 Jazmin's Bakery 24330 San Fernando Road	9 El Trocadero 24274 San Fernando Road	12 Maria's Deli 22620 Lyons Avenue	15 Egg Plantation Restaurant 24415 Walnut Street

COURTESY OF THE CITY OF SANTA CLARITA

**THE CITY'S MAP (ABOVE) OF THE OLD TOWN NEWHALL AREA OUTLINES ALL OF THE ACTIVITIES THAT WILL GO ON AS PART OF THE CITY OF SANTA CLARITA STREET ART FESTIVAL, SCHEDULED SEPTEMBER 29 AND 30. BROCHURES (RIGHT) AND OTHER INFORMATION ARE AVAILABLE BY CONTACTING THE CITY'S ARTS AND EVENTS OFFICE.**

and around San Fernando Road.

In an effort to restore the arts in the downtown area, the city began hosting the Street Art Festival event in 2005. The festival is a component of the city's efforts in revitalizing Old Town Newhall. The annual Street Art Festival is one of many programs the City hopes to establish in Old Town Newhall.

A colorful fall season awaits you and your family at the annual Santa Clarita Street Art Festival in Old Town Newhall. On Saturday, festival hours are 10 a.m. to 9 p.m. and on Sunday, 10 a.m. to 6 p.m. Free parking is available at the Community Center and at William S. Hart Park and Museum.

For more information, please contact the city's Arts and Events Office at 661.286.4018 or visit [www.streetartfest.com](http://www.streetartfest.com)

City of Santa Clarita **Street ART Festival**

5 blocks of fun on San Fernando Road in Old Town Newhall

PAT'S ART ZONE BLOCK  
 STREET PAINTING BLOCK  
 DANCE BLOCK  
 LIVE MUSIC BLOCK  
 FINE ART & CRAFTS BLOCK

**SEPTEMBER 29-30, 2007**

City of Santa Clarita  
 Saturday 10am - 9pm  
 Sunday 10am - 6pm

**STREETARTFEST.COM**

Title Sponsor **LOCKHEED**  
 FEDERAL CREDIT UNION