

United States Department of the Interior
Heritage Conservation and Recreation Service

National Register of Historic Places
Inventory—Nomination Form

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic The McClintock Storage Warehouse

and/or common The Bekins Building

2. Location

street & number 1202 Kettner Boulevard not for publication

city, town San Diego vicinity of congressional district 41st (Rep. Wilson)

state California 92101 code 06 county San Diego code 073

3. Classification

Category	Ownership	Status	Present Use	
<input type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input type="checkbox"/> museum
<input checked="" type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input checked="" type="checkbox"/> commercial	<input type="checkbox"/> park
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational	<input type="checkbox"/> private residence
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment	<input type="checkbox"/> religious
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government	<input type="checkbox"/> scientific
	<input checked="" type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial	<input type="checkbox"/> transportation
		<input type="checkbox"/> no	<input type="checkbox"/> military	<input checked="" type="checkbox"/> other: warehouse

4. Owner of Property

name The Bekins Company

street & number 777 Flower Street

city, town Glendale vicinity of state California 91201

5. Location of Legal Description

courthouse, registry of deeds, etc. Office of County Recorder, County of San Diego

street & number County Administration Building, 1600 Pacific Highway

city, town San Diego state California 92101

6. Representation in Existing Surveys

NOTE: The McClintock Warehouse is in-
 title cluded in the land area (4.6 acres) has this property been determined eligible? yes no
 of the Santa Fe Depot (Union Station) Nomination
 date Form and Property Map Form. The Santa Fe Depot federal state county local
was listed on the National Register, 6/26/72.
 depository for survey records _____

city, town _____ state _____

7. Description

Condition		Check one	Check one
<input checked="" type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input checked="" type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input type="checkbox"/> good	<input type="checkbox"/> ruins	<input type="checkbox"/> altered	<input type="checkbox"/> moved
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed		date _____

Describe the present and original (if known) physical appearance

Location and Existing Setting

The McClintock Storage Warehouse occupies 20,000 square feet of land located just north of the Santa Fe Depot Building (the Santa Fe Depot--Union Station--recently was listed on the National Register) and just east of the Santa Fe Railroad right-of-way in downtown San Diego. Further north are warehouse structures which have been remodeled into offices. East and across Kettner Boulevard are parking lots and warehouses (see plot plan, "1980", Exhibit B-3 and Photo 1).

Future Setting

The warehouse is located within the Columbia Redevelopment District. Just across Kettner Blvd. to the east is the planned 550,000 square foot convention center and exhibition hall. The Redevelopment Agency's current plan indicates that both the McClintock Storage Warehouse and the Santa Fe Depot Building will be restored and adapted to commercial retail and office uses (see plot plan, Exhibit C). An open pedestrian plaza is planned between the Santa Fe Depot Building and the McClintock Storage Warehouse. Also, it is interesting to note that the future exhibition hall will be located across the street from the McClintock Warehouse which, in 1925, was the site of the "Greater San Diego Exposition" (see Photo 19). (Technically, all land and buildings in the Redevelopment Area may be subject to condemnation and demolition.)

Uses (Past and Present)

When the McClintock Storage Warehouse first opened, it was the location of the 1925 "Greater San Diego Exposition", an exhibition of local merchants, manufacturers and automobile dealers. Shortly thereafter the warehouse was used for receiving, shipping, storing, packing, and distribution of household goods and other merchandise from both seaport and railroad systems. Offices were located on the east one-third of the first and second floors. Today the warehouse is owned by The Bekins Moving and Storage Company. Floors two through six and the basement are used for The Bekins Company's record storage business which serves many downtown professional firms and businesses. The first floor of both the six-story warehouse and the one-story warehouse to the north are used for storage of records and furniture, and for receiving and distribution.

Overall Dimensions (See building plans, Exhibit D-1 through D-6)

The southern portion of the McClintock Warehouse is a six-story building with a basement. The outside dimensions of each floor measure 100' x 100' and the basement is 100' x 72'. The floor to ceiling height of the basement is 9'-4". The first floor measures 12'-10" from floor to ceiling, and the second floor measures 9'-11". The floor to ceiling height of floors three through six is 9'-5". The overall height of the building from grade to roof is 67'. From grade to the top of the cornices is 75'-6". The one-story northern portion of the warehouse is 100' x 100' and has a 21' high ceiling.

Layout (See building plans, Exhibits D-1 through D-6)

The main entry to the warehouse is located on Kettner Boulevard. The entryway leads to

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administrative offices which are located on the east one third of the ground floor and second floor. A passenger elevator is located north of the main entry and provides access to all floors except the basement. On the south side of the warehouse ("B" Street) there is a loading dock with large doors for receiving and shipping operations related to trucks. On the west side are large doors for loading and unloading railroad freight cars (see Photos 4 and 5). Inside the warehouse on the west side is a large (11' x 20') freight elevator that gives access to all floors and the basement.

Construction

The six story portion of the warehouse was built using the reinforced concrete system known as "mushroom system," "flatslab" or beamless flooring. The system consists of round reinforced concrete mushroom-shaped columns and flat concrete slabs (approximately 9" thick). (See Photo 6.)

Except for the sixth floor, all columns in the warehouse are round and are spaced 20' on center in each direction. The column sizes are largest on the basement level measuring 3'-0" in diameter and with each higher level they decrease in size until on the fifth floor they are only 1'-10" in diameter. The columns on the sixth floor are 12" square and support girders and beams which in turn support the roof slab. Because of the lighter load of the roof, the architect utilized the traditional beam-slab construction (see Photo 7). Between the columns on the exterior wall are non-structural hollow clay tile filler walls. The exterior walls of the warehouse are finished with stucco and paint.

The large windows on the first floor are constructed with fixed wooden sash and wood mullions. Just above these fixed windows are operable wooden projected windows. On the second floor, the windows are constructed with steel sash and the center panel is an operable projected window. The same window that is used on the second floor is used on the third, fourth, fifth, and sixth floors except that additional muntins are added which create smaller lights (panes). All windows are recessed approximately 9" from the face of the exterior wall.

The interior partitions which create the offices on the first and second floors are constructed of either hollow clay tile or wood frame and drywall and are all painted. The interior concrete surfaces in the warehouse are left unpainted.

The one story additions are constructed with unreinforced masonry, wood columns, and wood trusses.

Architectural Elements

The McClintock Warehouse was designed in the Mission Revival style using such elements as the exterior corner pilasters, arched entry way framed by decorative pilasters, espadaña over door window, cornices, miscellaneous stucco moldings, massive walls and wrought iron detailing. (See paragraph titled "Architecture", item #8, of Statement of Significance for additional description of the exterior.) (Also see Photos 2 through 11.)

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The arched entry portal is 7' wide at the door jamb (see Photo 8). Two identical wrought iron gates measuring 3'-6" wide are constructed of 1" and 1½" iron bar. Double wooden french doors also measure 3'-6" each. Just outside of the door jamb are 4" x 4" glazed tiles of alternating green, blue, purple and yellow colors (see Photos 12 and 14).

The floor finish on the entry foyer is rectilinear (4" x 8") tile in a basket weave pattern with alternating red and beige colors (see Photo 12). The small square tiles (2" x 2") which fill the voids left by the basket weave are blue. The ceiling of the entry foyer is constructed of the traditional beam construction and painted in bright orange and blue colors. On either side (north and south) of the entry are large 2'-4" wide reinforced concrete beams supporting 14" side beams which run in a northerly to southerly direction. A large wrought iron Spanish-style light fixture hangs in the center of the entry foyer.

The stairs leading from the entry foyer to the second floor are finished with 10" x 12" orange tiles. The stair handrail is constructed of iron. Just below the handrail and in the entry way is a band of black glazed tile and decorative tile in blue, green and yellow. A wrought iron gate is located at the bottom of these stairs (this gate is of recent construction and it is unknown whether it replaces an original gate or not). (See Photo 17).

Alternations

Since the original construction, ceramic tile was applied below the first floor windows. It appears that the only other changes to the original building are office partitions on the first and second floor, interior doors and gates, the removal of exterior light fixtures on either side of the entry door, the exterior signage and the removal of a frieze above the entrance.

A raised section of the east exterior wall surface shows the location of the original "McClintock Storage Warehouse Company" sign. It appears that this sign can be restored (see Photo 11). The warehouse retains all of its original significant design features and remains in excellent condition.

The frieze over the entrance (see discussion under Item 8, page 2, "Architecture", second paragraph) could be replaced if additional photos of the building are found or by photographic enhancement of the photograph of the building circa 1938 shown in Photo 16.

8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/ humanitarian
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input checked="" type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater
<input type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> transportation
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

Specific dates 1925 **Builder/Architect** William Ernest Kier/Herbert Palmer

Statement of Significance (In one paragraph)

The McClintock Storage Warehouse is significant for its historic association with the development of commerce in the San Diego region, its remarkable architect and prominent builder, its excellence as an example of California's Mission Revival architecture, and for its early use in Southern California of the structurally efficient "mushroom column" system of construction.

This building is one of the few remaining examples of a transportation oriented large commercial warehouse structure of the era--an era which saw a tremendous growth of commerce when San Diego was still a young city. It was designed by an unusual architect, Herbert Palmer, whose work received local and national recognition. The builder, William Ernest Kier, was a giant in the construction industry, and built such structures as the Grand Coulee and Coolidge Dams.

The McClintock Warehouse was built for strength, permanence and fire resistance using a reinforced concrete "mushroom column"- "flat slab" system of construction, the integrity of which is illustrated by its intense and continuous use as a warehouse from its opening to the present.

The McClintock Warehouse was designed in the same period and same Mission Revival style as the adjacent Santa Fe Depot (which was recently declared a National Historic Landmark). The warehouse reflects the simplicity and restraint of the California Mission style in its well-proportioned facade, the skillful use of concrete and stucco, excellent workmanship and the design of its architectural elements.

In addition to its use as a warehouse, when it first opened in 1925 it was the site of the "Greater San Diego Exposition," an exhibition of local merchants, manufacturers and automobile dealers--"the greatest industrial and commercial exhibition of its time" and the only San Diego exhibition of any size held between 1916 and 1935 (see Photo 19).

ENGINEERING

The McClintock Storage Warehouse. (six-story portion only) was built using the reinforced concrete structural system known as "mushroom system", "flat slab" or "beamless flooring". A "flat slab" is a concrete slab so reinforced in two or more directions as to bring its load directly to supporting columns without the help of beams or girders. The word "mushroom" relates to the shape of the columns which increase in size at the top to form mushroom-shaped capitals. The American designed system differs from the European designs in that an extra slab or "drop panel" is built around the column to prevent the column from "punching" through the slab and to reduce slab thickness. The system is extremely well suited to supporting heavy loads and can support equal loads at every point of its surface. The heavier the floor loads, the greater the practical inducement to use the system. Also, the beamless ceiling allows

9. Major Bibliographical References

See Bibliography, Continuation Sheet

ACREAGE NOT VERIFIED

10. Geographical Data

UTM NOT VERIFIED

Acreeage of nominated property 0.46 acres

Quadrangle name Point Loma

Quadrangle scale 1.24 000

UMT References

A 11 4842110 3161981410
Zone Easting Northing

B
Zone Easting Northing

C

D

E

F

G

H

Verbal boundary description and justification

Legal: Lots 7, 8, 9, and 10, Block 295, Middletown Addition (Lots 7, 8, 9, and 10 each measure 50' x 100'. The total area is 100' x 200' or 20,000 square feet) (See plot map, Exhibit B-3)

List all states and counties for properties overlapping state or county boundaries

state code county code

state code county code

11. Form Prepared By

name/title Dr. Ray Brandes and Alvin W. Ray, A.I.A.

organization Dr. Ray Brandes is Dean of Graduate School and Professor of History, University of San Diego; Alvin W. Ray, A.I.A. is Principal Architect, RWA Environmental Group date July 10, 1980

street & number 3368 Second Avenue telephone Alvin W. Ray (714-299-9600)

city or town San Diego state California 92103

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national state local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the Heritage Conservation and Recreation Service.

State Historic Preservation Officer signature Henry Miller

title SHPU date 8/14/80

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I hereby certify that this property is included in the National Register

[Signature] 10-5-80
Keeper of the National Register

Attest: [Signature] 9-30-80

Chief of Register

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full use of the entire volume from floor to ceiling - so important in a warehouse. The mushroom system-flat slab was originally developed by C.A.P. Turner, an American engineer, around 1908 and was first used in the United States in the Bovey Building in Minneapolis around 1910. The McClintock Storage Warehouse construction in 1925 is believed to be an early use of this method of construction in the San Diego region and is a classic example of a pure flat slab structure complete with drop panels and mushroom columns. This was not only the most advanced and best structural system for a multi-story warehouse built in 1925 but it is also the best structural system for a multi-story warehouse today (see Photo 6). In addition to the structural advantages of using reinforced concrete, it provides this warehouse permanence (strengthens with age) and fire resistance.

ARCHITECTURE

The McClintock Warehouse was designed in the Mission Revival style. In California the "mission style" (also known as the Franciscan style) developed characteristics that were different from the missions built elsewhere in the Americas. These characteristics include an overall sensitivity to line and form, freedom from architectural complications, simple construction, spare use of ornament (compared to the Spanish Colonial) and functional layouts. The style is both eclectic and original. Symmetry and such classic elements as the Roman arch in Mission style are Spanish Colonial influences.

The facade of the McClintock Warehouse is a "mission facade" adapted to the warehouse structure (see Photo 2). Its classical symmetry reflects both Spanish Colonial influence and the modular arrangement of its column construction. The recessed windows recall the massiveness of the early adobe wall missions. The windows of the first and second floors and the lower cornice just above the second floor window serve to differentiate these first two floors from the upper floors. This change in the windows is not only a reflection of the different functions of these levels, it also serves to proportion the building visually, reduce its height and relate its scale to the streetscape. Subtle changes in the size of the first floor windows from the large windows on each end of the facade to the small windows in the decorative pilasters on either side of the entry create a rhythm culminating with the arched entryway. Above each pilaster on either side of the entry are decorative engaged pyramidal finials similar to engaged finials on the Capilla Real Mission in Monterey. The curved stucco mouldings above the overdoor window echo the shape of the *espana* (a belfry of one wall and without a bell) at the apex of the facade (see Photos 2 and 8). This area above the entrance originally had the symbolic frieze of the building, depicting its world-wide shipping facilities by means of a ship and railroad engine (see Photo 16). The decorative corner pilasters which terminate at the upper cornice and the *espana* above the cornice serve to limit and define the structure in both its horizontal and vertical dimensions.

At each of the four corners of the building are decorative pyramidal finials similar to those used on early California missions and also those used on the Santa Fe Depot (see Photos 9 and 10).

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The ample use of color in the entryway reflects color used in early California missions (see Photo 12). The bright painted interiors of the early missions imitated marble and other materials unavailable in early California. Other architectural details such as the wrought iron entry gate and decorative tile add further to this indigenous style.

The one story additions to the McClintock Storage Company Warehouse are simple and functional. The cornices and the engaged pilasters at the corners of the additions and either side of the overhead door reflect those of the original six story building (see Photo 18).

The simplicity of the construction, the well proportioned facade, the unity of the detailing, the spare use of ornament, the restraint and the clear functional relationships make this structure a notable and tasteful example of California's Mission Revival style. This warehouse, together with the Mission Revival Santa Fe Depot, preserves not only an architectural style of the past but preserves in time and place the functional and economic interaction that exist between the railroad depot and this important warehouse structure (see Photo 3).

EVENTS, PERSONALITIES, ACTIVITIES

Background

Not long after the incorporation of San Diego, California, as a city in 1848, a group of citizens purchased a tract of land of 687 acres running from Old Town (now a State Historic Park) to New Town, an extension some 2½ miles along the shoreline and up the slope of the Bay of San Diego which they chose to call Middletown. No significant changes occurred on this tract until about 1874 when a court case awarded the partition of lands to the original owners. Among the men who had invested in Middletown were Juan Bandini, for forty years an honored citizen and office holder; Cave Johnson Coutts, a graduate of West Point, landholder and judge; Charles P. Noell, merchant and politician; Thomas W. Sutherland, attorney; and Judge Oliver S. Witherby.

Block 295, Lots 7 through 10, were thus acquired by purchase and decree in partition in October, 1874. In the subsequent years the property did not remain totally vacant and as early as can be determined, say 1888, there were lumber storage yards, a boarding house and at least one brick warehouse partly on this property by 1909 (see plot map, "1888", Exhibit B-1). These all had some relationship to the old railway depot nearby and the wharves. Several dozen other real estate transactions, largely of speculative nature, took place along the railroad lines.

The first railroad depot had been built at Broadway and Kettner Boulevard (then called Arctic Street) to accommodate the expanding rail and shipping lines. The California Southern Railroad Company built this depot in 1887 at a place which took advantage of the facilities for ocean commerce afforded by the Port of San Diego. That structure was razed in 1914 to make room for the present Santa Fe Depot which was listed in Historic American Buildings Survey in 1971 and placed on the

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National Register of Historical Places in 1972. The Depot and the adjacent McClintock Storage Warehouse, together they are near both the downtown highrise office towers and the waterfront with its multimillion dollar tuna industry and thousands of tourists. These two buildings served as a transportation and commercial center at the heart of the city and at San Diego's only fixed rail corridor.

At this site then, in time, the Union Pacific, San Diego and Arizona Railway, Santa Fe Railroad, Pacific Steamship Lines, Pickwick Stages, Southern Pacific Railroad, Los Angeles Steamship Company and the Desert Express Company utilized the railroad and wharf facilities. The railroad tracks generally followed the shape of the Bay, and at various points warehousing and open storage spaces, with spur tracks, were built.

The Owners (The McClintocks)

In November, 1924, H. R. and Olga Holm McClintock purchased Lots 7 through 10 from the several owners of Block 295, Middletown Addition, and took a mortgage on the property for five years at 6% for \$60,000.00. It was their intention to build a large, permanent warehouse to serve the growing community. By this time trucks were in use and were hauling agricultural products and other freight from the back country for warehousing and shipment by rail. The many kinds of vegetables, tree fruits and berries; the growing number of turkey and other poultry farms, and the variety of dairy products and goods available from as far away as the Imperial Valley made the trucking industry of growing importance. In return freight was hauled from the rails and harbor to the back country and inland. In 1925 the population of the city was approximately 125,000 people.

Olga Holm McClintock, a native of Denmark, and her husband, H. R. McClintock had come to La Jolla from El Paso, Texas, where he had been in business operating a network of offices related to advertising with three major divisions in the West and Southwest. This enterprising couple formed the McClintock Storage Warehouse Company, envisioning a major storage and warehouse facility "second to none in the nation" directly tied to the city's primary transportation and shipping system. They developed plans for the new warehouse on the northwest corner of Kettner Boulevard (old Arctic Street) and "B" (see plot map, "1925", Exhibit B-2). The first unit would be fireproof, of reinforced concrete, 100 x 100 feet, six stories with a basement. A second unit identical to the first, was proposed on the 10,000 square foot site just to the north but was never built.

H. R. McClintock was committed to increasing the stature and economic solidarity of San Diego. At various times he served as a director of the Rotary Club, the Cuyamaca Club and the San Diego Chamber of Commerce.

The Architect

The San Diego Union of January 25, 1925, announced the naming of Herbert E. Palmer of La Jolla as the architect of this significant new building and the contractor as the William Ernest Kier Construction Company. Both were distinguished names in the community. Palmer's rendering of the building was included in the 1925 article.

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Herbert E. Palmer, born in Sandringham, England, in 1879, was the illegitimate son of Edward VII (Prince of Wales and son of Queen Victoria) and a lady-in waiting. He was trained as an architect in Buckingham Palace and served in the Boer War as an intelligence officer. He lived in India and other countries where he acquired the tastes and ideas which were later reflected in his architecture.

When Palmer first came to America in 1912 he worked as an architect in Maryland and New York and then became associated with Frank Lloyd Wright. Disagreeing with Wright about his concepts of architecture, he moved to California where he designed the well-known "Casa de las Joyas", a unique home with many unusual facets which he lived in and worked on for years. Additionally, he designed a large number of expensive homes along La Jolla Shores Drive and in other exclusive districts in what he called the "Mediterranean Style". His design for the "Pink House" in La Jolla was described as the finest example of this type of architecture in the United States when it was featured by a national architectural magazine. His work received extensive coverage in the journals of the day and he became widely recognized for his work in California. (Leftwich, La Jolla's House of Many Legends, 1960)

The Builder

The builder for the warehouse, William Ernest Kier, was a stockholder in the McClintock Company. He was from Iowa and his wife was from England. Kier learned the contracting business from J. W. Atkinson who, during the 1910's and 1920's was prominent throughout the United States as the owner of a firm which built many new U.S. government buildings and other structures in Arkansas, Colorado, Idaho, and Hawaii. In May, 1912, Kier moved to San Diego and over the years built some of San Diego's most prominent buildings including the Serra Museum building in Presidio Park, Fort Rosecrans, the Administration building at the North Island Naval Air Station, and part of the U.S. Naval Hospital in Balboa Park. In addition to working with Herbert Palmer, Kier constructed buildings designed by Irving Gill, Eugene Hoffman, and William Templeton Johnson, three of San Diego's premier architects. Further, in 1934, his company was prime contractor for the Grand Coulee Dam in Washington and the Coolidge Dam Project in Arizona. In 1957 he was given an outstanding award by the Contractors Association of California who named him the "Dean of West Coast Contractors". He was an amazing man; in his mid-nineties he continued to work five days a week at the Spreckles Building in downtown San Diego where he had maintained offices on the fourth floor since the 1920's. He died at the age of 100 in 1974, a much respected and admired old gentleman whose life had been intimately woven into the fabric of San Diego's growth and development.

The Exposition

While H. R. McClintock's warehouse was being built, he worked with the Chamber of Commerce to arrange for a "Greater San Diego Merchants, Manufacturers, and Automobile Exposition," to be held in the new McClintock Warehouse in June, 1925 (see Photo 19).

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This was the first fair or exposition of any size since the 1915-1916 World's Fair (Panama-California Exposition) and the last for another ten years when the second World's Fair was held in San Diego in 1935. The individuals involved in the 1925 Exposition represented all the major firms in San Diego, many of which still exist in 1980, names like Charles A. Small of Bishop Company and S. R. Frazee of Frazee Paint Company. U. S. Representative William Kettner participated in the plans. All 67,000 square feet of the exhibition space was occupied by exhibitors. This industrial and commercial exposition was a resounding success. Thousands of people saw the many products of local origin. Double page ads listed exhibitors and told of the full use of the rooftop to show movies, for music and dancing, and refreshments - all with a clear, wide view of the harbor. In fact, the Exposition was even opened early on the final day to accommodate the crowds (see Photo 20).

Historic Setting and Uses

After the 1925 Exposition was held in the McClintock Storage Warehouse, it was used intensely demonstrating the practicality of the location next to the Santa Fe Depot, rail terminal, the Port of San Diego water terminals, and the center of the downtown area population and of the region. This location adjacent to the city's major transportation arteries guaranteed a minimum distributing cost. A special spur track was constructed for the exclusive use of this warehouse, with platforms for pool car shipments.

The McClintock Warehouse housed an important and representative cross section of San Diego's mercantile business serving the San Diego community during the twenties and thirties and the year to year changes in its tenancies reflect the changes in the mercantile segment of the community. Since office space was provided, the building served as a site for marketing goods as well as storage, receiving, packing, distribution and shipping. Manufacturers' agents included those representing soap companies, advertising companies, wholesales of tobacco, artcrafts, novelties, liquors, coffee, marine motors, parachutes, and motion pictures.

No major changes are recorded with respect to the ownership of the property until December 31, 1930, when the Bekins Van and Storage Company, a nation-wide company, acquired the four parcels and the building from the McClintock Storage Warehouse Company. The opening ad for Bekins Van and Storage ran in the San Diego Union, January 14, 1931. Since San Diego had an immense population surge in the 1920's and 1930's, it was appropriate that the McClintock Warehouse be used for the moving industry (see Photos 15 and 16).

A one story addition to the McClintock Storage Warehouse was built in 1939. A subsequent addition was completed in 1943. These additions on lots 9 and 10 were added by the current owners, Bekins Van and Storage Company.

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The construction company for both additions was the L. C. Anderson Company, owned by L. C. Anderson and Carl O. Brorson.

L. C. Anderson, originally from Sweden, first served in the Wyoming legislature in 1922. Later he came to San Diego where he set up his contracting company. In 1936 Mr. Anderson was Chairman of the California International Exposition. He resided in San Diego until his death in 1974.

Carl O. Brorson, born in Sweden, came to San Diego in 1923. He held a degree in structural and civil engineering from Chalmers Technical Institute in Gotsberg, Sweden. Mr. Brorson was very active in San Diego civil organizations including the San Diego Yacht Club and the downtown Kiwanis Club.

The L. C. Anderson Company is credited with the building in San Diego of the Sears-Roebuck Store on Washington Street and the J. C. Penney Stores in Pacific Beach and North Park. Anderson and Brorson developed parts of Pacific Beach through a separate company named Garnet Properties.

Today the warehouse is primarily used by The Bekins Company for its record storage business servicing the San Diego metropolitan business district. Today the population of the region is over 1.6 million.

Together with the Santa Fe Depot, the McClintock Storage Warehouse preserves the historic interaction between the railroad and warehousing, and the role these structures played in the development of commerce of the region.

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CONTINUATION SHEET McClintock Storage Warehouse ITEM NUMBER 9 PAGE 2

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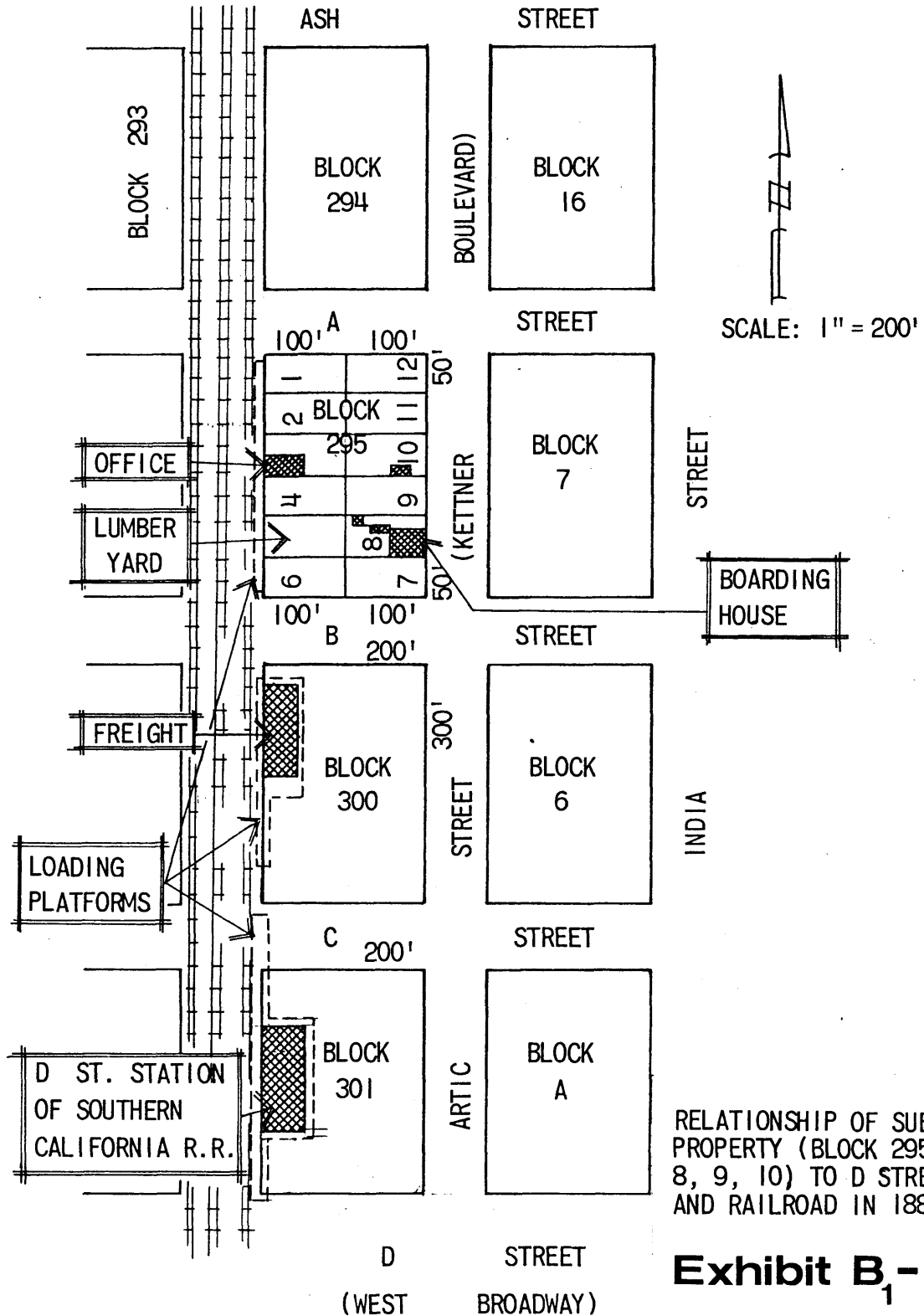
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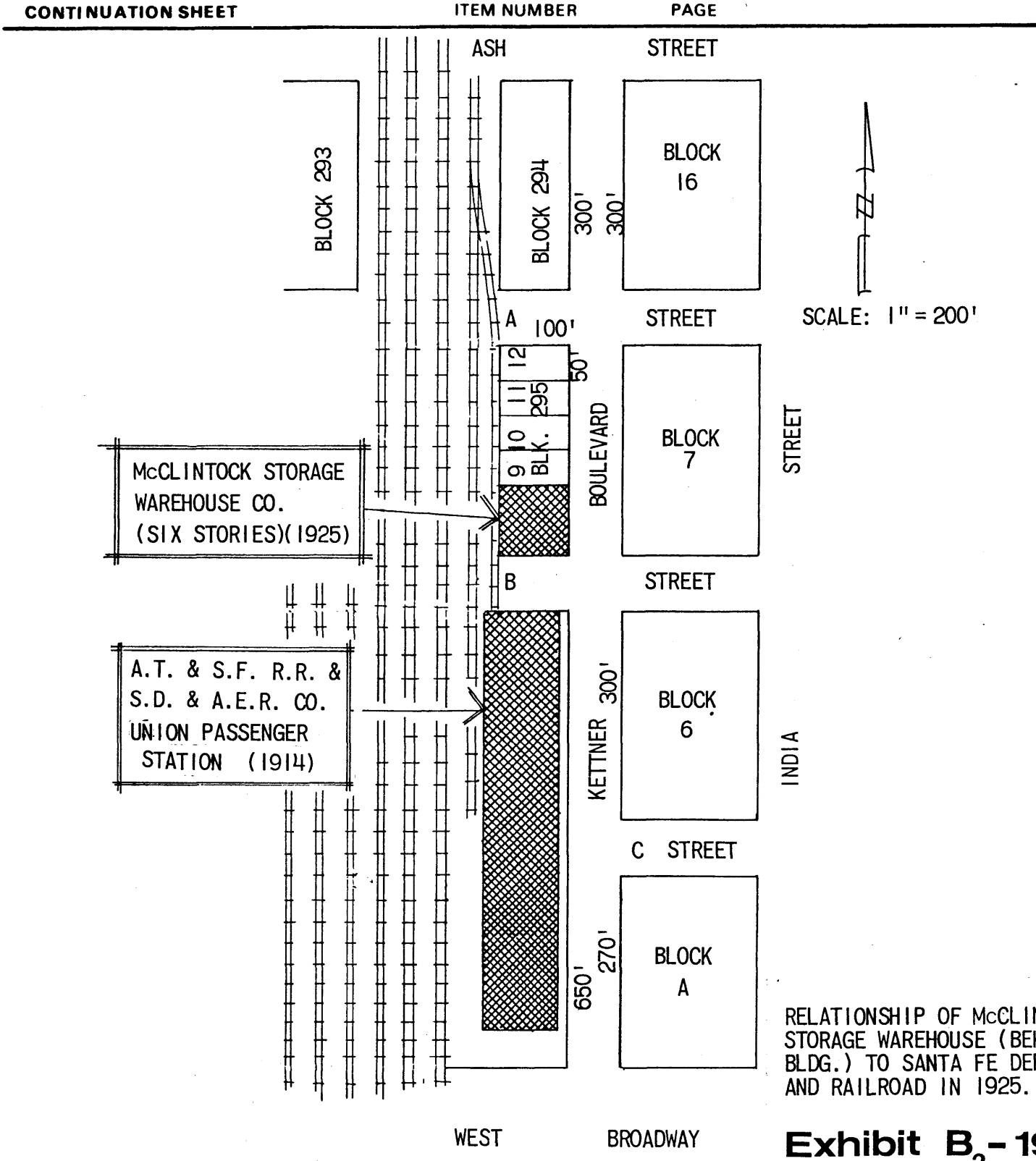


RELATIONSHIP OF SUBJECT
PROPERTY (BLOCK 295, LOTS
8, 9, 10) TO D STREET DEPOT
AND RAILROAD IN 1888.

Exhibit B₁ - 1888

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RELATIONSHIP OF McCLINTOCK STORAGE WAREHOUSE (BEKINS BLDG.) TO SANTA FE DEPOT AND RAILROAD IN 1925.

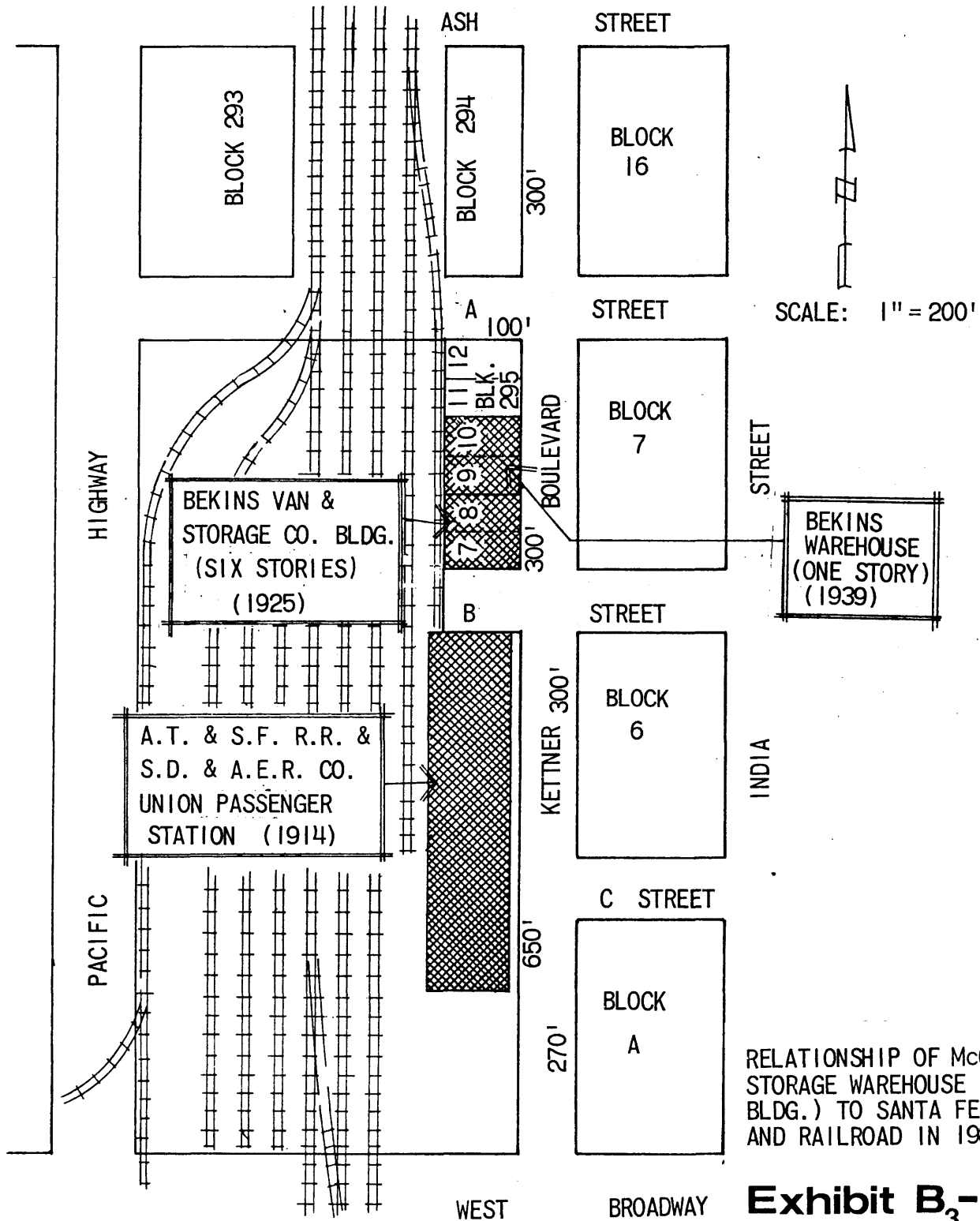
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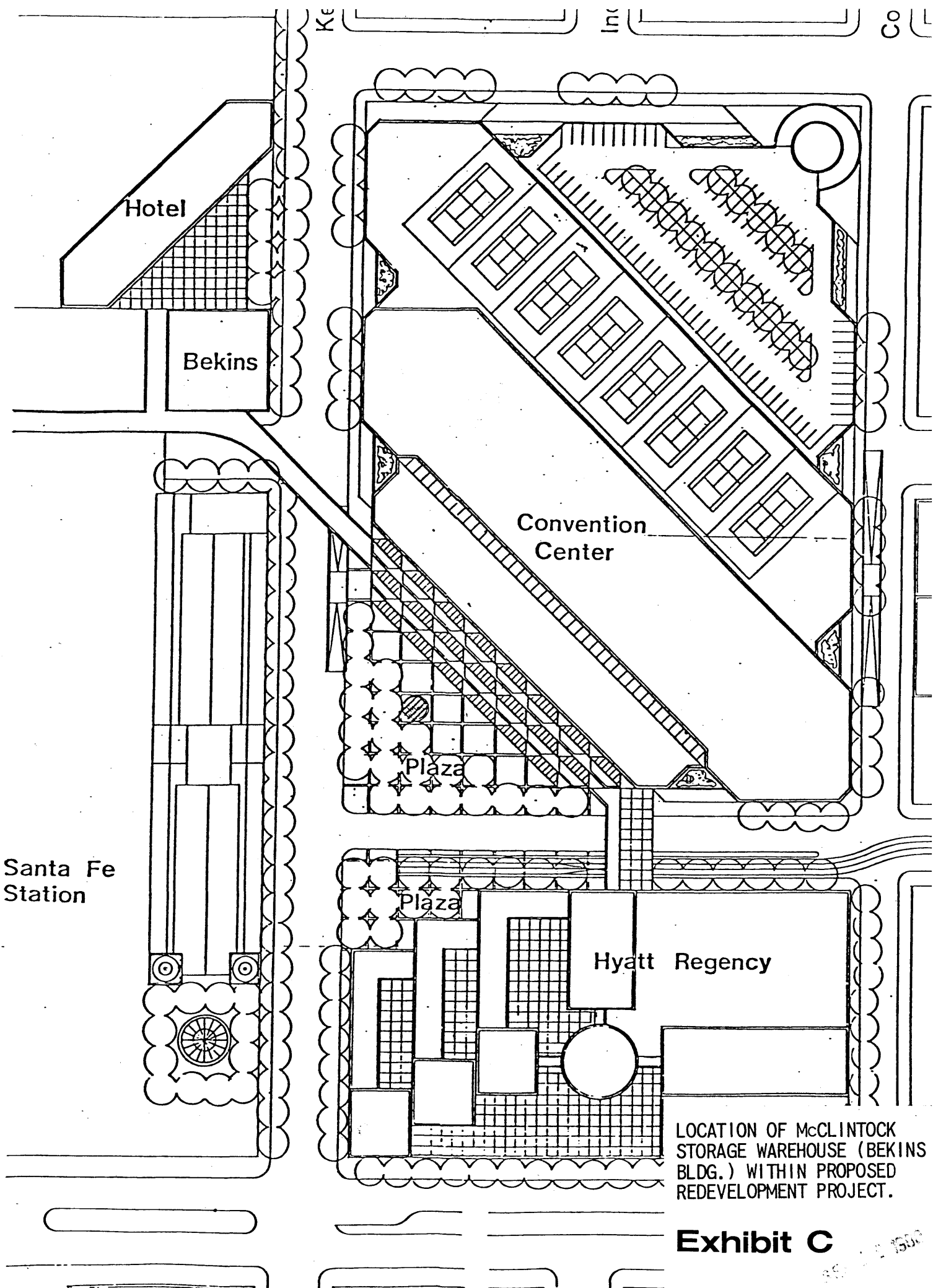
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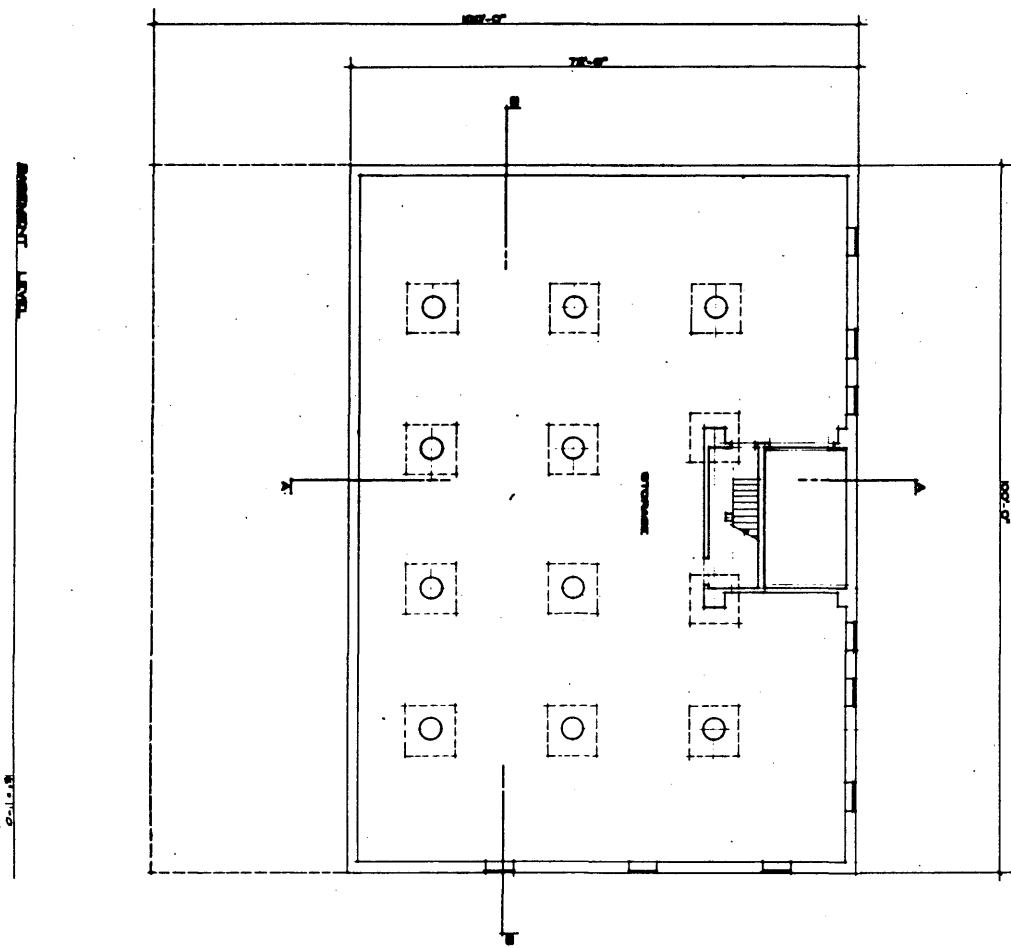
RELATIONSHIP OF McCLINTOCK STORAGE WAREHOUSE (BEKINS BLDG.) TO SANTA FE DEPOT AND RAILROAD IN 1980.



LOCATION OF McCLINTOCK STORAGE WAREHOUSE (BEKINS BLDG.) WITHIN PROPOSED REDEVELOPMENT PROJECT.

Exhibit C

1500



— McClintock STORAGE WAREHOUSE

DATE	BY	CHKD
10/1/80	JLH	WJ
10/1/80	JLH	WJ
10/1/80	JLH	WJ

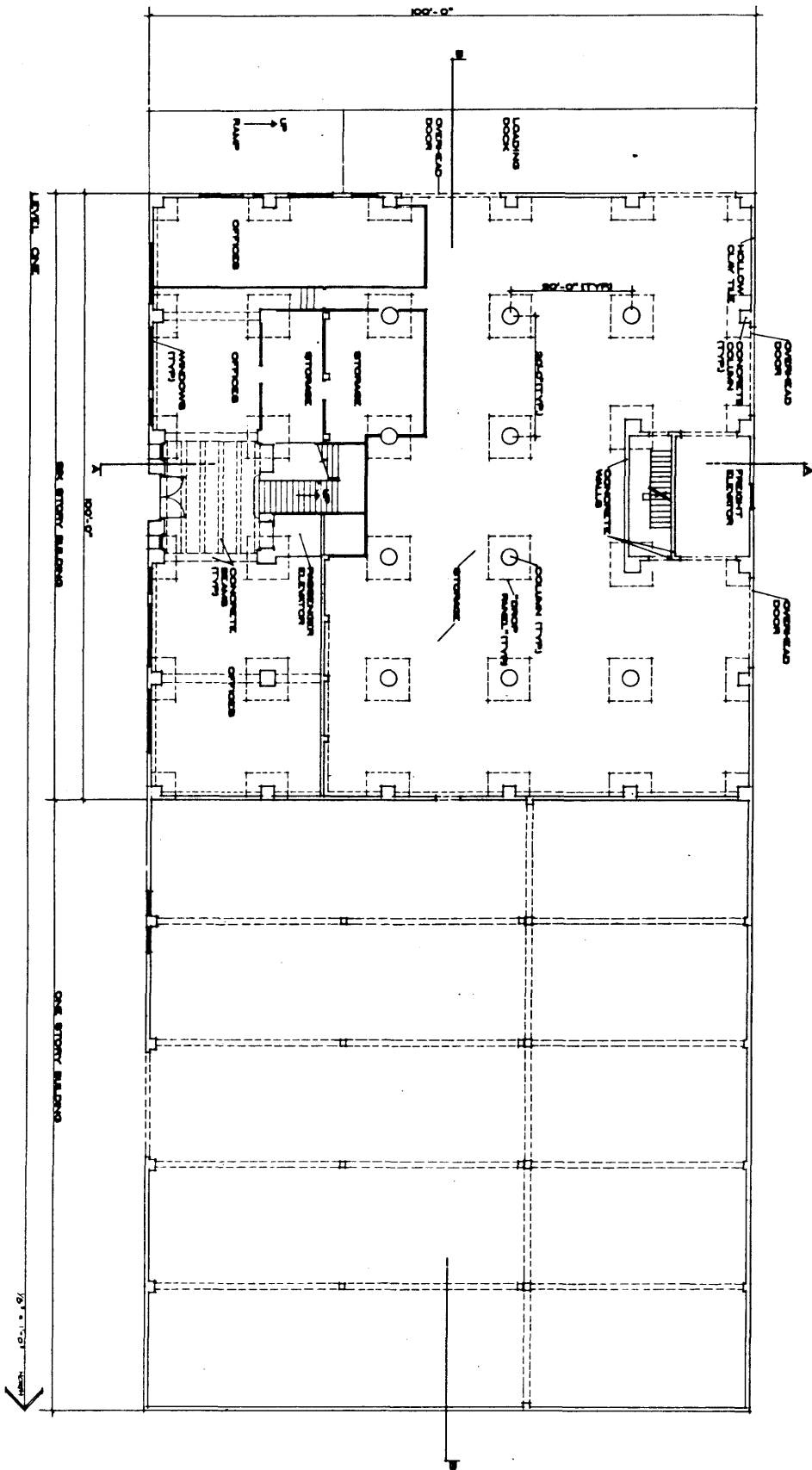
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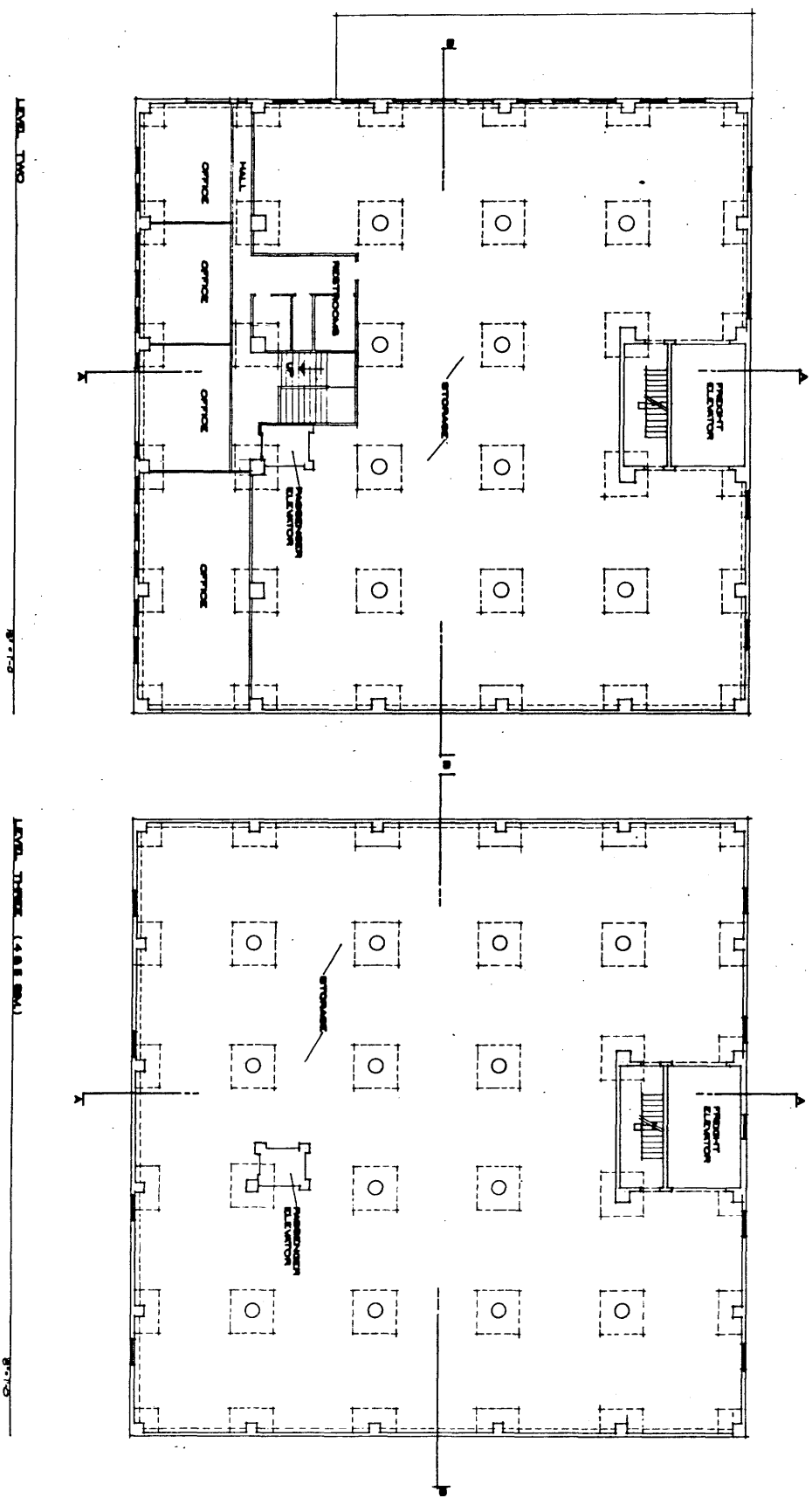


N McClintock STORAGE WAREHOUSE

DATE:	BY:	NO.
REVISION:	BY:	NO.
DATE:	BY:	NO.
REVISION:	BY:	NO.

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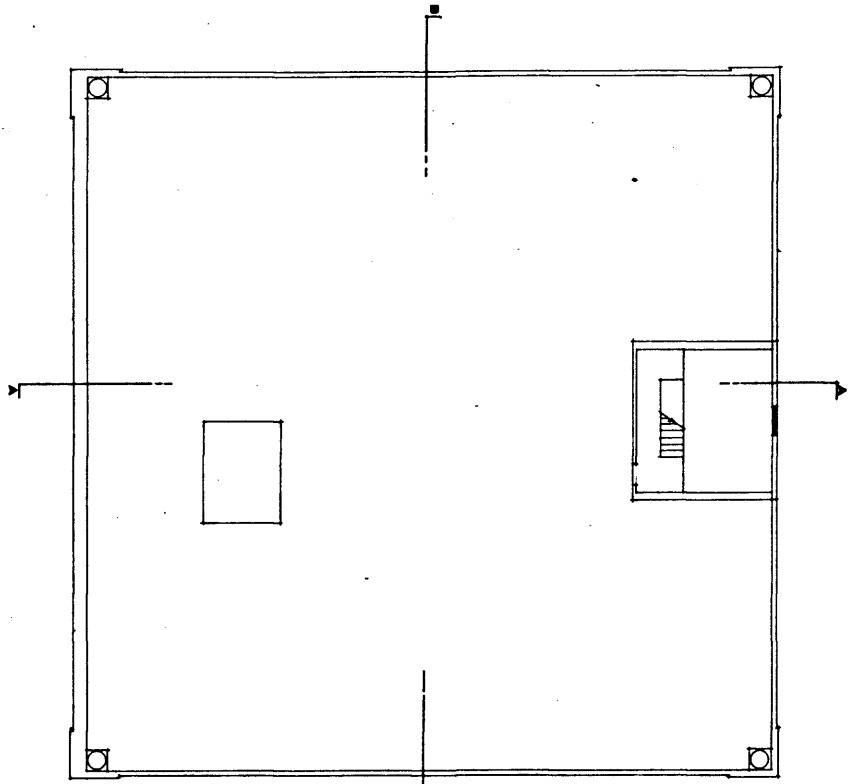
McCLINTOCK STORAGE WAREHOUSE

DATE	BY	DESCRIPTION
10/10/80	WJ	REVISED
09/10/80	WJ	REVISED
08/10/80	WJ	REVISED
07/10/80	WJ	REVISED

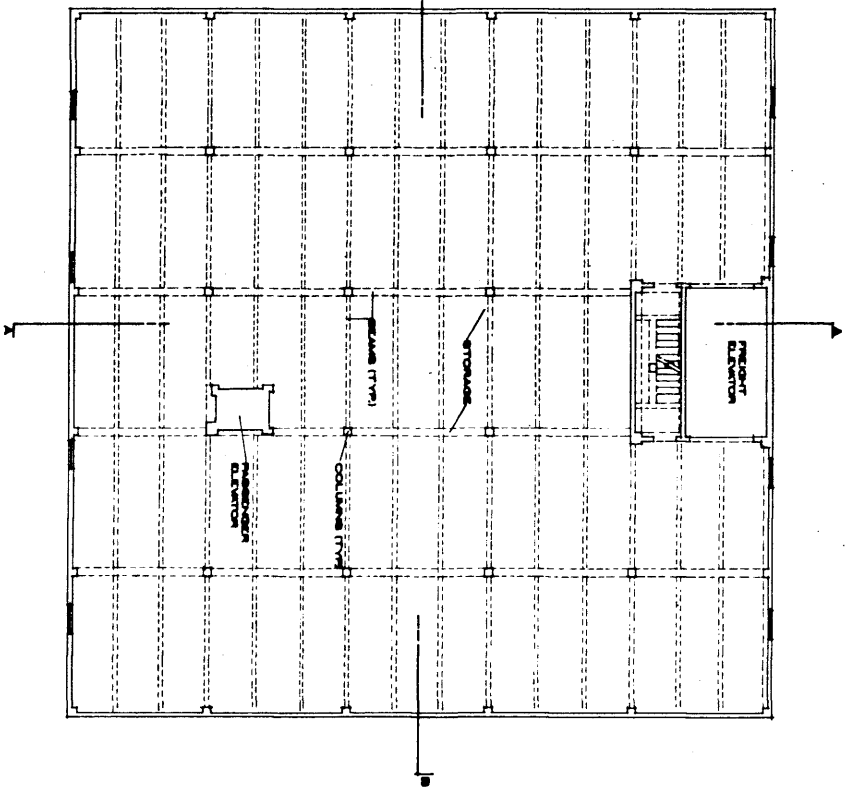
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ROOF LEVEL



LEVEL 001



McCLINTOCK STORAGE WAREHOUSE

DATE	BY	NO.

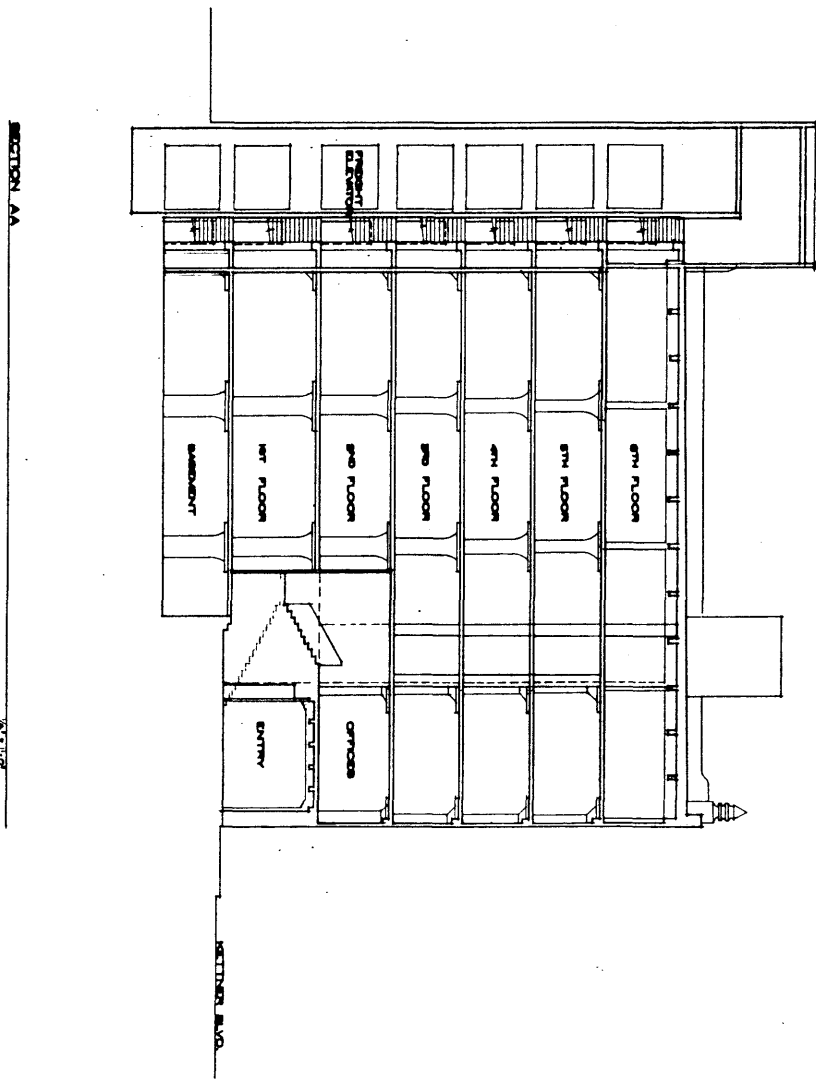
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01 McCLINTOCK STORAGE WAREHOUSE

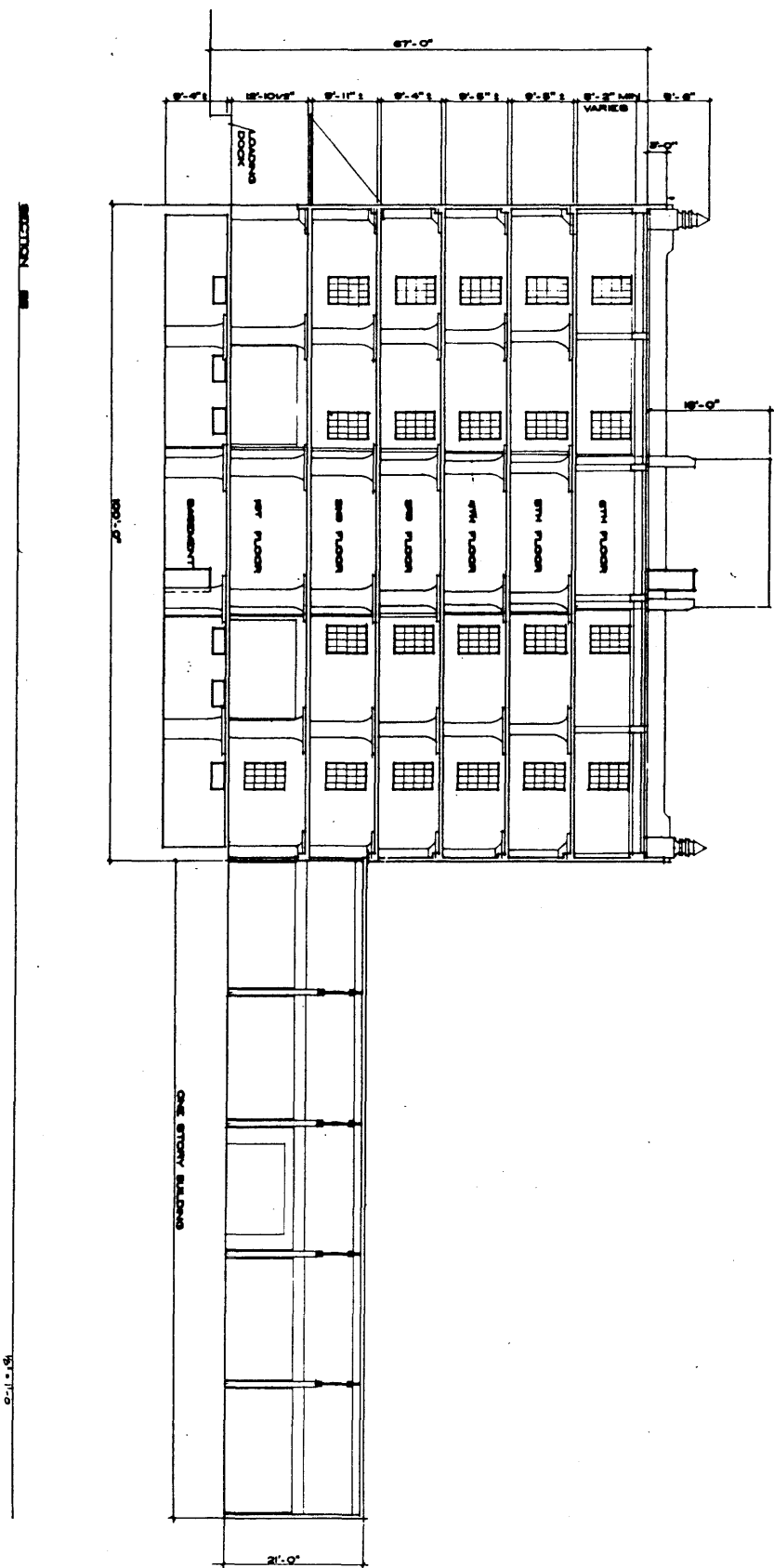
NO.	DESCRIPTION	DATE	BY
1	ISSUED FOR PERMITS	11/10/80	W. W. WINTON
2	ISSUED FOR CONSTRUCTION	11/10/80	W. W. WINTON
3	ISSUED FOR RECORD	11/10/80	W. W. WINTON

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