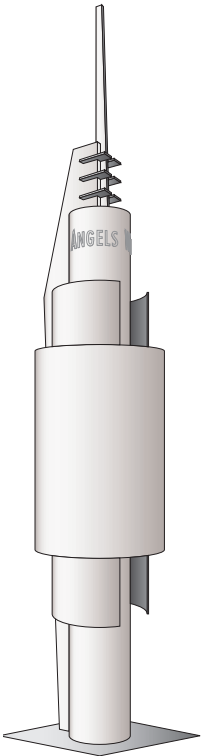


Angels Walk Figueroa
Select Stanchions

SECTION 1 – METRO FIGUEROA

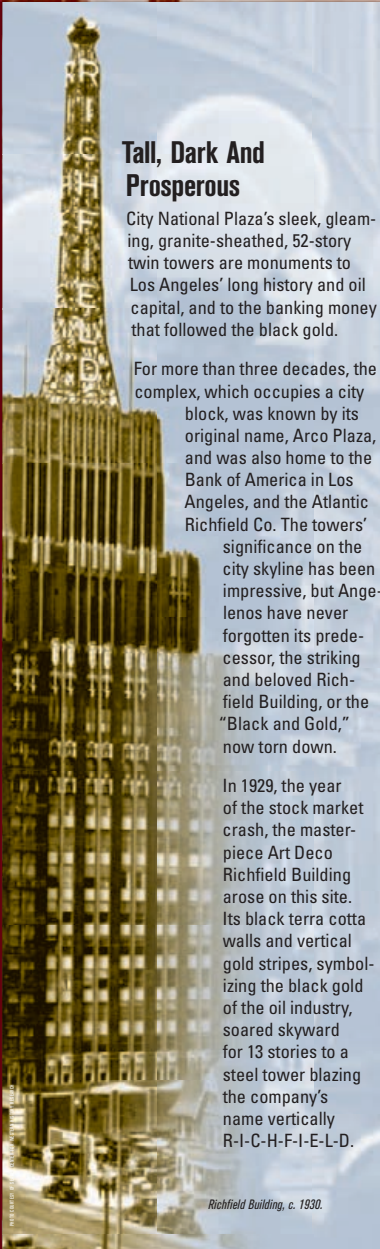
- 1 Wilshire Boulevard
- 2 City National Plaza
- 3 6th & Figueroa Streets
- 4 Engine Co. No. 28
- 5 Ernst & Young Plaza/7+Fig Retail Center
- 6 The Original Pantry Café
- 7 Variety Arts Center
- 8 STAPLES Center
- 9 Los Angeles Convention Center
- 10 Bob Hope Patriotic Hall



ANGELS WALK FIGUEROA



CITY
NATIONAL
PLAZA



Tall, Dark And Prosperous

City National Plaza’s sleek, gleaming, granite-sheathed, 52-story twin towers are monuments to Los Angeles’ long history and oil capital, and to the banking money that followed the black gold.

For more than three decades, the complex, which occupies a city block, was known by its original name, Arco Plaza, and was also home to the Bank of America in Los Angeles, and the Atlantic Richfield Co. The towers’ significance on the city skyline has been impressive, but Angelenos have never forgotten its predecessor, the striking and beloved Richfield Building, or the “Black and Gold,” now torn down.

In 1929, the year of the stock market crash, the masterpiece Art Deco Richfield Building arose on this site. Its black terra cotta walls and vertical gold stripes, symbolizing the black gold of the oil industry, soared skyward for 13 stories to a steel tower blazing the company’s name vertically R-I-C-H-F-I-E-L-D.

The building, which also featured the city’s first underground garage, became an architectural style unto itself. It was designed by Los Angeles architect Stiles O. Clements, whose unforgettable work included the Wilshire, El Capitan and Mayan theatres.



Oil wells in the city at Figueroa and College streets, 1926.

Not quite four decades later, a merger and a fire spelled doom for the landmark. Richfield Oil Corporation merged with Atlantic Refining in 1966 to become Atlantic Richfield, and the following year, on Dec. 10, 1967, an electrical fire in the tower damaged parts of the building.

In 1969, the entire square block of graceful old buildings, including Dawson’s bookstore, Douglas Oil Company, IBM and an apartment house, along with the Richfield building, were demolished to make way for the twin towers.

Opened in 1972 as the tallest buildings in Los Angeles, the towers were designed by A. C. Martin Partners, both architects and structural engineers, in the modernist International Style.



Arco Towers (now City National Plaza) under construction, 1970.



View of Los Angeles looking southwest toward 6th and Figueroa streets, c. 1900.

Bauhaus architect and artist Herbert Bayer’s fountain sculpture “Double Ascension” was created for the site in 1973.

Years before, during routine soil testing for an annex to the building, Richfield’s petroleum geologist Manley Natland had seen a curious rock. It showed the remains of life in a wetter age—shells, coral and snails. When the bulldozers began leveling the block for the new Arco Plaza, he saw an entire bed of the five-to-seven-million-year-old fossil stone.

Natland had 500 tons hauled away and cut and polished into statues and tables, which sold for as much as \$40,000 each.

Even better, the rock he called Natlandite became the official rock of the City of Los Angeles.

A Club For The Exclusive

Fittingly, across the street from a symbol of oil and banking wealth is an exclusive club whose members include bankers and oil men—and yet it began life above a livery stable several blocks away. The California Club, Los Angeles’ first elite private club, quickly became a bastion of corporate and civic power.

In 1887, a few pioneers decided they needed a place to entertain friends with good cigars and hard liquor, and to court would-be investors in the booming real estate market. The founders numbered about two dozen prominent members,

among them millionaire socialist developer H. Gaylord Wilshire and banker Isaias Wolf Hellman, one of the few early Jewish members.



California Club main lounge and exterior view.

The California Club opened in May 1888 on the second floor of a building at 1st Street and Broadway, above the Tally-Ho Livery Stable. Founding members ponied up \$100 to join and \$5 a month thereafter.

But as that neighborhood declined and the club’s coffers filled, the club moved a few blocks away. The well-known and well-heeled streamed to join. In two years, membership rose from 143 to 236. The bar’s revenue tripled.



Corner of 1st and Broadway, 1886.

Ad for Tally-Ho Stables and Carriage Co.

In the late 1920s, the club bought its present site on Flower Street for \$1.1 million. The eight-story brick club, designed by architect Robert D. Farquhar, opened in 1930.



ANGELS WALK® LA
SELF-GUIDED HISTORIC TRAILS

Special Thanks to:
Mayor Antonio R. Villaraigosa
City Council of the City of Los Angeles
Eric Garcetti, President
Councilmember Jan Perry
Councilmember Bernard Parks

Supported by:
City of Los Angeles Bureau of Street Services
Los Angeles Department of Transportation
Los Angeles County Metropolitan Transportation Authority
Downtown Los Angeles Neighborhood Council
Figueroa Corridor Partnership
South Park Stakeholders Group
South Park Business Improvement District

Project Team:
Deanna Meloy, Executive Director
Angels Walk LA
Design House, Director of Operations
Angels Walk LA
Angela Caraballo, Stakeholder Designer
Cecilia Rossmann, Writer
Paul Morrison, Writer
John Meloy, Planning Consultant
Graphic: Lane+Lane Design Office
Map: Cartifact

Acknowledgments:
Black Photographs, Photo Bankers, LTD
Bill Robertson, Director, Bureau of Street Services

For more information about Angels Walk or for a copy of the Map/Guidebook, please contact the MTA Public Information Office at (213) 922-5000.

COPYRIGHT © 2009 BY ANGELS WALK® LA, INC. ALL RIGHTS RESERVED. PERMISSION TO REPRODUCE OR REPRODUCE THIS MATERIAL MUST BE GRANTED BY ANGELS WALK LA, INC.



CITY
NATIONAL
PLAZA

ANGELS WALK FIGUEROA



Bottom Photo: Aerial view of the Richfield Oil Refinery, circa 1924.

Angels Walk Figueroa
Select Stanchions

SECTION 2 – WEST ADAMS

- 11 Stimson House
- 12 Historic West Adams
- 13 **Automobile Club of Southern California**
- 14 Orthopaedic Hospital
- 15 Amat Residence
- 16 Mount St. Mary's College, Doheny Campus
- 17 John Tracy Clinic
- 18 St. James Park
- 19 Sunshine Mission
- 20 Forthmann House

ANGELS WALK FIGUEROA



AUTOMOBILE CLUB OF SOUTHERN CALIFORNIA

Command Post For Southern California's Car Culture

The headquarters of the Automobile Club of Southern California has sometimes been mistaken for the ornate Roman Catholic St. Vincent de Paul church. The two, along with the imposing Romanesque-style St. John's Episcopal Church, were all built at the same intersection during the Roaring Twenties.



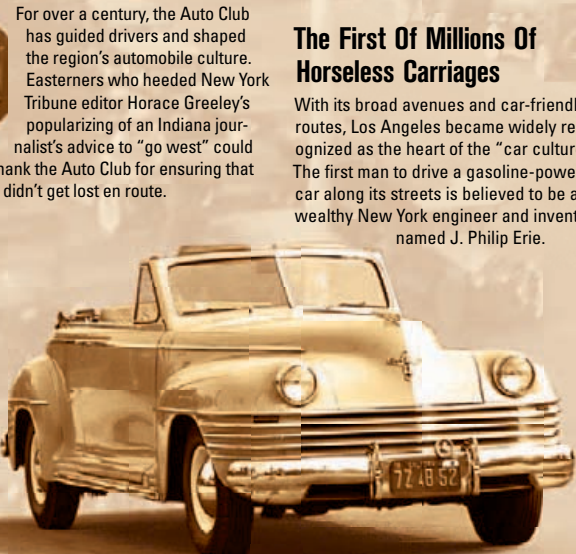
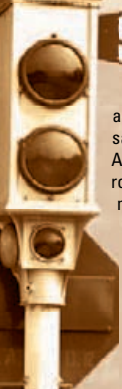
Auto Club courtyard featuring an antique car show, 1950s.

The Automobile Club of Southern California began in 1900, when a group of ten Angelenos revved up the club to help stage auto races and tours, and to lobby the legislature for better roads. It was one of the first motor clubs in the nation.

In 1914, the Club began placing 4,000 signs on the patchwork road system between Kansas City and Los Angeles that helped motorists to navigate their way to the Golden State.

The First Of Millions Of Horseless Carriages

With its broad avenues and car-friendly routes, Los Angeles became widely recognized as the heart of the "car culture." The first man to drive a gasoline-powered car along its streets is believed to be a wealthy New York engineer and inventor named J. Philip Erie.



Car stopped in traffic at Hoover and Adams, 1947.



Automobile Club of Southern California headquarters prior to 1930.

His chariot, billed as the first car west of the Mississippi River, made its maiden trip gasping and sputtering down a Los Angeles street at about 2 a.m. on Sunday, May 30, 1897.

At that hour, Erie rolled his auto out of the downtown garage where it had been built. He cranked it up and set sail from 5th Street down Broadway. As the machine wheezed along, about a half-dozen of his friends hopped aboard to make history.

It wouldn't be long, the Los Angeles Times predicted, "before a factory is established in Los Angeles for the manufacture of motor wagons." It also noted that Erie's vehicle had "about 25 miles an hour concealed in its vitals" — a remarkable speed for the time, but one which became an irritatingly slow rush-hour speed to drivers a century later.



The Automobile Club of Southern California logo.

Within a very few years, eager motorists began crowding the same streets in their own new gas carriages. The first speed limits were imposed — eight miles an hour in residential districts, six in business districts.

Traffic slowed down, but auto sales didn't. "Count them as they go by — 24 sold last week!" crowded an Oldsmobile dealer's 1903 newspaper ad.



Emergency Service Patrol trucks exiting courtyard, late 1930s.

Auto Club Becomes A Driving Force In Motoring

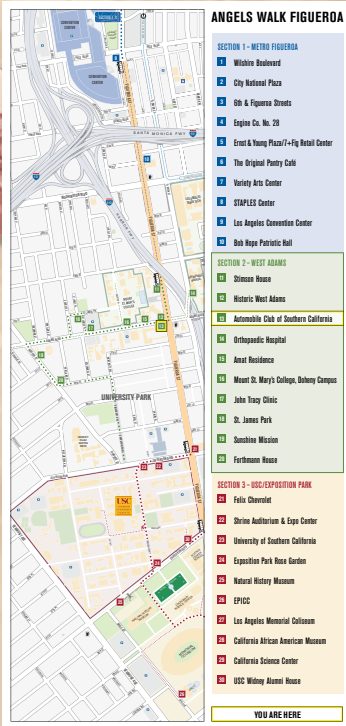
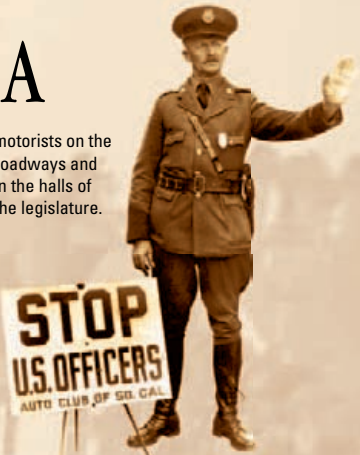
By 1905, gas-powered cars were whizzing over the landscape, and the Club slashed its monthly dues from \$5 to \$1 to bring in more members, and offer more services.

Several years before the California Highway Patrol began monitoring the state's roads in 1929, the Auto Club had already formed its own safety patrol, rescuing drivers in broken-down vehicles. When auto theft became rampant, the Club started its own theft bureau to track down the thieves. The Club helped to write the state's Uniform Vehicle Code and collaborated with public officials in the design of traffic signs and signals.

Its vigilance extended to corrupt officials. In the 1920s, Automobile Club signs on Washington Boulevard at the edge of Culver City warned motorists to "take an alternate route." Many tourists who ventured into Culver City via Washington were being fined for such petty offenses as driving in a swimsuit. The signs were removed only after a local judge — who had been pocketing some of the fines himself — was sent to prison.

In 1924, Los Angeles installed its first automated traffic signals right outside the Auto Club. The first was described as "a cross between a railroad semaphore and an alarm clock," and the second was the forerunner of familiar modern signals with red and green lights. Since then, the Auto Club has continued to uphold the rights of

motorists on the roadways and in the halls of the legislature.



ANGELS WALK® LA
SELF-GUIDED HISTORIC TRAILS

Special Thanks to:
Mayor Antonio R. Villaraigosa
City Council of the City of Los Angeles
Eric Sanchez, President
Chairman Jan Perry
Chairman Bernard Parks

Supported by:
City of Los Angeles Bureau of Street Services
Los Angeles Department of Transportation
Los Angeles County Metropolitan Transportation Authority
Downtown Los Angeles Neighborhood Council
Figueroa Corridor Partnership
South Park Stakeholders Group
South Park Business Improvement District

Project Team:
Deanna Moley, Executive Director
Angels Walk LA
Dana Moley, Director of Operations
Angels Walk LA
Angela Caraballo, Stanchion Designer
Cecilia Rasmussen, Writer
Paul Morrison, Writer
John Moley, Planning Consultant
Graphics: Lane+Lane Design Office
Map: Cartifact

Acknowledgements:
Black Photographs, Photo Bank, LTD
Bill Robertson, Director, Bureau of Street Services

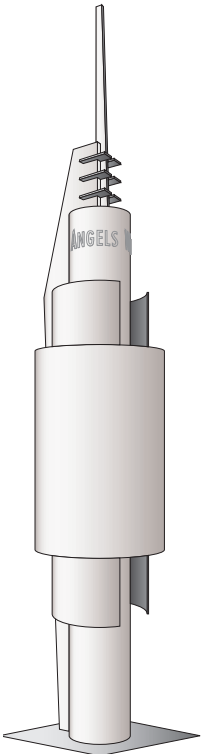
For more information about Angels Walk or for a copy of the Map/Guidebook, please contact the MTA Public Information Office at (213) 922-5000.

Copyright © 2007 by ANGELS WALK® LA, INC. ALL RIGHTS RESERVED. PERMISSION TO REPRINT OR REPRODUCE THIS MATERIAL MUST BE OBTAINED BY ANGELS WALK LA, INC.

Metro



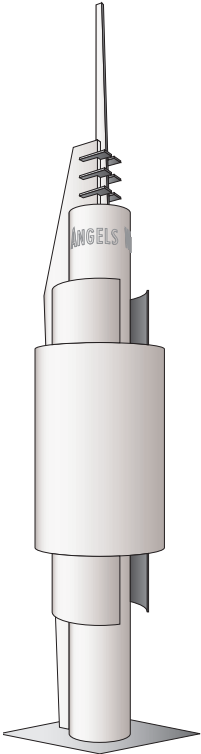
Bottom Photo: Wilshire Boulevard before completion of improvements in 1924. View looks east from the Figueroa Street intersection.



Angels Walk Figueroa
Select Stanchions

SECTION 3 – USC/EXPOSITION PARK

- 21 Felix Chevrolet
- 22 Shrine Auditorium & Expo Center
- 23 University of Southern California
- 24 Exposition Park Rose Garden
- 25 Natural History Museum
- 26 EPICC
- 27 Los Angeles Memorial Coliseum
- 28 California African American Museum
- 29 California Science Center
- 30 USC Widney Alumni House



ANGELS WALK FIGUEROA

A Coliseum For All
Seasons And Sports

It wasn't the first public building designed to enhance Los Angeles' image, but like its namesake in Rome, it is one of the most enduring.

The huge concrete and steel oval Los Angeles Memorial Coliseum is an immense jewel-box of civic memories: college and pro-team touchdowns, professional baseball home runs, rock concerts, presidential speeches,

struck out 18 batters. The Rolling Stones rocked its seats, and here, Billy Graham and Pope John Paul II preached.

All that history came about because a group of civic-minded Angelenos transformed some barren acreage into a memorial to war veterans and a landmark that has withstood both time and Angelenos' fondness for demolishing their past.

As the 20th century dawned, the site known as Agricultural Park had deteriorated into a Sodom of saloons and brothels around an auto race track.

A Sunday school teacher named William M. Bowen cleaned up the park and, with University of Southern California President George Bovard, proposed a stadium for sports and civic events. The new Coliseum became the property of the city, county and state, each represented equally on the commission that still runs the Coliseum.

and the flame-bright triumphs of two Olympic games.

Here is where Jesse Owens ran, where Jack Dempsey fought and Sonja Henie skated. Nelson Mandela and John F. Kennedy spoke here to tens of thousands. Sandy Koufax

USC football game, 1940s.



Xth Olympiad opening ceremonies, July 30, 1932.

Olympic Dreams And
College Teams

It opened in 1923, and was named the Olympic Stadium in hopes of attracting the Olympic Games. The peristyle design evoked ancient Greek and Roman arenas. For the 1984 Olympic Games, the entrance was ornamented with "Olympic Gateway," heroic male and female nude torsos by artist Robert Graham.

In 1923, the football game between USC and Pomona College dug the first divots. A year later, the civic booster William May Garland landed the 1932 Olympic summer games.

A fellow International Olympic Committee member praised Garland's salesmanship when he said, "Billy, I voted for Los Angeles

because I like you personally. But where is Los Angeles? Is it anywhere near Hollywood?" The 1932 Olympics put Los Angeles — not just Hollywood — on the map.

Even without the Olympics, the Coliseum created excitement. Post-World War I Los Angeles did not have a major league sport team, so the city's undivided attention turned to what it did have: USC football.

During the 1920s and '30s, the USC Trojans won five Rose Bowls and two national championships, founding one of the richest traditions in college athletics.

Football soon became the Coliseum's mainstay. The UCLA Bruins arrived in 1929 and stayed for 52 years. The Rams came from Cleveland in 1946, winning the pro championship five years later.

On June 1945, after the Allied victory in Europe, 105,000 people welcomed Gen. George S. Patton Jr. and Lt. Gen. James H. Doolittle. In a mock battle in the Coliseum, searchlights sent pillars of light into the sky, illuminating warplanes flying in formation. On the ground, land mines were detonated and tanks rolled through the darkness to simulate Patton's 3rd Army's thrust toward Berlin.

Then Came The Dodgers

In 1959, more than 92,000 spectators witnessed Los Angeles' first World Series. Fans made such a din that players had to communicate with hand signals.

The Dodgers called the Coliseum home from 1958 until they moved to their own stadium in Chavez Ravine in 1961.

In 1980 and 1981, though, the stadium lost both the Rams and the Bruins. The Raiders arrived in 1982 and stayed for 13 years before going back to Oakland, and the Olympics returned to Los Angeles in 1984.

The Coliseum is the only stadium in the world to host two Olympiads, two Super Bowls (I and VII), and a World Series. Today, the Coliseum is both a national and state historic landmark, almost as much a part of Los Angeles' civic identity as the Hollywood sign.



The day of Billy Graham's appearance, September 8, 1963. Graham (pictured on the far right) is seen here with (from left) Coliseum General Manager William H. Nicholas, Mr. Graham's personal assistant Dan Platt and County Board Supervisor Kenneth Hahn. This event holds the all-time Coliseum attendance record of 134,254.



Special Thanks to:
Mayor Antonio R. Villaraigosa
City Council of the City of Los Angeles
Eric Garcetti, President
Councilmember Jan Perry
Councilmember Bernard Parks

Supported by:
City of Los Angeles Bureau of Street Services
Los Angeles Department of Transportation
Los Angeles County Metropolitan Transportation Authority
Downtown Los Angeles Neighborhood Council
Figueroa Corridor Partnership
South Park Stakeholders Group
South Park Business Improvement District

Project Team:
Deanna Mokey, Executive Director
Angie Walk LA
Design House, Director of Operations
Angie Walk LA
Angela Caraballo, Stakeholder Designer
Cecilia Rasmussen, Writer
Paul Morrison, Writer
John Mokey, Planning Consultant
Graphics: Lane+Lane Design Office
Map: Cartifact

Acknowledgments:
Rick Pines, Photo Studio, LEO
Bill Rosenberg, Director, Bureau of Street Services



Bottom Photo: Christmas tree line at night, c. 1940s.