

# ARROYO SECO NEIGHBORHOOD COUNCIL—AREA TIMELINE

*The Arroyo Culture once emphasized the integration of the natural environment into the creative process. Its legacy continues to distinguish our area and augment our sense of place.*

- c.750 Our Council area was called *po.vo.me.par.ngna*, or the “land of sometime water” by the native Tongva Indians (Gabrieleños). Earliest known pathway followed west bank of the Arroyo from the Los Angeles River to the present day “Junction” area in Garvanza.
- 1510 “California” as a dream “very near to the Terrestrial paradise” is invented by Garci Rodríguez Ordóñez de Montalvo in his fanciful romance Las Sergas de Esplandián.
- 1542 Juan Rodríguez Cabrillo (d. 1543) in his voyage of discovery along our western coast is the first known user of “California” as a place name describing our State.
- 1769 *Arroyo Seco* discovered and named by Spanish explorer Gaspar de Portolá (1723–86) on the day he also noted *El Río de Nuestra Señora la Reina de los angeles de Porciúncula* (a.k.a., the L. A. River).
- 1771 Misión San Gabriel Arcángel founded by Franciscan friars Pedro Benito Cambón and Angel Somera (floods force move to present site in 1776). Present church completed by Fr. Fermín Lasuen (1756–1803). The “birthplace” of *Ramona* (1884). Hermon and Monterey Hills now form part of original mission lands.
- 1776 Anza passes along our portion of the Los Angeles River on way to found San Francisco.
- 1781 *Pueblo de la Reina de los angeles* founded by Felipe de Neve (1728–84). Originally a four square-league area centered on the Plaza, as granted by King Carlos III of Spain. Montecito Heights and the southern parts of Cypress Park and Sycamore Grove form the original “Northeast Los Angeles” since these alone are within the northeast corner of the pueblo boundary. As the city expanded outward after 1895 this term assumed its current vague quality. It has since been overly extended to describe adjacent communities irrespective of their geographic relationship to the city center.
- 1782 First physical improvements in Los Angeles are the *Saca de Agua* (dam) at the “Glendale Narrows” (near the confluence with the Arroyo), built to serve the *Zanja Madre* (literally “Mother Ditch”) the main water source for the new pueblo.
- 1783 Rancho San Rafael (36,000 acres) land grant issued to José María Verdugo, a corporal in the San Gabriel Mission guard. Descriptions interchangeably note the dry creek on the rancho’s east boundary as Arroyo Hondo and Arroyo Seco. Today, all of Mount Washington, and the northern parts of Cypress Park and Sycamore Grove are within its area.
- 1820 First local boundary dispute: Verdugo gets Governor to order marauding Mission sheep back to their side of the Arroyo.
- 1825 Great Floods, L. A. River changes course downstream, mouth switches from Ballona to Wilmington.
- 1834 First Orange orchards planted.
- 1848 Last Trout caught in the L. A. River.
- 1849 Lieutenant E.O.C. Ord, US Army Corps of Engineers, surveys first map of Los Angeles.
- 1850 City of Los Angeles incorporates using the original boundaries of the Spanish pueblo
- 1851 Los Angeles “Queen of the Cow Counties”. Wealth of Sutter’s gold bonanza temporarily siphoned off for beef purchases. Fiestas, fandangos, and rodeos become so prevalent that they are outlawed except for weddings and birthdays. Real life briefly equals our fantasy of the gay Rancho days.
- 1852 Colonel Henry Washington, US Army Corps of Engineers, completes first ascent of San Bernardino Peak (10,624’). His party erects a monument establishing an initial point from which an east-west base line and a north-south meridian can be surveyed. From this initial point, land surveys of all of Southern California would later be undertaken. Washington also surveyed the Los Angeles River (1855). Mount Washington is named for him.
- 1857 US Army Camel Corps formed at Fort Tejon to serve as transport in nearby arid regions often rested some of its stock in the shade of the Arroyo.

- 1861 Catastrophic rains destroy livestock, vineyards and orchards. *The Los Angeles Star* reports the Arroyo Seco, “fretting and boiling” with the Los Angeles River, forming a vast flood plain at its confluence “until a great breadth of land was washed away”.
- 1864 “The Great Drought”, with plagues of locusts and desert sandstorms, plus Smallpox and Typhoid epidemics completely decimate the region’s productivity. The era of the great Californio cattle ranchos dramatically ends. Land values plummet to 10¢ an acre.
- 1869 Andrew Glassell and Alfred B. Chapman buy much of what remains of the Verdugo holdings. They immediately subdivide the land into 31 parcels that loosely delineate future communities, but retain a small parcel by the L. A. River later known as Glassell Park.
- 1869 First Bicycle. First Baseball game. Last Bull Ring closes, as bullfighting is outlawed.
- 1870 First street numbers assigned to identify properties.
- 1870 “Hunter—Highland View” tract of Jesse D. Hunter includes all of today’s Mount Washington and Cypress Park. Hunter also owns area bounded by Division, Cleland and El Paso.
- 1873 Pasadena founded as the “California Colony of Indiana”, urges immigrants to bring “Religion, money, brains and industry”. It soon becomes a winter spa for the wealthy.
- 1874 Dr. John S. Griffin begins subdivision of land in Montecito Heights area
- 1874 First railway trestles cross the L. A. River at three spots, including “First Crossing” by the Arroyo. Built by the pioneering Los Angeles and San Pedro Railroad of Phineas T. Banning (1830–85).
- 1874 Southern Pacific Railroad buys a 100’ right of way from J. D. Hunter for a roadway along the L. A. River, and it also appears to have made an arrangement with a family owning property near the confluence to provide a way station, at a point known as “Taylor” or “Taylor farms” on railroad maps.
- 1875 Viniculture, by default, becomes major industry and main export of area.
- 1875 County Road along Arroyo (based on the old Indian trail) is named “Pasadena Avenue” (now known as Figueroa Street).
- 1876 Sierra Madre Stage Coach Line opens “direct” passenger line along the Arroyo to Los Angeles (dry weather only).
- 1876 Southern Pacific Railroad, L. A.’s first transcontinental, arrives via “First Crossing” trestle at the Arroyo.
- 1877 San Gabriel Orange Grove Association reorganizes Pasadena and acquires 1,500 acres in and around the Arroyo. Members choose individual acreage for orchard farming, and subdivide 100 lots for sale.
- 1877 Other land under private ownership begins to undergo subdivision, businesses, schools, churches and roads are built. Definable neighborhood areas begin to form.
- 1880 Sycamore Grove purchased by a Mrs. Wilhelmina Rumpf who later adds roadhouse.
- 1882 First telephones in the area.
- 1883 The Historical Society of Southern California is founded.
- 1884 Sycamore Grove tract of George W. Morgan extends from Avenue 39 to Avenue 49.
- 1885 Charles Fletcher Lummis (1859–1928) falls under the spell of the mystique of the area and seeks to save the culture and heritage of not only the Arroyo, but (using the term he coined) the entire “Southwest”.
- 1885 Charles Frederick Holder founds the Valley Hunt Club as the inner sanctum of Pasadena Society. The lower areas of the Arroyo Seco are still thick with sycamores, oak, willows, alder, tangled thickets of wild grapes, clematis and other flowering plants, providing Pasadenans with a ready-made wilderness retreat. Pasadena huntsmen regularly chased bobcats through the Highlands and deer through the complexity of the Arroyo. Mike Davis notes it as an “extraordinary historical moment, when wildness and urbanity held each other in precarious balance”.
- 1886 In England, William Morris founds the *Arts and Crafts* style that becomes the precursor of the *Modern* movement. But it was only in our area with the Arroyo School that artists actually lived as craftsmen and craftsmen lived as artists, and also committed themselves to social action and issues of the day that affected the natural and built environment.
- 1886 Pasadena Street Railroad builds first horse drawn trolley lines. It builds (near Marmion Way) the first bridge over the Arroyo.
- 1886 Cawston Ostrich Farm opens on east bank of the Arroyo and Pasadena Avenue. This first “theme park” is

- an instant hit. It attracts thousands of tourists and this encourages more railway building in the area.
- 1887 Real estate boom. Property values multiply five times. Avocado trees introduced.
- 1890 First Rose Parade in Pasadena.
- 1894 Landmarks Club formed by Lummis to preserve the Missions and other historic buildings,
- 1894 Land of Sunshine, journal edited by Lummis, includes writing from local authors such Edwin Markham, Joaquin Miller, and Charles Warren Stoddard. It was largely influenced by its genteel feminist authors such as Mary Austin, Margaret Collier Graham, and Charlotte Perkins Gilman.
- 1895 An Arroyo park “from Los Angeles to the mountains” is first proposed by the South Pasadena Women’s Improvement Association.
- 1895 Pasadena City Engineer T. D. Allen completes first survey for a road through the Arroyo.
- 1895 Sycamore Grove area (along with a part of Highland Park) annexes itself to L. A. partly for the twin benefits of a water system and police protection. But mostly hoping to be rid of local riff-raff and crime by closing infamous beer-garden then flourishing in what is now Sycamore Grove Park
- 1895 Santa Fe Railroad (second transcontinental in L. A.) builds first structurally sound bridge over the Arroyo. A steel trestle near Avenue 61, now both the oldest and highest RR bridge in L. A. County.
- 1895 First interurban railway line in Southern California is built by the Pasadena and Los Angeles Railroad of General Moses H. Sherman and Eli P. Clark. “The road runs (along Marmion Way) through the hitherto quiet district between Los Angeles and its chief suburb; and the effect of the line is already felt in every front foot of the distance. Thus made easy of access the charming valley of the Arroyo Seco will be built up densely all the way.” Land values multiply along its eleven-mile route.
- 1897 Henry Dockweiler, L. A. City Engineer, proposes a road in the Arroyo as part of a rustic 17-mile long circuit of roads to connect five existing city parks (Eastlake, Hollenbeck, Westlake, Echo and Elysian with extensions to Griffith Park and Santa Monica. Idea was neither acted on, nor forgotten.
- 1898 Lummis begins building his home *El Alisal* (The Sycamores) (SRL 531). It became the famed rendezvous for artists, writers and scientists who formed the nucleus of the Arroyo Culture which prized the Arroyo for its beauty and for its romantic associations with Californio and Southwestern Indian cultures.
- 1899 Pigeon Farm opens at the confluence. Known as “Squab”, a special stop on the Southern Pacific schedule, it is noted for its millions of pigeons “waiting to go into pie.”
- 1902 Henry E. Huntington (1850–1927) purchases our inter-urban line (now called the L. A. and Pasadena Electric Railway) as the first part of building his original Pacific Electric company. The “Old PE” confusingly retained different operating names for its component divisions. But Huntington unified the appearance with color coding “Yellow Cars” (local), and “Red Cars” (inter-urban). No “Green Cars” ran in our area. What follows is an era of expansion and his cars soon offer quick and cheap transport up and down the Arroyo. The Los Angeles Railway (PE) ran the “Griffin Ave. Line”, the “University Line Griffin Ave.”, and the “University Line Garvanza”. The PERR City Lines ran “Car 35, Garvanza & 9th Street Line” (along Pasadena Ave.), plus a Red Car “Number 46, The W Car, Pasadena Line via Garvanza” (along Marmion Way).
- 1902 Hermon area forms and subdivides after Ralph Rogers donates land across the Arroyo (previously known as Oak Hill) to the Free Methodist Church which renames it for the Mount Hermon (a sacred landmark from earliest history, located in the Golan Heights at the headwaters of the River Jordan).
- 1903 First local automobile repair garage opens in Pasadena.
- 1903 First directional traffic signs (erected by Automobile Club).
- 1905 Sycamore Grove Park dedicated. Site used for picnics since early rancho days, continues as venue for large-scale Midwest State-Reunion Picnics to 1950’s while L. A. was still the “seacoast of Iowa”.
- 1906 Lummis co-founds the Southwest Museum, the first museum in Los Angeles (opens in 1914).
- 1906 Charles Frederick Holder extols the bully virtues of vigorous experience in Life in the Open.
- 1907 Dana Bartlett writes The Better City. Praises verdant “silence and beauty” of the Arroyo. Suggests a road through it could “be one of the most charming drives any city could desire.”
- 1908 First movie studio (open air) is located near Sycamore Grove Park. The term “lot” as a synonym for “studio” came from the early practice of renting open space for film shoots. The first feature film “The

- Count of Monte Cristo”, directed by Francis Boggs was finished here for William Selig. At one point seven different film companies were shooting here, but all moved to Hollywood by 1913.
- 1908 Southern Pacific opens a private 312 foot siding named “Taylor spur”, near today’s juncture of Avenue 23 and San Fernando Road.
- 1909 Traffic speed limits introduced. Our area lay entirely in the fast outermost “20 mph” zone.
- 1909 Los Angeles and Mt. Washington funicular railway built (2,900’ long), by developers Robert Marsh and Arthur St. Clair Perry. Thousands throng opening. The Mount Washington Eagle touts values of hilltop life (which was then a new idea): peace and quiet, clean “mountain air” and panoramic views! The new Mount Washington Drive is “graded, rolled and oiled” up to the summit at San Rafael Drive. A long line of carriages attempt to make the 443’ gain, but a few autos boil over!
- 1910 A Mount Washington sign composed of giant freestanding letters (13 years before Hollywood’s) stood atop the roof of the new reservoir building. The long shed-like structure was built as protection from local kids who were only too eager to swim in water pumped from the natural spring down at Avenue 41 and Pasadena Avenue. Sign and building are gone but the spring is still providing water.
- 1910 Mount Washington Hotel is completed as the centerpiece of the new tract. It enjoys thousands of sightseers but few paying guests. What keeps it going is the early film colony briefly in Sycamore Grove. Charlie Chaplin was a regular. The surrounding tract quickly sells, but problems with the incline railway force the hotel to close (1919). The lasting legacy is that the Mount Washington name is now prized and descriptive of an ever widening area of surrounding hillside.
- 1910 Pasadena Avenue Arroyo Seco Bridge built. A multiple arch concrete structure financed by South Pasadena’s first Municipal Bond Election. Pasadena Avenue now also widened and improved.
- 1910 Horace Dobbins forms Pasadena Rapid Transit Co. to build a “Cycleway” along the Arroyo.
- 1910 Charles Mulford Robinson writes The City Beautiful. In it he seeks to use municipal power and money to enhance the urban environment for the public’s benefit.
- 1911 “The Great Merger” joins all local rail lines as part of a new region-wide Pacific Electric system.
- 1911 Theodore Roosevelt visits Lummis and admires the Arroyo.
- 1912 The Arroyo Seco Addition (Cypress Park, Mount Washington and Hermon areas) annexed by L. A.
- 1913 Arroyo Seco Parkway Association formed.
- 1913 First streets in the area are paved with macadam.
- 1914 First attempt at concrete embankments begin for the lower Arroyo Seco (Avenue 39 to the L. A. River) after storms cause catastrophic flood that kills forty-three people, destroys ten bridges, wipes out our Pigeon Farm and devastates most railroad improvements along the L. A. River.
- 1914 “The Perils of Pauline” starring Pearl S. White was shot along the Arroyo in Sycamore Grove by the Pathé-Eclectic Film Company according to local tradition.
- 1916 First electric power lines.
- 1917 Pasadena City Engineer Harvey Hincks proposes strictly utilitarian route for high-speed Arroyo road (first description of current SR 110 route).
- 1917 La Casa de Adobe designed by Theodore Eisen. Gebhardt considers this to be “a successful attempt to recreate an authentic hacienda of the Spanish-Mexican period”.
- 1917 Montecito Railroad Company of W. D. Larrabee builds a commuter trolley line to Downtown L. A., complete with its own yard and repair shops near Griffin Avenue and Montecito Drive.
- 1920 Southwest Museum tunnel completed (240’ long).
- 1920 WCTU largest Chapter centered in “the Highlands”, mirroring strong anti-drink sentiments here.
- 1920 Devil’s Gate Dam built to safeguard the Arroyo by the new L. A. County Flood Control District
- 1920 Sycamore Grove Municipal Campground created as outdoor motel (with parking for “20 machines”)
- 1922 Southern Pacific expands rail sidings along the L. A. River to create “Los Angeles Yard”, built in the Cypress area to relieve congestion in its existing downriver facilities. However the name didn’t stick since it was more frequently referred to by the older name for the spur, hence “Taylor Yard”. There was also a local landmark close by: Taylor’s Milling Company of J. Hartley Taylor. It was the largest building in the area with a three-story tower adjacent to the yard on San Fernando Road and Elm Street. The old Taylor

- building (now demolished) was later owned by Ralston-Purina.
- 1922 Avenue 26 Bridge designed by L. A. City Engineer Merrill Butler.
- 1922 Hiner House and Sousa Annex designed by Archibald Dixon Pechey. Dr. Edwin C. Hiner was a music professor, leader of “President McKinley’s Band”, and friend of John Phillip Sousa.
- 1922 The Los Angeles Plan calls for a large utilitarian regional commuter system.
- 1923 The Five Friendly Valleys. Booster history of Highland Park and vicinity printed by Security Bank.
- 1923 Arroyo Seco Federation headed by Lummis gathers support for parks in the Arroyo. L. A. City Council passes ordinance stipulating 60 acres of the Arroyo be forever reserved for recreation.
- 1924 The Los Angeles Major Traffic Street Plan (Olmstead, Bartholomew & Cheny) advocates an “Arroyo Seco Parkway” as part of a larger utilitarian regional commuter system.
- 1925 Sri Paramahansa Yogananda establishes Self Realization Fellowship HQ atop Mount Washington.
- 1926 Avenue 60 Bridge built. A six-span concrete structure with ornamental railing and eight lamp posts.
- 1927 Infamous axe-murder on Flat Top Hill doesn’t preclude this spot from becoming the local “lover’s lane” later in the Thirties.
- 1927 Arroyo Seco Park created by local residents via a Special Assessment District (billed “Victory Park” during voting campaign, it included parks currently along the Arroyo plus west part of Debs Park).
- 1927 Cleland Avenue named after noted Occidental College historian Robert Glass Cleland (1885-1957).
- 1929 Pasadena Avenue, the primary traffic artery between Pasadena and L. A., is described by Governor Young as “terrifying” for its congestion and accident rate between motor vehicles.
- 1930 *Freeway* coined by Edward M. Bassett, President of National Conference of City Planners, as “a strip of public land over which the abutting owners have no right of light, air or access”.
- 1930 Parks, Playgrounds and Beaches for the Los Angeles Region (Olmstead, et. al.) changes position in the debate and now advocates recreational “pleasureway parks” particularly one in the Arroyo.
- 1930 Monterey Pass cut. Monterey Road built.
- 1930 Arroyo Seco road building efforts begin. Highland Park business leaders, led by C. R. and Jesse W. Ivers, fearing diversion of traffic from Figueroa lead a drive to halt it. Influential L. A. City Councilman Edward L. Thrasher becomes their spokesman.
- 1931 Arroyo Seco road continues along east side of Arroyo from Avenues 35 to 49. Clay, shale and rock hillside is hand-cut (for the northbound lanes of a parkway originally intended to straddle both banks of the Arroyo) by WPA funded labor. Due to strong lobbying by Pasadena and the Auto Club in favor of a commuter speedway to Pasadena, rather than a recreational route up the entire Arroyo to the San Gabriel Mountains, work here is finally abandoned in favor of current route that hugs the west side of the Arroyo to Bridewell Street.
- 1931 Arroyo Seco (now Montecito Heights) Recreation Center opens—with a new “Neighborhood Clubhouse”
- 1931 Figueroa Street Tunnels #2, #3 and # 4 excavated in Elysian Park, Tunnel #1 is completed in 1935.
- 1931 California approves legislation for “State Route 205” (soon to become the Parkway). Amendment returning previously levied park assessment funds in the Arroyo Seco to the cities losing the land to highway right-of-way fails to pass in Sacramento.
- 1934 Army Corps of Engineers begins work nearby on the Los Angeles River Flood Control Channel.
- 1935 WPA begins work on Arroyo Seco Flood Control Channel. (Loveliest of all L. A. storm drains. It is so only because it is funded by Federal Relief funds and thus has to be labor-intensive. With fewer machines, trapezoidal river rock slopes and banks are easier to build than vertical concrete walls).
- 1937 Traffic Survey for Los Angeles by Auto Club of Southern California. Noted for its “City of the Future” model which features an Arroyo Seco high-speed motorway through parklands connecting urban centers. This image greatly influenced Norman Bel Geddes more famous Futurama Exhibit at the seminal N. Y. World’s Fair of 1939.
- 1937 Florence Nightingale Junior High School opens.
- 1937 Figueroa Street Viaduct complete. Described as the “greatest local public works project of the decade”, this major new span across the L. A. River connects to the new Elysian Park tunnels, realigns traffic patterns and renames many major streets in area. Among these are Dayton Street, north to the Marmion Way and

Avenue 39 intersection, plus our area's oldest street and main thoroughfare Pasadena Avenue (from this same intersection). These and others become known as "Figueroa Street", now reconfigured as the longest street in L. A., stretching from the Verdugo Mountains to the Pacific.

- 1937 L. A. Park Commission approves Arroyo Parkway route, with proviso that money under assessment for the Arroyo Parks would be refunded through State legislation. The enabling legislation (AB90) passes in Sacramento, but Governor Merriam makes the theft permanent by refusing to sign the bill.
- 1938 Arroyo Seco Parkway starts building on March 22 as a scenic pleasureway. Rose Queen OK's start.
- 1938 Eighteen new Bridges over the Arroyo Seco Parkway designed by C. W. Jones (8 more built later)
- 1938 Very heavy rain. New work on Avenue 43 Bridge is washed away along with many nearby homes.
- 1938 Avenue 35 railway trestle built as a joint effort between the Southern Pacific and the Santa Fe
- 1939 Hermon Avenue (now Via Marisol), and Avenue 52 Bridges built, Avenue 26 Bridge extended.
- 1940 Marmion Way and Pasadena Avenue Bridges designed by Merrill Butler.
- 1940 Mexican-Americans become largest minority.
- 1940 Partially complete 4.5 mile long Parkway opened July 20 between Orange Grove and Avenue 40. Last remaining portion to Avenue 22 completed December 23. Parkway dedicated December 30 by a 474-car caravan of political dignitaries and entertainment celebrities, plus a marching band and 60 pieces of mobile armor. Ceremonies were top news in the *L. A. Times*, *Pasadena Star-News* and "coast-to-coast" radio. Bob Hope quipped "Now people can get to their accidents on time".
- 1941 Avenue 43 Bridge finally complete. Rubble masonry walls, and landscaping added to the Parkway. Plan includes many large trees and over 10,000 plants, 90% of which are native to the Arroyo. "Southerly Extension" to Civic Center begun as part of a "National Strategic System of Roads". Conceived as a speedway, this portion sets the tone for the featureless "Freeways" to come.
- 1942 Birchter-Share House designed by Harwell H. Harris.
- 1942 First acute attacks of air pollution, called "a darkness at noon". In 1943 it is renamed *smog*.
- 1943 PE Motor Coach Lines Bus 51-Highland Park provides local transit via Figueroa Street.
- 1944 Taylor Yard facilities expanded and upgraded with diesel shops.
- 1946 Radio tower on Flat Top Hill for independent station KRKD is built as the Foursquare Church of Sister Aimee Semple McPherson purchases this hillside property. Each night, and using the same frequency, church station KFSG would sign on to broadcast religious programming.
- 1947 Hinds House designed by Richard Neutra.
- 1948 Councilman Ernest E. Debs (1904-) begins denying building permits on open space near the Arroyo
- 1948 Snow fall in the Arroyo. Coldest winter ever recorded in the Southland.
- 1949 Mauer House designed by John Lautner.
- 1952 Mount Washington Association formed.
- 1953 Rose Hills Park dedicated.
- 1953 Drought. Driest year ever recorded, only 4.08" of rainfall.
- 1953 Arroyo Seco Freeway completed to L. A. Civic Center. Name changed to "Pasadena Freeway".
- 1953 Last "Soap Box Derby" Western Grand Nationals Race (held at Montecito now Debs Park).
- 1953 Pacific Electric cedes control of its lines to Metropolitan Coach Lines
- 1955 First official smog alerts after worst ever air pollution attack.
- 1962 Lucky Market, first chain-supermarket in the area opens (Avenue 45 and Figueroa Street).
- 1962 San Diego Freeway Interchange (Elysian Viaduct) with the Pasadena Freeway built.
- 1965 The Historical Society of Southern California makes El Alisal its headquarters.
- 1968 Montecito Heights Improvement Association formed.
- 1969 Heritage Square Museum established by the Cultural Heritage Foundation.
- 1970 An Island Called California published by Elna S. Bakker (1921-95), Mount Washington ecologist, native plant authority and Theodore Payne Foundation Director (1993-95).
- 1970 David Sanchez founds Brown Berets at Lincoln High.
- 1970 Nathan C. Clark (1906-93), Montecito Heights resident, famed conservationist (co-founded the Sierra Club Foundation), renowned mountaineer (i.e., climbed Picacho del Diablo in 1932, via the 5th class pinnacle

- ridge, with an extremely strong party consisting of Glen Dawson, Jules Eichorn, Walter Brem, Bestor Robinson and the legendary Norman Clyde), Sierra Club President (1959–61). Acts locally, aided by wife Jo Ann, to save a severely abused area proposed as parkland from being converted to a city dump.
- 1972 Montecito Hills Regional County Park dedicated (due to efforts of the Clarks and the MHIA). Includes the area sought for parkland graced with a hilltop pond and picnic areas still in use.
- 1973 Monterey Hills Condos property acquired, graded and building begins as a project of the CRA.
- 1975 L. A. County Board of Supervisors changes name of Montecito Park to “Debs Regional Park”. Area erupts in protests led by the MHIA and the Highland Park Chamber. Name change confirmed by a vote of 2–2 despite the “unanimous objections of the community”.
- 1975 City of L. A. erects “Community Designation Signs” loosely marking neighborhood boundaries.
- 1976 Big Orange published by Jack Smith (1916–95), popular *L. A. Times* columnist and the unofficial “Mr. Mount Washington”.
- 1981 Highland Park Heritage Trust begins protecting and preserving the patrimony of the Highlands.
- 1985 HPHT conducts first Annual Historic Home Tour.
- 1987 Friends of the Los Angeles River conducts First Annual “Great L. A. River Clean-up”, and (with a flotilla of Sierra Club rafts, canoes and kayaks) jointly stages the “First Descent of the L. A. River”. Both events signal a fundamental change in perceptions of the River and its future use. The new goal is now optimal enhancement of flood control plus esthetic, recreational, and environmental values.
- 1988 Southern Pacific closes Taylor Yard. Councilman Allatore helps grab southern portion for construction of Metro Rail facilities preventing recreational uses envisioned for this location.
- 1991 Rainbow Canyon Park (SMMRCA) dedicated through efforts of the community.
- 1991 Mount Washington Specific Plan completed. City Attorney delays approval until 1993.
- 1992 North East Trees starts community tree-planting projects that begin to radically uplift our area.
- 1992 Sierra Club Central Group, coordinates First Annual “Gran Limpieza del Arroyo Seco” on Earth Day.
- 1992 Arroyo Arts Collective conducts First Annual “Discovery Tour” of local artist’s studios.
- 1993 Arroyo Seco Task Force, called together to seek ways of improving and “updating” the Freeway takes alternate approach. California Historic Byway status is acquired. This new category of road within the State Scenic Highway system allows for a reduced speed limit, and stimulates efforts to pursue preservation and rehabilitation of historic roads, adjacent communities and parklands.
- 1993 Friends of Debs Park formed.
- 1994 Highland Park Historic Preservation Overlay Zone created. It includes Sycamore Grove.
- 1994 Historic Santa Fe RR bridge over Arroyo dismantled and restored in 1996 as a single-track line by Metro Rail for the Pasadena “Blue Line” (now “Gold Line”).
- 1994 Elyria Canyon Park (SMMRCA) dedicated through efforts of community and the MWA.
- 1997 Committee for Safe Children leads community vigils protesting conditions on Lacy Street.
- 1998 Los Angeles River Visitor Center opens (preserving old Lawry’s California Center) as a result of a rare combined effort of all local officials led by State Senator Richard Polanco.
- 1999 “Historic Arroyo Seco Parkway” signs go up as it regains its original name. The American Society of Civil Engineers names it a *National Engineering Monument*.
- 1999 Ramona Hall reopened by L. A. City Councilman Mike Hernandez as a Community Center.
- 1999 Debs Park Master Plan completed as called for by the Audubon Society and Friends of Debs Park.
- 1999 North East Master Plan is at long last completed and accepted.
- 1999 Cypress Park Association formed. Hermon Association formed. Mount Washington Alliance formed.
- 2000 Zeigler House is restored through the efforts of the community.
- 2000 A Landscape Framework Plan for the Arroyo Seco Parkway Corridor published by Cal Trans, is a step in achieving *National Scenic Byway* status with attendant funding for the road and the area.
- 2001 Taylor Yard purchased by Governor Gray Davis as a State Park—after 12 years of effort by local groups comprising the Taylor Yard Coalition. The Trust for Public Land and other environmental groups envision Taylor Yard as the crown jewel of a future 54-mile long *L. A. River Greenway*.
- 2002 Arroyo Seco Neighborhood Council certified.