

HISTORICAL NOMINATION

of the

South Park Commercial Center



SOUTH



PARK



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South Park ~ San Diego, California



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October 17, 2002

Researched and accepted by Research Committee, Historical Resources Board,
City of San Diego on _____, 2005

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Historical Nomination of the South Park Commercial Center

Executive Summary

The South Park Commercial Center includes three contiguous historic resources located on the east side of 30th Street between Juniper and Ivy Streets and a fourth non-contiguous resource, the Burlingame Garage, located across Ivy Street on the north east corner of Ivy and 30th. These buildings retain much of their original architectural integrity and are locally significant for their architecture and role in the area's community development. The resources include:

- Munter & Munter Gas Station (1925-1955)
- Fire Station No. 9 (1913-1949) (*oldest surviving fire station in San Diego*)
- Rose Grocery Store (1923-1941)
- Burlingame Garage (1914-1945)

These resources encompass a Period of Significance that spans 1913 through 1955. The three contiguous buildings are now used for storage, but the gas station has been in continuous use in various automotive services since 1925. The South Park Commercial Center exemplifies special elements of the areas' built landscape that reflects the evolving nature of transportation and commercial enterprises in South Park. It exemplifies an early 20th century trolley stop commercial center for the eastern reach of San Diego.

The social development of this community is associated with persons and events significant in the early 20th century development of South Park as an exclusive residential suburb, and the development of commercial centers along public transit and trolley routes, as exemplified by California and United States public transit movements. It is also associated with local retailers (grocery, gas station, and garage) and public servants (fire station), who provided essential local services in convenient, centralized locations.

The 30th and Ivy Commercial Center is associated with political boss John D. Spreckels, master builder Max Winter, and pioneer Fire Chief Louis Almgren, who collaborated between 1912 and 1914 to develop commercial and transit infrastructure at 30th Street, Ivy Street, and Fern Street to enable real estate development east of Balboa Park in the Bartlett Estate Company's thriving South Park subdivision.

In addition, the Rose family of Rose Grocery, Ray Hyman, and Orion Zink of Burlingame Garage, and the Munter & Munter Gas Station, and the city employees at Fire Station Number 9 were involved in commercial enterprises at this transit-shopping which helped make the area a lively and viable business and transit node that served the residents of the emerging South Park and Greater Golden Hills neighborhood, during its historical Period of Significance from 1913 to 1955.

The South Park Commercial Center embodies distinctive architectural elements that retain their integrity of location, design, setting, materials, workmanship, and association. These buildings reflect the growth of this urban neighborhood and the commercial enterprises that arose to meet the needs of the community. The commercial center is varied in that it contains a pre and post Panama-California Mission Revival commercial store (Rose Grocery, 1923), the last surviving and oldest Craftsman style fire station in the City of San Diego (Fire Station No. 9, 1914), one of the earliest automobile garages in Mission style commercial architecture in South Park (Burlingame Garage, 1914), and an excellent example of early automobile gas station commercial architecture (Munter & Munter Gas Station, 1925).

The most comprehensive outlines of the community's development can be found in two surveys: the 1988 *Golden Hill Community Plan* and the March 2004 *North Park Historical Survey*, written by Gensler Consulting for the City of San Diego. Gensler's more recent and comprehensive survey describes in detail how the Greater North Park area developed to distinguish itself from its southern neighbor, "South Park," which was a thriving community with its center around 30th and Beech Streets.

At the turn of the century, the Bartlett Estate Company had promoted South Park into an exclusive development and E. Bartlett Webster's introduction of the South Park and East Side Railway was instrumental to transit-facilitated development within the community. With the development of the trolley systems the various communities around the park had direct access to downtown San Diego. Later trolley extensions enabled the rapid growth of communities surrounding Balboa Park. The Broadway-Brooklyn Heights Rail Line provided service into South Park and up to Juniper Street by 1909. By 1912 the line extended all along 30th Street and connected with University Avenue. (Gensler 4-4)

Mass distribution of Ford Motor Company's Model-T automobile between 1910 and 1930 also resulted in the architectural transition away from carriage houses and into smaller garages and carports on residential construction. The introduction of smaller bungalow and auto courts also sprung up near trolley stops like the one at Ivy and 30th, and one such court can be found on the west side of 30th Street across from Fire Station No. 9 and the grocery store.

Automobile-related support businesses such as auto garages and repair service shops combined with gas stations located conveniently on prominent corners to provide services for customers in the neighborhood for related shopping and business. Gensler sites the 30th Street Auto Body shop, Historical Landmark No. 325 in North Park as a prime example of a local automobile garage from 1923. The growth of North Park paralleled South Park, in that the main commercial and business district in North Park along 30th Street and University Avenue in 1911 included essential services such as butchers, barbers, and grocers, as well as real estate agents and other miscellaneous businesses. (Gensler 4-23)

By 1912, Spreckels had acquired Bartlett's railway interests and he extended the line along 30th Street and then to North Park. The addition of the Switzer Canyon wooden trestle enabled through passage of the line and commercial development concentrated along the major lines through Park Boulevard, 30th Street, and University Avenue. These corridors thrived with the through passage of the trolley traffic.

Statement of Significance

The South Park Commercial Center is located north and south of the intersection of Ivy and 30th Street in the South Park sub-community of Golden Hill in the City of San Diego. This community is east of Balboa Park and south of the larger neighborhood commercial community of North Park. The Period of Significance is 1913 to 1955.

Central to the South Park Commercial Center is the San Diego Electric Railway easement that crosses from 30th Street at Ivy to Fern Street and north to 30th Street. It is this kink in the rail line that marks the center, for at that point, the trolleys made a stop on their way north and south. When first installed in 1909, the line ended at Upas Street, but later lines routed north toward University and Adams Avenue and the trolley barn.

The elements of The South Park Commercial Center are the garage, grocery, fire station, and gas station. All of these commercial buildings served the South Park community at the cross-over kink in the trolley line between 30th Street and Fern Street, south of Juniper.

The buildings associated with The South Park Commercial Center are significant and therefore recommended for historic district designation by the City of San Diego because:

Criterion a. Built Landscape. Resources are those sites exemplifying or reflecting special elements of the City's, community's or a neighborhood's historical, archaeological, cultural, social, economic, political, aesthetic, engineering, landscaping, or architectural development.

The South Park Commercial Center exemplifies special elements of the emergence of commercial, automotive, and rail transit history in the South Park community of San Diego. This district helped serve the community's shopping and fire safety needs through the Great Depression of the 1930s and World War II until the trolley terminated and Fire Station No. 9 shut down in 1949. This commercial node is part of the greater South Park community, a residentially oriented neighborhood that is defined by its proximity to the eastern side of Balboa Park. More commercial establishments line Fern Street near

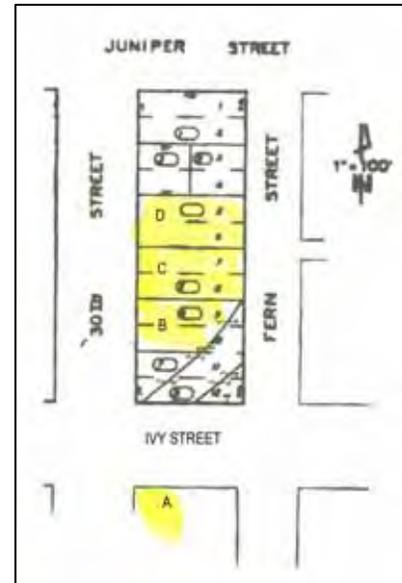


Figure 2. Close up view of Tax Assessor's Map

Juniper with a nearby business district that leads south to Golden Hill and A Street and north to University Avenue and the East San Diego community of North Park. Additionally, the 1925 Munter & Munter Gas Station has been in continuous automotive service for eighty years and still retains the retail office building.

The South Park Commercial Center represents two distinct episodes in San Diego history, both of which fall into the 1913 to 1955 time frame. The first is the development phase when wealthy and powerful visionaries collaborated to develop the supportive infrastructure of a trolley, fire station, and automotive garage to serve the future residents of East San Diego. The second is social history phase in which the Rose Grocery and Munter and Munter Gas Station developed in the 1920s as a key commercial node to serve the surrounding community. The two phases are the focus of The South Park Commercial Center.

Through his Bartlett Estate Company, E. Bartlett Webster created a thriving South Park residential community that was considered modern, high class, and new around commercial nodes like South Park. He installed improvements such as water and sewer pipes, wide streets and sidewalks, and palm tree landscaping. Deed restrictions required that each residence cost at least \$3500.00 and building restrictions kept out offensive factories and noisy businesses. Apartment houses and flats were prohibited. The company constructed and maintained the initial street railway system and ensured that the streets were adequately graded. Bartlett depended on a string of commercial nodes along the trolley line to service the surrounding subdivision.

By 1912, the business relationship between San Diego/Los Angeles builder Max Winter and developer John D. Spreckels represents the key episode of history at 30th Street and Ivy. Winter and Spreckels networked many business deals and were members of integral social organizations such as the San Diego Rowing Club, to which both belonged at the time. To obtain fire insurance for the subdivisions, Spreckels had to get the City of San Diego to build Fire Station No. 9. Winter built Burlingame Garage to service the growing number of private automobiles. The fire station and garage enabled real estate development and automotive service in this remote eastern extension of San Diego in the 1912-1914 era, just before the 1915-1916 Panama-California Exposition. Both men went on to profit from housing subdivisions in the area. The 30th Street to Fern kink in the rail line served as a logical step-off for pedestrians to shop or get on after leaving their car in storage or for repairs. By the 1920s, the Burlingame Garage and Munter and Munter Gas Station served the growing residential population of the community.

Winter went on to achieve local fame as the builder who interpreted master architect Hazel Wood Waterman's Children's Home in Balboa Park in 1925. This beautiful work merits Winter the status as a master builder in the City of San Diego. His biography has been published in several early histories of San Diego. The Burlingame Garage is an important example of his early work and the architectural development of the district.

Fire Chief Louis Almgren, also a member of the San Diego Rowing Club, arranged with Spreckels to sell the lot at 2211 30th Street to the City of San Diego for construction of Fire Station No. 9. Almgren selected Craftsman style architecture in keeping with the surrounding emerging residential community and dedicated it in January 1913. Fire Station No. 9 is associated with Fire Chiefs C.R. Lambert, V.F. McClure, and L.L. Johnson, all of whom served Chief Almgren in fighting the famous 1913 Chevron Fire. All of these men are important to City of San Diego, Fire Department history, and the social development of the district.

The next historical phase occurred nine years after 30th Street, Ivy, and Fern formed as a transit stop and automotive repair center for East San Diego. George and Ada Rose invested their life savings to buy the lot and build Rose Grocery in 1923. This family-owned business served the grocery needs of local South Park residents. In 1925, Munter & Munter built and opened their gas station at the corner of Ivy and 30th. At that time, Ray Hyman and Orion Zink operated Burlingame Garage. The Roses, Hyman, Zink, and Munters provided essential commercial and transportation-related services that helped serve the needs of this South Park Commercial Center in those early years.

Criterion c. Architecture. *Resources are those that embody the distinctive characteristics of a style, type, period, or method of construction or is a valuable example of the use of indigenous materials or craftsmanship.*

The South Park Commercial Center retains three distinct architectural styles: Mission Revival commercial, Craftsman, and Automotive Commercial/Office. Each of these examples retains sufficient integrity to convey the sense and feel of a transit and commercial neighborhood node. The row of buildings along 30th Street has retained the bulk and scale of this small district during the 1920s through 1940s and the adjacent trolley open space still evokes the historical feel of a trolley stop.

- **Mission Revival commercial.** The 1914 Burlingame Garage and 1923 Rose Grocery are excellent early examples of Mission Revival commercial architecture from the period leading up to and following the Panama-California Expo. Commercial architecture of this period focused on a flat front elevation with large doors open to the public and the defining architectural elements were placed along the top parapet. Additionally, Rose Grocery is a good example of family-owned stores built in a neighborhood commercial node.
- **Craftsman style.** Fire Station No. 9 stands alone as the oldest surviving fire station in the history of the San Diego Fire Department. It is the sole surviving example of Craftsman style fire stations and it is almost exactly the way it was built in 1914. There were only two Craftsman-style fire stations and Fire Station No. 8 on Goldfinch was demolished in the 1960s.

- **Automotive Commercial Office.** The 1925 Munter & Munter Gas Station office is a rare example of early automotive gas stations in what author Ashley Brilliant termed “The Car Craze” of California. (Brilliant, 1989) Early automotive commercial offices were almost entirely demolished over the past eighty years.

Rose Grocery exhibits a curvilinear Mission Revival style parapet on the main elevation, smooth stucco on fired hollow clay tile walls, a barrel roof with rolled asphalt, original light fixtures and the original doors and windows. The Burlingame Garage is strikingly similar to the later 30th Street Garage, an existing City of San Diego Historic Landmark, both of which exhibit smooth stucco on fired hollow clay tiles, and Mission style parapet. Burlingame Garage differs with a geometric stepped down parapet, while the 30th Street Garage parapet is more similar to the Rose Grocery. Fire Station No. 9 is characterized by a Craftsman style roof on top of fired clay hollow tile walls on the sides with cast concrete frames in-filled with brick. The Munter & Munter Gas Station is a horizontal clapboard commercial building. Taken together, this eclectic mix developed between 1914 and 1925 to exemplify South Park neighborhood commercial transit architecture.

Site Identification

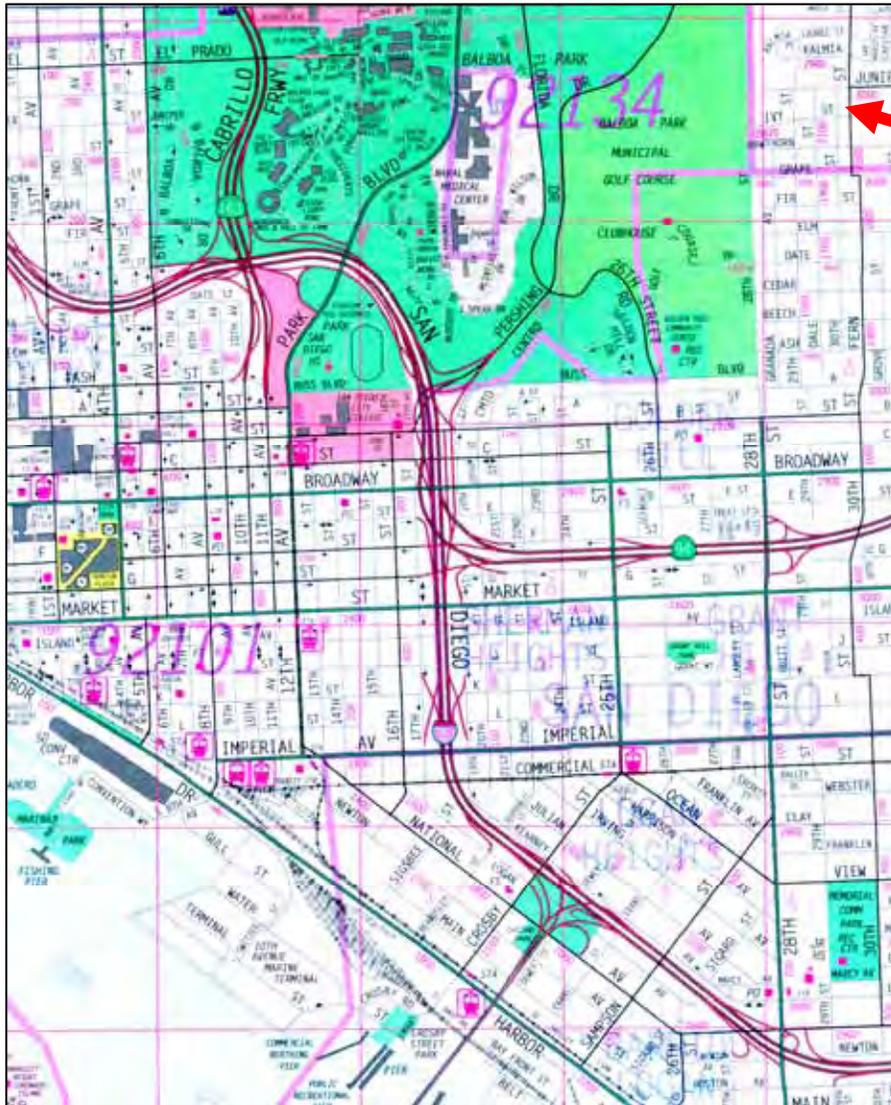
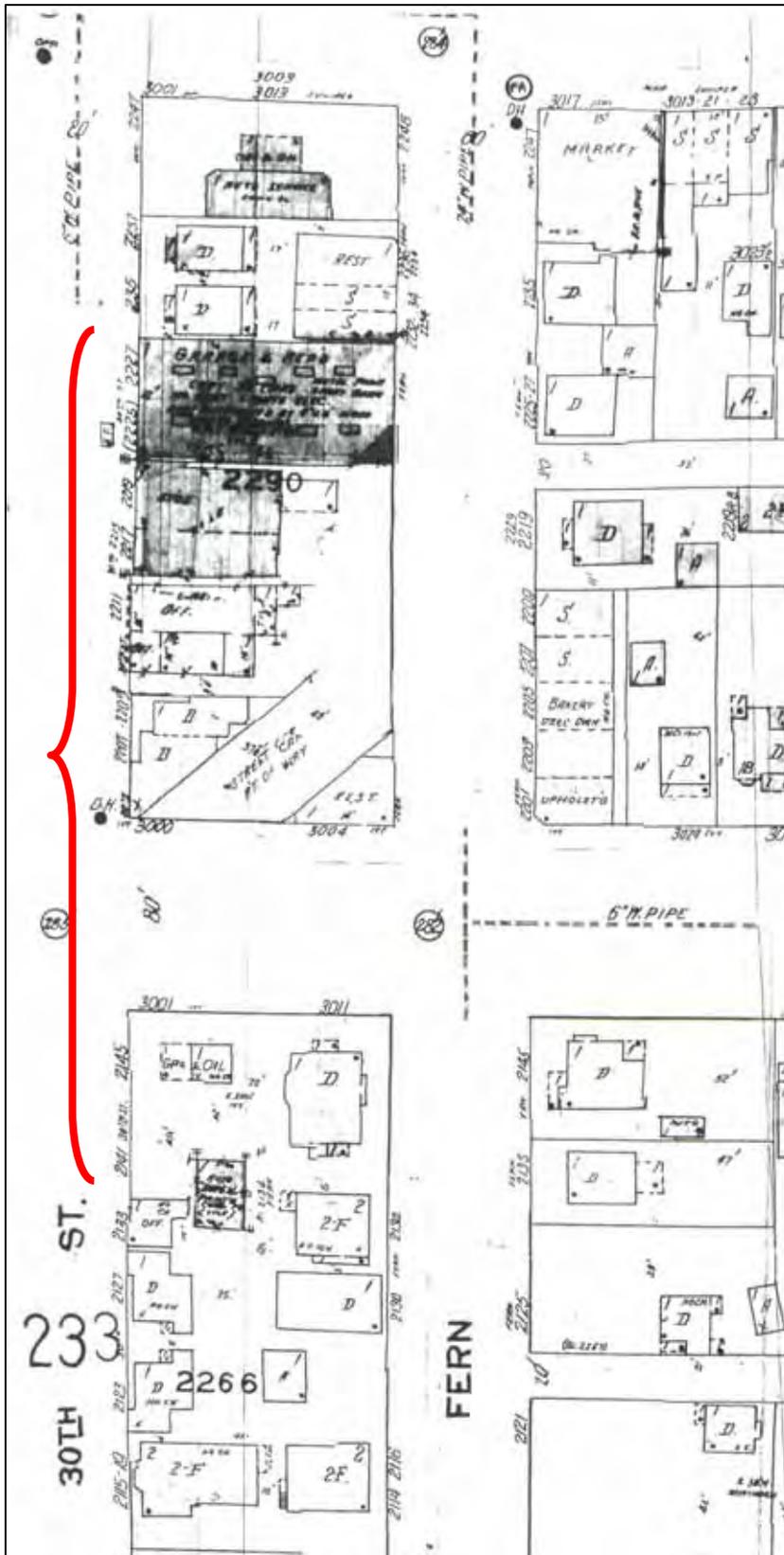


Figure 3. *The Thomas Guide Map 1289* showing location of district on 30th Street between Ivy and Juniper Streets.



This figure shows the South Park Commercial Transit Historic District as it existed in 1920. The street on the left is 30th and the one on the right is Fern Street. The upper cross street is Juniper and the street at the lower portion is Ivy Street.

The “37 ½” space at 2207 30th Street is the San Diego Electric Railway easement. The dark blocks are color coded for existing commercial use on the Sanborn Fire Maps.

The gas station on the northwest corner of Block 62 is now gone and replaced by a one-story liquor store. The small rectangular cottages north of the Burlingame Garage date from 1908.

The house south of Fire Station No. 9 dates around 1909 and an irregular (triangular) commercial/residential structure dates to the 1920s. On the east side of Munter & Munter Gas Station is the Carringer House, a 1909 Neoclassical Cottage that has been nicely maintained.

Figure 4. 1920 Sanborn Fire Insurance Map

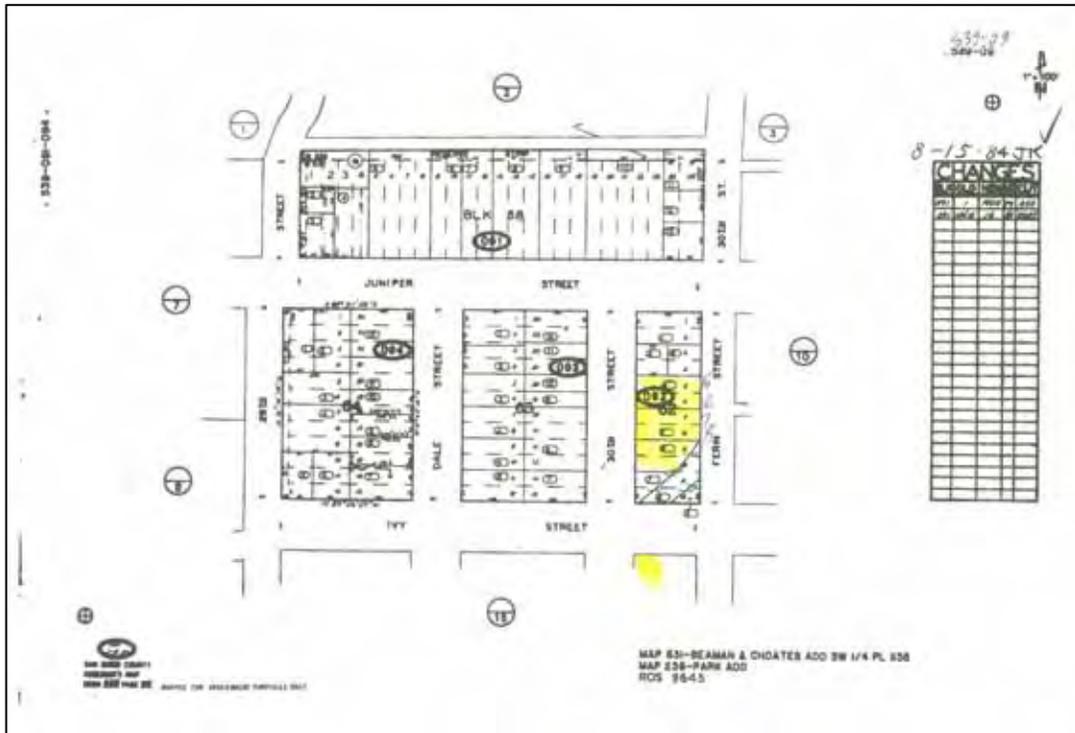


Figure 5. Tax Assessor's Map

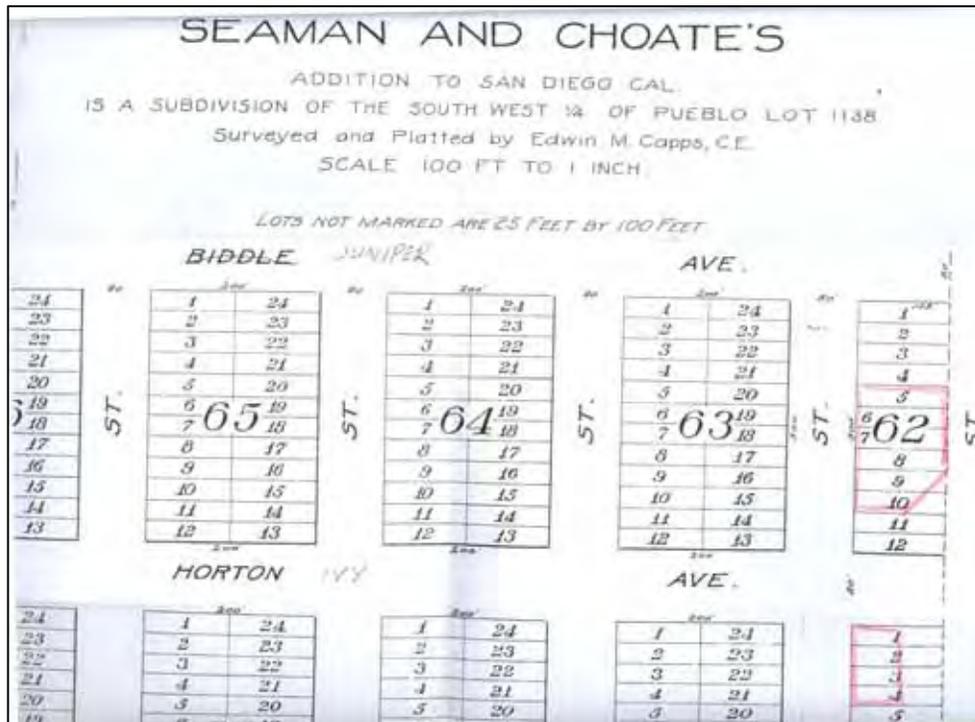


Figure 6. Lots on Block 62 of Seaman and Choates Subdivision in historic district



Figure 7. This 1976 aerial photo shows 30th Street and Fern Street with the South Park Commercial Center outlined in red (note the Carringer House on the east side of Munter & Munter Gas Station).



Figure 8. Two Google Earth contemporary satellite views (within last 3 years) showing nominated properties and surrounding neighborhoods. The trolley kink angling across from 30th to Fern Street is particularly apparent in these views. (*top*) looking north (*bottom*) angled view looking east. © 2005 Google



Figure 9. 1890 Seaman and Choates Subdivision

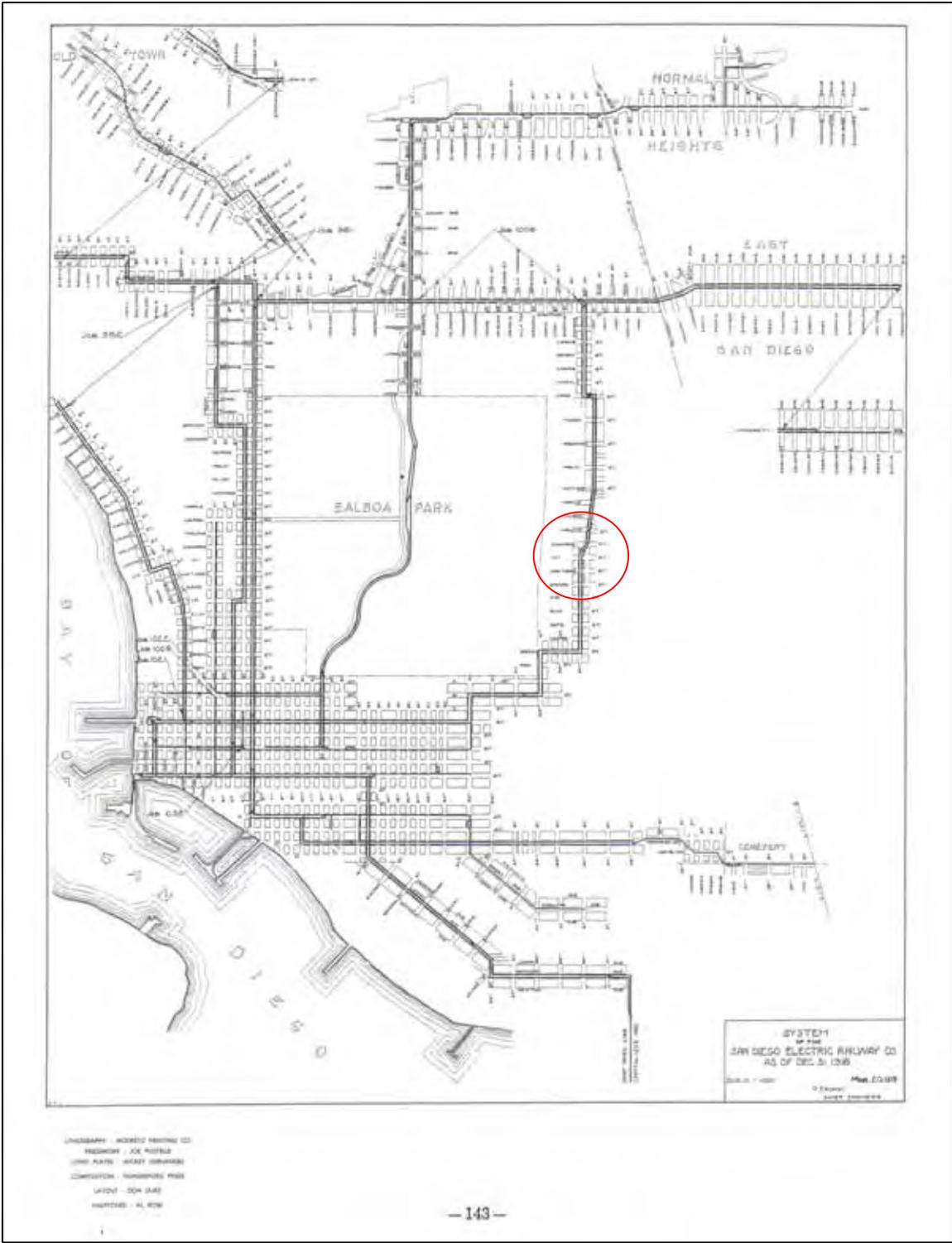


Figure 10. 1920 San Diego Electric Railway line map (Dodge 1962)



Figure 11. (top) 30th Street to Fern Street kink. Gold the Tailor is located at right and Fire Station No. 9 to the left. The fence to the left is behind Rose Grocery. Courtesy San Diego Historical Society. (bottom) Trolley rail easement in 2002. Snippy's Tavern occupies the former Gold the Tailor. View to northeast. Photo by Ronald V. May, RPA



Figure 12 (*top row*) Burlingame Garage and Rose Grocery Store
 (*bottom row*) Fire Station No. 9 and Munter & Munter Gas Station

Nearby Resources Not Included in District



Figure 13. (*top left*) Cottages north of Burlingame Garage; (*top right*) two residences south of Fire Station No. 9 and north of trolley kink (*bottom*) Nearby residences and an auto court on Ivy and Juniper Streets.

Progressive Dreams for San Diego

The inception of small neighborhood commercial nodes in the residential neighborhoods surrounding Balboa Park is linked to Progressive Reform power politics of the early 20th century. Wealthy builders and investors banded together at the end of the 19th century with the common goal of seizing control of social upheavals, volatile economics they ascribed to national immigration policies, and the City Beautiful Movement of earlier City of San Diego governments. These upper middle class merchants, bankers, builders, architects, lawyers, and industrialists applied their expertise to adapt the existing order to their ends with considerable success between 1909 and 1917. Gregg Hennessey explained, “the heart of Progressivism was the ambitions of the new middle class to fulfill its destiny through bureaucratic means” (Hennessey 1977:2). They would bring together standardized roads, subdivisions, zoning, and building codes. It is in this context that the Bartlett Estate Company developed South Park into a thriving residential community.

Progressives blamed the economic bust of 1887-1888 on city and state officials who ignored growth issues brought on by immigrant hordes and inattentiveness to infrastructure. Groups of Progressives attempted to fund implementation of the plan with private funds. Spreckels organized groups of Progressives who gathered at private clubs, like the San Diego Rowing Club, Masonic Rites meetings, and fraternities. Those men planned their own rail, lighting, sewer, and water extensions to the north, south, and east of San Diego, following their own visions. Balboa Park became the most important of the Progressive projects and dominated planning in San Diego from 1910 to the end of the Panama-California Expo in 1916.

Newspapers, magazines, and public forums promoted businesses to prepare for thousands of visitors. As far away as Ramona, Julian, and Warner Springs, entrepreneurs invested in expanded hotels, resorts, and created subdivisions like Cardiff-by-the-Sea to offer lots for new homes (May 2002). Spreckels convinced the Chamber of Commerce, City of San Diego, and County Board of Supervisors to let him build roads, rail, and public attractions. He also developed his own San Diego Electric Railway with over 50 miles of track. Famous architects like William Templeton Johnson, Irving Gill, Bertram Goodhue, and Richard Requa were hired to design Spanish theme buildings, avenues, and Southwestern pueblos. Their architectural stamp influenced custom home and commercial builders for the following twenty years.

During the Panama-California International Exposition, Europe broke out in war and the terrifying news upset economics and national politics. Shortly after the expo ended in 1916, politics shifted to support and then join World War I. Progressive Party momentum died with the war when Louis Wilde defeated George Marston in the Mayoral race of 1917 (Hennessey 1977:75). Wilde and Spreckels promoted urban beautification. By 1923, San Diego’s urban population grew to 116,000 people and the city experienced a 160% increase in traffic to 30,000 cars and trucks.

Spreckels extended San Diego Electric Railway lines all over the city. The City of San Diego approved as many as 2,609 building permits in 1920 (Hennessey 1977:78). Spreckels enjoyed \$35 million in shipping, but the old Progressives successfully voted Mayor Wilde out of office in 1923 and new Mayor John Bacon reorganized city government to shift enormous power to his new Planning Commission, Harbor Commission, and Parks Commission. Bacon revived the old Progressive Party power politics and appointed like-minded people in key positions. Already a member of the Parks Commission, Progressive Marston elevated to the powerful position of chair.

Marston and Julius Waggenheim financed and created the *San Diego Independent* newspaper to counter the editorials in the Spreckels-owned *San Diego Union* and *Evening Tribune* in 1924 (Hennessey 1977:75). They blamed Mayor Wilde for chaos and failure to implement the 1907 “Nolen Plan.” Meanwhile, John Nolen returned to San Diego that same year under a \$10,000 Park Commission contract for Balboa Park and to guide the Harbor Commission in designing the Roseville Yacht Basin (Hennessey 1977:79). Mayor Bacon then invited 40 delegates from the National Council of Community Planners to tour Point Loma, Ramona’s Marriage Place in Old Town, Mission Hills, and Mission Cliffs Gardens.

The entourage were met by 50 prominent Progressives from the Chamber of Commerce for a luncheon at which Nolen delivered a rousing keynote speech in favor of a new plan that would extend metropolitan authority east beyond the City of San Diego boundaries. At 3:00 p.m., the entire audience joined 500 prominent businessmen with Mayor Bacon presiding. Nolen’s assistant, Kenneth Gordon, previously met with many of those leaders. The next day, the City Council approved a \$30,000 contract to Nolen to revise the 1907 Plan to include new City, Park, and Harbor Plans. That same day, Gordon resigned from Nolen’s firm and accepted position as Secretary to the Planning Commission and San Diego’s first Planning Director. Shortly thereafter, the Planning Commission approved ordinances, zoning, tree planting, street pavements and beautifications. Among the jewels in the 1927 Nolen Plan is a policy to preserve historical monuments, like Balboa Park, Presidio Park, and San Clemente Canyon. Gordon promoted the Nolen Plan in published articles in *San Diego Business*, where he advocated the concept of a “Regional Planning Commission” consisting of Chula Vista, National City, and Coronado (Hennessey 1977:80-83).

Among Gordon’s goals that did not come to pass, the “Circuit Parkway” would have created an immense highway linking Mission Valley, Normal Heights, East San Diego, Las Chollas Valley, Harbor Boulevard at 28th Street, north along Harbor Drive and Rosecrans to connect back up at Mission Valley. He did manage to develop city beaches outfitted with bath houses, boating piers, swimming floats, picnic facilities, and game preserves from Torrey Pines south to San Diego and Mission Bays and the Silver Strand. Most of those parks are now State Park property. It is in this historic context, Gordon and the Planning Commission promoted the development efforts of small neighborhood commercial nodes in Balboa Park, East San Diego, Mission Hills, Pacific Beach, and La Jolla (Hennessey 1977:84).

This historic context fit in perfectly with the emerging Car Craze Movement and bungalow courts built adjacent to public transit and major roads (Curtis and Ford 1988). Earlier craftsman and California bungalow courts cropped up along 30th Street and “became an important element in the region’s sense of place.” (Ibid.) Courts of the 1920s and 1930s were more generally built in Spanish and Mission style architecture. What made the bungalow courts work in this period were the neighborhood commercial nodes, where people could walk or ride the trolley to get groceries or roll a wheel to get a flat fixed.

Trolley Suburbs and Public Transit Movements

John D. Spreckels worked with Progressive Party associates to implement the City Beautiful Movement initiated by the 1893 World’s Fair by developing trolley transit service to emerging suburban communities around Balboa Park (Adams 1924; *San Diego Union* January 9, 1980; Forty 1987; Finckeworth 1992). His “big boss” associates invested private funds to develop destination points to attract citizens to buy homes around Balboa Park. Through fraternal associations, like the Knights of Pythias, Elks, Masons, and San Diego Rowing Club, Spreckels impressed investors like master builder Max Winter to build the Burlingame Garage on the same block where Spreckels manipulated the City of San Diego to build Fire Station No. 9 in 1913 (Barthelme 1960:2; Nolte 1974:19).

A successful Los Angeles master builder, Winter came with his family to San Diego to live near his parents, Joseph and Caroline Winter (who owned San Diego Cracker Factory). His family included wife, Hilda Malurgren Winter and children Max Winter, Jr. and Betty Winter (Biographical files, San Diego Historical Society). Winter expanded his building empire to include San Diego with developments along the trolley lines that would develop after the 1915-1916 Panama-California Exposition. Public transit on the trolley and the rising Automotive Movement offered personal freedom to the new and affluent South Park community.

Nation-wide, Progressive Party industrialists promoted syndicates of investors to develop private rail transit beyond city limits to lure people to destination resort communities. Great newspapers of the day promoted this widely accepted plan across America (Hennessey). E. Bartlett Webster acquired the trolley franchise to go through South Park and later John D. Spreckels expanded the system. Spreckels used gimmicks such as a “businessman’s special” for seventy-five cents to ride to Mission Beach at lunch, receive swim trunks, a towel, and soap, and be back to work at 1:45 (Kroening 1981).

To lure developers like Max Winter and potential home buyers, Bartlett and Spreckels worked closely with the City of San Diego to develop public infrastructure to support the amenities through partial implementation of the 1907 Nolen Plan. Leading up to the 1915 Panama-California Expo, Spreckels influenced fellow businessmen to encourage private development of monuments, attractions, and commercial centers.

Since 1890, land speculators recorded hundreds of subdivision additions to Alonzo Horton's original plat of New Town. These disorganized neighborhoods followed the trolley lines into what would become trolley suburbs. Quickly trailing the subdividers were master builders and architects, who created communities mirrored in magazine and newspaper promotions (Chase 1981:29-36; Curtis and Ford 1988:3). Although leisure and weekend-escape bungalows and cottages were important themes from 1890 through 1914, Spanish Revival stucco houses reigned in the years following the Panama-California Expo. Closely associated with the trolley suburbs were bungalow courts, also known as community courts. The finest architects of their day in San Diego, inspired by early California haciendas, Spanish and Mexican architecture, and even Italian and Moorish inspiration designed thousands of these homes.

Early 20th Century Suburban Neighborhood Commercial Movements

Key to understanding the importance of South Park Commercial Center as a suburban neighborhood commercial node, is understanding the philosophical relationship between the Arts and Crafts Movement and political Progressive Movement. Both movements promoted simpler homes, earthy craftsmanship, and airiness in layout and design of houses and cities (Wright 1981). Self-reliance and community spirit underscore the drive to live in hand-crafted wood, brick, and stone homes surrounded with ethnic hand-woven arts, Native American and local artist pottery, and a return to earth spiritualism with lush gardens (*San Diego Union*, March 11, 1928). The proximity of Max Winter's Burlingame Garage and Fire Station No. 9 in 1914 is no accident (Dodge 1960:42). Winter learned that Spreckels and the City of San Diego were planning Fire Station No. 9 at the 30th Street to Fern Street kink to service this eastern area of the tracks as part of the campaign to promote San Diego as a service center (Christman 1985). Winter anticipated the need for automotive service in South Park and purchased Edward Campbell's lot just 50-feet to the north of Fire Station No. 9 to provide the first automobile and truck service in the emerging neighborhood. This trolley-automotive center may be the earliest in the community, as most were built after the Panama-California Exposition and World War I (Dodge 1960; 80; *San Diego Union* December 23, 1930). That era ushered in tremendous growth and change for the South Park Commercial Center:

In the vicinity of University Avenue and 30th Streets, perhaps, the greatest changes have been wrought in business building construction.... Growing demand for merchandising stores in this district (*San Diego Union*, January 27, 1924)

The 1923 Rose Grocery built in Mission style architecture, and 1925 Munter & Munter Gas Station underscore this point. Other suburban neighborhood commercial nodes from the 1920s are the 30th Street and Juniper node and the Beech and Fern Street node, to name a few. Several blocks further north, the 30th Street Garage and North Park Body Shop built in 1923 is now a City Historic Landmark (Flanigan 2001). The 1928 Automobile Club of Southern California road map shows 30th Street as a major route to the downtown business district at Broadway, Market, Imperial and the 32nd Street Naval Destroyer Base.

The Automobile Craze Adaptation to Trolley Neighborhood Commercial

Coincident with the Panama-California Exposition, automobiles caught on in America with all the intensity of the earlier Arts and Crafts Movement. After World War I, ten million men returned with the desire to travel freely and relax at resort destinations (Mathison 1968). The American Automobile Club of Southern California boasted:

In that Romantic decade after World War I, air cooled engines were still around. The best was the 1923 Franklin.... Driven through the trackless and uncharted sands of Imperial Valley at 122 degrees for many hours without trouble (Mathison 1968:61).

Ashleigh Brilliant, author of *The Great Car Craze: How Southern California Collided with the Automobile in the 1920s* (1989) identified the actual beginning of the Car Culture Movement as 1919 and it is still in process. Flanigan reported newspaper articles in the *San Diego Union* touted 30th Street as major artery during Prohibition to the watering holes in Tijuana (Flanigan 2001:1). However, there is an earlier automotive development that may have bearing on the South Park Commercial Center.

A 1914-15 invasion of jitney buses--- touring cars or other large vehicles-- - operated by entrepreneurs who cruised streetcar stops enticing would be transit riders with promises of a faster ride for the same fare cost SDERY (San Diego Electric Railway) more than \$400,000 in revenue during that period, and thus began the slow decline of the streetcar system. (Bevil 1997:18).

J.T. Hayes drove Model T Fords to carry passengers from San Diego to El Centro. This enterprise of busy jitneys actually caused traffic congestion along 5th Avenue, much to the consternation of downtown businessmen. Garages popped up all over town to house and repair the machines overnight. Although the connection has not yet been proven, Max Winter's 1914 Burlingame Garage may have served that early jitney industry. Winter merits credit for his visionary venture as one of the first of many automotive industry commercial buildings in South Park.

As evidenced throughout America, garages became specialty stores for the horseless age. Garages housed autos, had mechanics, sold tires and petroleum products, and even sold cars. The 1920 Sanborn Fire Map indicates as many as thirty cars could have been stored in the garage. In addition to jitneys, people from around the neighborhood would have parked cars, hired mechanics to make repairs, fixed flat tires, and pulled up to the pump at the curb (marks in the curb indicate one pump and one unidentified machine near the 220 gallon underground tank identified on the Sanborn Fire Map).

Between the trolleys, garage sounds, and fire engines, shopping at Rose Grocery must have been a high energy and noisy experience. As pointed out by Brilliant, the end of World War I heralded a new transit era. Every family wanted a car and 30th Street clogged with traffic in the 1920s. Jitneys were pushing trolleys out of business and cities across the nation fought back. The City of San Diego passed an ordinance banning jitneys from 5th Avenue, but federal courts struck down a Houston, Texas “Anti-jitney Law of 1924” as a violation of anti-trust laws (Bolick 2002:7). In time, both jitneys and trolleys would nearly disappear with the rise of privately owned autos. In this context, the 1925 Munter & Munter Gas Station in The South Park Commercial Center represents an important stage in San Diego automotive history. By 1930, 25 gas and service stations would sprout up along El Cajon Boulevard in response to the immense number of vehicles traveling between San Diego and Imperial County (O’Connor-Ruth 1992:5).

Gas stations sprang up across America’s highways like weeds in the 1920s and motor court motels soon followed. The 1925 Munter & Munter Gas Station on 30th Street is a classic representative of those early automobile service stations, most of which have been demolished to keep the pace with modern service needs. A similar 1920s gas station in the rural town of Rainbow to the north of San Diego is a County Historic Landmark. The 1929 Stock Market Crash, Great Depression of the 1930s, and World War II forced a balance between the automobile and public trolley transit. For the following twenty years, people living in South Park could take the trolley to work and use their automobiles for recreation on weekend getaways. After eleven million sailors and troops returned to civilian life in 1945, gasoline and rubber rationing came to an end and affordable automobiles once again caught the nation’s fancy. By 1948, trolley ridership dropped dramatically and newspapers, radio, and television bombarded the public with automobile culture (Burkett 1968; Mathison 1968; Kroenig 1981).

All across California, transit districts shut down trolleys and paved over their tracks, seemingly overnight. Rumors abound about conspiracies and in 1981, *Harper’s* published an expose’ on “The Great Transportation Conspiracy” and reported a court and jury in Chicago convicted General Motors of violating the Sherman Anti-Trust Act in 1949 by terminating public transit and forcing use of automobiles. Ironically, on April 24, 1949, the last trolley rolled into the trolley barn on Adams Avenue in San Diego (*San Diego Union*, April 24, 1949).

Double irony for the South Park Commercial Center is the 1949 closure of Fire Station No. 9 on 30th Street (Paullus 1989: 68; Ely 2002). The size of this 1914 station proved too small for the larger hook and ladder trucks and Company No. 9 moved into a cast concrete station built by the WPA in 1937. That company once again moved to its current location at 7877 Herschel Avenue in La Jolla and is assigned to the 3rd Battalion. The following year, the Burlingame Garage terminated automotive activities and rented out to a variety of retail, service, and other uses. It is now a passive long-term warehouse. The sole representative of the automotive hey-days of the South Park Commercial Center is the 1925 Munter & Munter Gas Station. Although the pumps are gone and the function is automotive repair, the original clapboard building remains much as it did originally.

The Oldest Surviving Fire Station in San Diego



Figure 14. Photo: #3027, San Diego Historical Society, 1923. This photo shows San Diego Fire Department, “S.D.F.D. Flying Squad No. 1 parked on 30th Street in front of Fire Station No. 9. The truck is a Seagraves chemical truck with ladders and other equipment. Other San Diego Fire Department photos show other pieces of equipment, but it is not clear if this truck actually belonged to this station

The South Park Commercial Center includes the oldest surviving fire station in the City of San Diego. In 1909, Spreckels sold Lots 9 and 10 at the 30th Street kink to the City of San Diego to develop a fire station. Residents in this area also benefited from the transaction. The *San Diego Union*, on May 30, 1912, reported groundbreaking for construction of Fire Station No. 9:

Among the building permits issued yesterday were two for new fire engine houses, one to be built on 30th Street, between Ivy and Juniper, in the Brooklyn Heights district, and the other on Goldfinch Street...

These buildings will be known as one-company houses, having accommodations for four men and an auto chemical engine or steamer and hose wagon. They will be built of brick and reinforced concrete and will contain six rooms. Ground will be broken for the buildings this week.

Both these stations were funded with municipal bonds. Fire Station No. 9 cost \$4,600.00 to build, as did Fire Station No. 8 on Goldfinch. Both were made from fired, hollow, clay-tile blocks reinforced and cemented to form the sidewalls. The front and back were framed with steel-reinforced cast concrete and in-filled with mortared fired red common bricks. Each Craftsman-style wood gabled roof end exhibits three heavy stick brackets.

The only difference between Fire Station No. 8 and No. 9 is the placement of the vehicle doors on opposite sides. Fire Station No. 9 has the door on the left (north) side of the front. The interior deck was planked wood. Rooms for equipment, storage, kitchen and shower facilities, four bedrooms and an up front office comprised the south portion of the interior. Formal activation of Fire Station No. 9 occurred on January 31, 1913. During the 1930s, the bricks were coated in stucco and the building painted beige. (*Centennial Book* 1989:40).

Fire Station No. 9 took part in the infamous 1913 Standard Oil Fire that took 76 hours to control and every piece of fire equipment and fireman in the City of San Diego. Standard Oil Company owned a fuel tank farm at the 26th Street industrial district on the tidelands. Fuel oil tanks exploded, ruptured tanks flowed oil that ignited, blowing flames hundreds of feet in the skyline and billowing black smoke covered the entire city. The Whiting Mead Lumber Company got caught in the conflagration. Chief Almgren directed four fire hoses positioned at four equidistant positions around the tank pouring water at 200 pounds per square inch at the heart of the fire to form a fog and water droplets inside the fire, which extinguished one tank at a time. Before coming under control, the fire threatened the City of San Diego. After the final flame died out, insurance covered the total loss at \$400,000.

Other spectacular fires that Fire Station No. 9 may have fought include the 1940 Natural Gas explosion at 25th and Imperial, the 1946 Skating Rink Fire at Marlborough and University, and the 1949 Los Angeles Times Print Shop fire at 30th and Mead. However, most fires were pretty mundane. The Fire Record from January 1, 1917 through December 31, 1919 reported 139 fires the first year (*Fire Record 1919*). Thirty of these were grass fires, which is roughly 22% of the total.

The history of Fire Station No. 9 is not well documented, but the Fire House Museum owns a photo of a typical fireman's living quarters in those early stations that shows how one man decorated his personal space. The best account of life at this station came from Chief Robert Ely (ret.), who was born in 1912 and joined the San Diego Fire Department on January 17, 1941 (Ely 2002). During World War II, he served as Chief of the Fire Boat in San Diego Harbor until the war ended in 1945, and then re-joined the San Diego Fire Department as their Fire Boat Engineer (note: Ely passed away since Legacy 106, Inc. interviewed him for this study).

Ely worked "Vacation Relief" as a substitute fireman at Fire Station No. 9 in 1941 for thirty days (Ibid). Chief Courser assigned him to work for Captain Wisely and Engineer Harley Cox. The station maintained a crew of a truck driver/engineer and two hosemen under Wisely. Ely experienced at least four fires a day and recalled the most exciting as

the Knox Dairy Hay Fire, which the mayor of San Diego owned at the time. He recalled the first night he slept in Fire Station No. 9, the trolley rolled by, “I jumped out of bed, like it was the fire bell!” After a week, he conditioned himself to only jump for the alarm bell (Ely 2002). Ely explained the bells tapped out a code and three meant alert and punches told the box or location number of the fire. With a 3rd alarm, more firemen showed up to a fire. He generally went out on the second alarm. In those days, there were no radios, just bells. Ely recalled Fire Station No. 9 was so busy that one night every time he showered off from one fire, alarm bells sounded and he had to rush to the next fire.

Development of the fire department involved high level politics and passage of city bonds. Most of the fire chiefs were members of exclusive clubs, like the San Diego Rowing Club, where they could exchange views with elected officials on how to improve the system and why insurance companies would underwrite businesses in rural areas with properly equipped stations. Fire Chief Louis Almgren, Jr. joined shortly after becoming top fireman and quickly pressed city leaders to expand the fire department, develop a merit system for the employees, and mechanize the system. The close relationship of the Rowing Club and Fire Department is best portrayed in Kearney J. Johnson’s 1998 reminiscences of the following experience in 1930:

I wanted to go on the Fire Department, but the next thing I knew here was a (swimming) coach and I knew it was some guy who was head of the Rotary Club came down and saw the manager of Fuller Paint Company and they said they would like me to go on to school (Johnson 1998).

Kearney eventually joined the Fire Department and worked for Almgren. He explained how most firemen were selected in those days before civil service:

...the way he’d pick a fireman – he went into a bar in 1909, when he was first appointed Fire Chief and there was a guy flat on his back on the floor. He inquired around and hired the guy who knocked him down because he wanted the toughest and most aggressive men in the fire department (Johnson 1998).

Louis Almgren was born in Peoria, Illinois on February 5, 1876 and came to San Diego in 1887. He served in the United States Navy during the Spanish American War in 1898 and later served in the Naval Militia (early reserves) for eighteen years (McGrew 1922:249). He first worked at the Coronado Power Plant, but joined the San Diego Fire Department in 1902 as driver of a horse-drawn wagon, but left in 1907. No doubt the city leaders heard his comments and opinions, as they offered him the job as Fire Chief.

He reorganized the entire department by 1916 with sixteen stations, 138 men divided into two military-like platoons. To underscore the old boy network in which he operated, he was also a member of the Masons, Silvergate Lodge, The Chapter, Knight Templar Commandery, and Scottish Rite. He was an active member of the Republican Party, rose to Vice President of the Rowing Club, joined the Elks, and Red Star Lodge, Knights of Pythias. The latter met at the Officer’s Club at United States Army Fort Rosecrans, where

the Naval Militia also gathered. All these close knit organizations supported his tenure as fire chief.

The Fire House Museum on Columbia Street retains many of the oldest San Diego Fire Department record books. The 1914 Roster Book identified the following firemen at Fire Station No. 9:

Date	Name	Rank	Salary
January	C.R. Lambert	Captain 2 nd Class	\$105.00 month
January	L.L. Johnson	Auto Driver	\$90.00 month
January	T.C. Powelson	Fireman 2 nd Class	\$82.84 month
February	same		
February	T.C. Powelson	Fireman 1 st Class	\$85.00 month
March	same		
April	same		
May	C.R. Lambert	Captain 2 nd Class	\$105.00 month
May	L.L. Johnson	Lieutenant	\$90.00 month
May	T.C. Powelson	Auto Driver	\$90.00 month
June	V.F. McClure	Captain 2 nd Class	\$105.00 month
June	J.C. Powelson	Auto Driver	\$90.00 month
July	same		
August	V.F. McClure	Captain 2 nd Class	\$105.00 month
August	J.C. Powelson	Auto Driver	\$90.00 month
August	W.R. Woodson	Fireman 2 nd Class	\$80.00 month
September	same		
November	same		
December	same		

The rosters for 1915-1916 show L.L. Johnson promoted to Captain 2nd Class and T.C. Powelson remained as Auto Driver. Other auto drivers and firemen came and went. By 1918, the books changed and did not list personnel by fire station. Salaries rose to \$120.00 for captain 2nd Class, \$119.00 for lieutenant, \$100.00 for Auto Driver, and firemen ranged from \$80 to \$90.00 per month. The 1920 Sanborn Fire Insurance Map indicates the crew expanded to eight men, which may mean rotating crews of four men. Originally, the Fire Department leased and rented space in commercial buildings for fire departments to operate and the firemen had to maintain their own equipment (*Centennial Book* 1989:40). Fire Station No. 9 was among those first city-owned fire stations built specifically to house men and equipment to fight fires in communities away from downtown (Patrick Hesters 2002). Ely reported the fire pumps from Fire Station No. 9 were sold to fishermen on San Diego Bay and the equipment dispersed to other stations (Ely 2002). He recalled each station had its own underground gas tank, but the one at No. 9 had the pumps and tanks pulled out when decommissioned.

The following locations are described from north to south. The southern is “A,” then across Ivy Street and beyond two houses on 30th Street is “B.” Just north and adjacent on 30th Street is “C” and north of that on 30th is “D.”

A. Munter & Munter Gas Station, 1925 **2141 and 2143 30th Street**

Legal Description: Tax Assessor’s Parcel No. 539-153-01

West half of Lots 1 through 4 of Block 61 of Seaman & Choates Addition, Map 631, filed May 4, 1890.

The lot size is 50-feet by 100-feet or 5,000 square feet.



Architectural Style: Clapboard Office Commercial.

Figure 15

This small open-gabled, horizontal, clapboard-sided, office commercial building is sited with a wide apron of poured concrete deck on all sides. The old filling pumps have been removed, but rust stains show their location.

Property history:

<u>Date</u>	<u>Doc.</u>	<u>Grantor, Grantee,</u>	<u>Remarks</u>
5/4/1890	Map 631	Seaman & Choates	subdividers
1890	-	Seaman & Choates to Seaman C.C.	
1/11/1892	-	C.C. Seaman to David and A.M. Seaman	
8/28/1894	-	David and A.M. Seaman to Mrs. Della Smith, Mrs. Della A. and Henry Carringer	

Note: Henry and Della Carringer lived at 2105 30th Street since 1898. The *San Diego Union* quoted Mrs. Carringer as, “We built this house. On our lot we have planted and grown most every kind of fruit and vegetable that grows in California. Flowers always have been my hobby” (*San Diego Union*, 9/11/37). Henry Carringer was a carpenter and built their house and furniture. He also built rentals on 30th Street, which occupied most of their time in later years. He worked at Rockwell Field, United States Army Air Corps on North Island as an aircraft mechanic, where he hand-made propellers for bi-planes. His son, Lyle Carringer, lived at 2130 Fern Street and worked at Marston’s Department Store. Upon arrival in 1898, Henry and Ada Carringer traveled to 16th and Broadway streetcar by horse-drawn surrey.

1920 Sanborn Fire Map shows the property vacant.

9/23/24 Book 1080, page 325, Carringen sold to ? (Illegible)

5/7/25 Book 30, page 417, (mortgage) sold to Exchange Securities Corporation

5/20/25 Book 1080, page 325 (trust deed to Southwest Union Securities Corporation)

Vacant until 1925, when the gas station was built. This location has been in continuous use as a gas station and auto repair since that time.

1925 Directory, this lists the “Munter and Munter Gas Station” at 2143 30th Street. Arthur Munter, manager, is noted as in residence at 4177 Castle. Teen Parks is also listed at the same address. Note: For several years, Teen Parks had operated the Normal Heights Garage.

4/29/26 Book 1190, page 320, Carringer to West Shore Investment

1926 Directory, M & M Service Station, 2143 30th Street

1927-1928 Directories, Munter C.A., gas station

5/4/28, Book 1474, page 457, George and Grace Hanson to Teen F. and Bessie Parks

5/28/28, Book 30, page 478, Five-year lease to Richfield Oil Co. by Teen F. Parks.

1929 Directory, T.F. Parks, gas station, 2143 30th Street; residence 5046 35th Street

1930-1948 Directories, Gerald. F. Westfall, gas station; residence with Kathleen Westfall at 2108 Dale

1933-1934 Directories, C.K. Barnes, auto repair, 2141 30th Street

8/5/39, Book 924, page 307, Gerald F. Westfall, 5-year lease to Richfield Oil Corporation

2/27/48, Inst. 820742, G.F. Westfall to Wm. H. Penghalion.

1950 Directory, Wm. Penghalion, gas station 2143 30th Street

1952-1955, Directories, Bill's Auto Service, gas station ("Bill" is Penghalion)

1956-1959 Directory, Jim's Automotive Service (James D. Watson), 2141-2143 30th Street

1960 Directory, Eddie's Automatic Transmission, 2141 30th Street (James E. Blevins)

1961-1964 Directories, DeWitt's Safety Service, auto repair, 2141-2143 30th Street

11/24/64, F/P 213281, W.H. Penghalion to Bryan and Mary Hathaway

1965 Directory, Ring and Valve Center, auto repair

1966 Directory, vacant

1967 Directory, M & N Motor & Body Works

1968-1977 Directories, Atlas Radiator Shop

1978-1980 Directories, Tony's Garage

1981 Directory, Auto Service Gutierrez

9/5/2000, Interspousal Transfer Grant Deed, A transfer to a spouse or former spouse in connection with a property settlement agreement or decree of dissolution of a marriage or legal separation for a valuable consideration, receipt of which is hereby acknowledged, Miguel Perez hereby grants Yolanda G. Perez the real property in the City of San Diego, County of San Diego, State of California, the west one-half of Lots 1 to 4, inclusive, fractional Block 61 of Seaman and Choates Addition, in the City of San Diego, County of San Diego, State of California, according to Map thereof No. 631, filed in the Office of the County Recorder of San Diego County, May 14, 1890 (Attachment 5).

Present owner: Yolanda Perez, 839 Verin Lane, Chula Vista, CA 91910



Figure 16. Contemporary views of Munter and Munter Gas Station. Note: the top photo is not part of this nomination, but is part of Miguel's Auto & Tire Service that occupies the site today. The lower photo shows the Munter and Munter office.



Figure 17. Contemporary views of Munter and Munter Gas Station. These two photos show how well the sales office has survived over the past eighty years. Notice the clapboard siding and roofline.

B. Fire Station No. 9, 1914
2211 30th Street

Legal description: Tax Assessor's Parcel Number: 539-092-06

Lots 9 and 10 of Block 62 of Seaman and Choates Addition, Map 631, filed May 14, 1890.

Lot size: This lot is 50-feet wide by 105-feet deep on north line and 65-feet +/- deep on south line (reduced depth because of trolley line right-of-way). This is approximately 4,100 square feet.



Figure 18. All the architecturally defining characteristics of this building survive. Note the barn doors are original. The door portals and windows are correct, although the doors are new. Restoration would be relatively simple.

Architectural Style and description: Craftsman style.

This Front-Gabled Roof Craftsman commercial building exhibits a unique combination of fired hollow clay tile side walls bonded with cast concrete framed in-filled with mortared fired red-clay common bricks. The wooden roof structure exhibits three exposed triangular knee braces and exposed rafter trails along the side.

The gable face of the fire station shows horizontal vent slats over vertical board-on-board facing. To each side of the front are door entrances. These doors have nine panels over four vertical boards and the door hardware is ornamental brass. The fire truck entrance shows wooden plank flooring and the double doors remain in place. The four sets of multi-pane windows are intact, though sealed. The bargeboard between the gable and masonry wall is marked with “Fire Station No. 9.”

The building is Craftsman style, based on the eave brackets and wooden gable. The architectural details of this building are significant. The building itself is framed with cast concrete, in-filled with standard fired red brick, pointed with mortar. The sides of the station are fired clay hollow tile, according to the 1920 Sanborn Fire Map. Details inside show a wood plank floor. There is no fire light above the truck entrance, although a solid gooseneck lamp neck is present. Presumably, a lamp once connected to the gooseneck. A back door is clearly visible from the 30th Street side. The wooden gable, eaves, and brackets were not painted. There are two doors, each with 9-pane windows and vertical board panels and ornate brass hardware. Also significant is the automobile parked adjacent to the north side, indicating no building on that side in 1923. There is conflicting information on the construction, as the water and sewer permits indicate a 1912 construction, but Fire Museum records indicate the City of San Diego dedicated Fire Station No. 9 in January 1913. They do report this is the oldest surviving San Diego Fire Department fire station building.



Figure 19. Typical fireman's sleeping quarters during the 1920s.
Photo courtesy Firehouse Museum.

Property history:

<u>Date</u>	<u>Doc.</u>	<u>Grantor, Grantee,</u>	<u>Remarks</u>
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May 14, 1890	Map 631	Seaman and Choate, subdividers	
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1890-1891 individual	Map 631	Seaman and Choate to Choate.....sale to	
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7/11/1891, Book 188, page 29, Choate to Orlando Wright, Lots 7-12.

7/11/1891, Book 303, page 327, Orlando Wright to John McClaren, Lots 7-12.

6/26/02, Book 318, page 341, John McClaren to George Lawrence, Lots 1-12.

3/16/07, Book 410, page 251, Jennie Sikes, et al to George Woolsey, Lots 9-12.

7/7/08, 30th Street is graded.

9/23/09, Book 478, page 57, George Woolsey to Bank of Commerce and Trust & Co. (Lots 9-12) (Note: John D. Spreckels owned this bank).

9/23/09, Book 472, page 366, Bank of Commerce and Trust & Co. to San Diego Electric Railway, portions of Lots 9-12 (Note: John D. Spreckels owned this rail line).

1910, San Diego Electric Railway Co. starts to operate on 30th Street.

12/5/11, Book 540, page 94, Bank of Commerce & Trust Co. to City of San Diego, Lots 9 and 10 (Note: Except railway right-of-way).

7/31/12, Sewer Permit No. 8589 (no fee, as per Resolution No. 10016) issued for hookup for Fire Station No. 9

3/2/14, Ordinance 12795, establishes zoning

1920, Sanborn Fire Map: “Hollow tile and br[ick] constr[uction]..(remainder is illegible)” and room layout is reported as: “8 men – 1 Seagrave auto comb[ination] hose & chem.[ical] ext[in]g[uishe]r truck, 40 gal cap[a]c[it]y, 1200’ 2 ½-inch hose and 200’ chem.[ical] hose.” Presumably, this is the same Seagrave truck shown in the 1923 photograph.

8/25/49, Book 3298, page 768, City of San Diego to Percy C. Powell (Note: Fire Station No. 9 ceases operation and company relocates)

1950, City Directory: “Los Angeles Times, P.C. Powell, Distributor, Circulation, Classified, Advertising, Early Morning Corner Service” (Note: The Los Angeles Times operated out of Fire Station No. 9 until 1966. The name has survived over the entrance for 53 years).

6/17/65, Department of Utilities, Sewerage Division, J. Hernandez responded to a complaint at 2211 30th Street and recorded: “Investigated and talked to Mr. Powell – after viewing areas & problem, it was evident that he was concerned about nothing. Seepage was or contained gasoline from an old tank that was uncovered to install a new one.” (Note: The location of this fuel tank in Fire Station No. 9 is not recorded.)

4/29/66, F/P72600-72603, Percy C. Powell to Estal R. Bourne

4/29/66, File/page No. 72606/ 839673, Grant Deed, Percy C. Powell hereby grants to Estal R. Bourne, a married man, and Richard A. Bourne, a single man, father and son, as joint tenants, Lots 9 and 10, in Block 62 of Seaman and Choates Addition, in the City of San Diego, County of San Diego, State of California, according to Map thereof 631 filed in the Recorder’s Office of said San Diego County, May 14, 1890; except that from that portion thereof as set forth in the complete legal description attached hereto and hereby made a part hereof, Lots 9 and 10 in Block 62 of Seaman and Choates Addition in the City of San Diego, County of San Diego, State of California, according to Map thereof 631 filed in the Recorder’s Office of said San Diego County, May 14, 1890 (Attachment 4).

1968-1970, City Directories, building reported vacant

1971, City Directory, Estal R. Bourne, retired, residence

1973-1981, City Directories, often listed as vacant, but sometimes Estal R. Bourne is shown as living there.



Figure 20. Contemporary views of Fire Station No 9. Notice how the chimney, front gable architectural brackets, and windows all appear much like the old historical photo. This is the oldest surviving fire station in San Diego.



Figure 21. Contemporary views of Fire Station No 9. Notice how the original lettering can still be seen from the sidewalk. Rose Grocery is the beige building to the left and Burlingame Garage is left of the grocery.



Figure 22. Contemporary views of Fire Station No 9. Note how all the original architecturally defining features have survived so well over the years.



Figure 23. Contemporary views of Fire Station No 9. Details of how the 12:1 wood double hung windows relate to the exposed eaves and rafters. The pulley system in the lower photograph appears to be original too and may have enabled the firemen to move equipment down the north side of the building.



Figure 24. Contemporary views of Fire Station No 9. The modern electrical power equipment does not detract from the architectural integrity of the fire station. Note that only slight weathering of the rafter tails has occurred and this can be treated.



Figure 25. Contemporary views of Fire Station No 9. Note the reddish hollow clay tiles on the wall between Fire Station No. 9 and the Rose Grocery. Both buildings were built with this technology, although the fire station has a steel reinforced cast concrete frame that supported the tiles. Modern paint now obscures the brick façade over the tiles.

C. Rose Grocery, 1923 2215-2219 30th Street

Legal description: Tax Assessor's Parcel No: 539-092-05

Lots 7 and 8 of Block 62 of Seaman and Choates Addition, Map 631, filed May 14, 1890

Lot size: The lot measures 50-feet by 105-feet and is 5,250 square feet in size.

Address: 2219 30th Street; After 1937, 2215 was added to accommodate a tenant; in 1944-1945, the address changed to 2217 to accommodate additional tenants; 1959, address changed back to 2219.



Figure 26. Contemporary view of Rose Grocery Store.

Historic Photo: None found. The San Diego Historical Society has an October 1, 1957, aerial photograph (Negative Number 92:18835-349) of the “east side of Balboa Park” that clearly shows the layout of the existing buildings and the trolley easement connecting 30th Street and Fern Street before reconnecting 30th Street at Juniper.

Architectural Style: Mission Revival style.

This building comprises fired hollow clay tile walls coated with scratch coat and white plaster (Figure 8). The low Mission style parapet is classic 1910 to 1930s commercial architecture. Two wide-brim commercial light fixtures face the sidewalk and door entrances (Figure 22). Two garage doors, one is relatively new, and multi-pane windows front the sidewalk.

Property history:

<u>Date</u>	<u>Doc.</u>	<u>Grantor, Grantee,</u>	<u>Remarks</u>
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5/14/1890,	Map 631,	Seaman & Choate,	subdividers
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1890/1891,	Map 631,	Seaman & Choate	to Choate
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7/11/1891,	Book 188,	page 29,	Choate to Orlando Wright, Lots 7-12.
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7/11/1891,	Book 303,	page 327,	Orlando Wright to John McClaren, Lots 7-12.
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6/26/02,	Book 318,	page 341,	John McClaren to George Lawrence, Lots 1-12.
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7/10/03,	Book 329,	page 445,	George Lawrence to Emma L. Martin
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5/23/05,	Book 366,	page 92,	Emma Martin to John and Mary Stern
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8/4/05,	Book 367,	page 388,	Mary Stern to T.H. Robinson, et al.
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1/6/06,	Book 372,	page 394,	T.H. Robinson, et al. to W.B. Farrow
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7/7/08,	grading of	30 th Street	
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9/15/08,	Book 447,	page 169,	W.B. Farrow to Albert Roberts
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1910,	San Diego Electric Railway	starts running on	30 th Street
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1/12/09,	Book 455,	page 216,	Albert Roberts to Adeline C. Page
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4/2/09,	City Records,	J.A. Kuerts has sewer lateral	connected 134-feet north of north line Ivy Street (Figure 23). (Note: Kuerts is listed as 2255 30 th Street at the corner of Juniper).
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This is believed for three small buildings, two of which remain. The third was where the 1914 Burlingame Garage building was constructed.

3/6/1912,	Book 548,	page 275,	Adeline Page to Olive Donohue
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April 1912,	“Cawley”	installs sidewalk at	2215 30 th Street
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5/17/13, Book 6004, page 369, Olive Donohue to E.B. Bartlett

3/2/14, 30th Street is paved

8/21/16, Torrens #25, Edmund Benton Bartlett, land is registered under Torrens System.

11/23/20, Book 837, page 48, E.B. Bartlett to Union Trust & Co., San Diego

9/6/23, Book 957, page 224, Union Trust & Co. to George S.S. and Ada Rose

9/24/23, City Records, Receipt No 13976, George S.S. Rose paid \$47.00 to apply for water service and sewer connection.

9/29/23, Symons, Construction Foreman, filed Application No. 18011 for a sewer connection for 2215 30th Street, located 104-feet north of north line of Ivy Street (Attachment 12).

3/13/23, Statistician checked water Meter No. 2500919, hooked up 128-feet north of north line of Ivy Street.

This is the date of construction for Rose Grocery. The photo of Fire Station No. 9 shows an automobile parked on this lot for "1023," which presumably was before construction. This Mission style grocery is built of fired clay hollow tile blocks with plaster coating and measured 50-feet by 65-feet deep.

1923, City Directory, Rose Grocery is listed at 2248 30th Street and their residence at 2962 Juniper. This location is a block north of the present location. This residence is the large two-story house at the end of 30th Street and an easy walk.

1924-1929, City Directory, Rose Grocery is listed at 2219 30th. Their residence remained at 2976 Juniper.

1929, (inferred) George Rose died

3/8/29, SCC 59332, Ada A. Rose petitioned to terminate joint tenancy

4/6/29, Book 1596, page 47, Estate to Ada Rose (assume probate)

1930, City Directory, Mrs. A.A. Rose (widow) is grocer. Residence is listed at 2909 Juniper.

4/14/30, Ordinance No. 12795 established zoning

1931-1933, City Directory, Ada A. Rose is listed at 2145 Fern (residence)

1930-1933, City Directory, Ada A. Rose is listed as grocer

1938, City Directory, W.O. Wilsey, restaurant at 2215 30th Street (Note: 2219 is divided to place Wilsey as a tenant) Ada Rose continued to be listed as grocer at 2215 30th Street.

1939, City Directory, 2215 30th Street is listed as vacant; Ada Rose continued as grocer

1939, City Directory, 2219 30th Street lists Ada A. Rose, hardware

9/22/39, Torrens 14932, Ada A. Rose to Louise Moisan

1940-1941, City Directory, 2215 30th listed as vacant; California Mfg. Co., Simon Slayer, mfgs. Of upholstered furniture; A.A. Rose is listed as resident at 4330 Estrella Avenue.

6/10/41, Torrens 15997, Louise Moisan to Fester L. Stevenson

10/28/41, Torrens 16337, Fester L. Stevenson to Laura Ver Mehr

5/2/42, Torrens 16672, Van Mehr to Carlisle L. Cutler

1942-1943, City Directory, 2215 30th listed as vacant; 2219 30th vacant (Note: California Upholstery Co. moved to 649 7th Avenue)

1944-1950, City Directory, new address for 2215/2219 30th is 2217 30th, C.L. Cutler, Express Moving

1952-1958, 2217 30th is listed as University Van and Storage Co, Carlisle L. Cutler, President.

10/16/53, Boundary Survey, Daniels & Brown, Licensed Land Surveyors, Champion Construction Company recorded 45.73-foot by 50-foot addition to existing building. This addition extends all the way to Fern Street and has a roll-up door entrance on Fern Street (Figure 25).

12/16/53, Notice of Completion, application, Champion Construction Company, Carlisle L. Cutler, notarized

1/13/54, Book 5111, page 163, Notice of Completion No. 5188, Champion Construction Company finished the cement block addition.

1/30/59, F/P 321519, Carlisle L. Cutler to E.G. Teachout

1959, City Directory, 2217 30th Street, vacant; 2219 30th, Holly-General Co. (plumbing supplies and HVAC), Jack Garner, Registered Sales Manager (Note: University Van and Storage moved to 4070 Kearny Mesa Road)
1960-1961, City Directory, 2219 30th Street, Holly-General Co

1962-1964, City Directory, 2219 30th Street, vacant

1965-1971, City Directory, 2219 30th Street, VIP Surgical Supply Corporation

1973-1981, City Directory, 2219 30th Street, vacant

4/26/72, F/P 102783, O.R., Owner of Record is Estal R. Bourne, 2211 30th Street, San Diego, CA 92104

4/20/72, Quitclaim Deed, Floy L. Bourne, wife of E.R. Bourne, hereby release and forever quitclaim to E.R. Bourne, my husband as his sole and separate property to E.R. Bourne, my husband as his sole and separate property, Lots 7 and 8 in Block 62 of Seaman and Choate's Addition, according to Map thereof 631, filed in the office of the County recorder of San Diego County, May 14, 1890.



Figure 27. Contemporary view of Rose Grocery Store. Key architectural features include the curved Mission style parapet, porthole vent, arched portals, and original enamel grocery lamps that illuminated the entrance for early morning hour deliver of grocery products. The doors and windows are early, but the roll up door is probably 1940s.



Figure 28. Contemporary view of Rose Grocery Store. Both the glass panel doors are 1920s vintage. The vertical boards above the door on the left probably sealed a transom window. The large plate glass windows probably seal original entries into the grocery. The roll up door probably would have been a barn door, such as seen on Fire Station No. 9. The larger transom window amidst the ribbon of windows above the doors is original.



Figure 29. Contemporary view of Rose Grocery Store. Although the globe is new, the enamel commercial lamp is typical of grocery stores that operated in the 1920s through 1950s. These features are extremely rare today and probably only survived because this block is now used for storage.



Figure 30. Contemporary view of Rose Grocery Store. The window on the left is not original, although the portal is most likely original. More careful examination would be needed to determine if the vertical boards were added after an original barn door had been removed. Conversion from the original door probably occurred during the 1940s.



Figure 31. Contemporary view of Rose Grocery Store. The top photo shows how the original grocery store portal probably looked. The original door would have been a barn door, not the existing roll up. The ornate sidewalk scoring pre-dates the Rose Grocery and Burlingame Garage from a time when older residences existed on this block. The two houses north of the garage are probably contemporaneous.



Figure 32. Sidewalk archaeology shows the 1909 walkway to the Kuert house prior to the 1914 construction of the Burlingame Garage. Photo by Ronald V. May, RPA



Figure 33. This Juniper Street house is where the Rose family lived while they operated Rose Grocery. It is less than one-minute walk to the store.

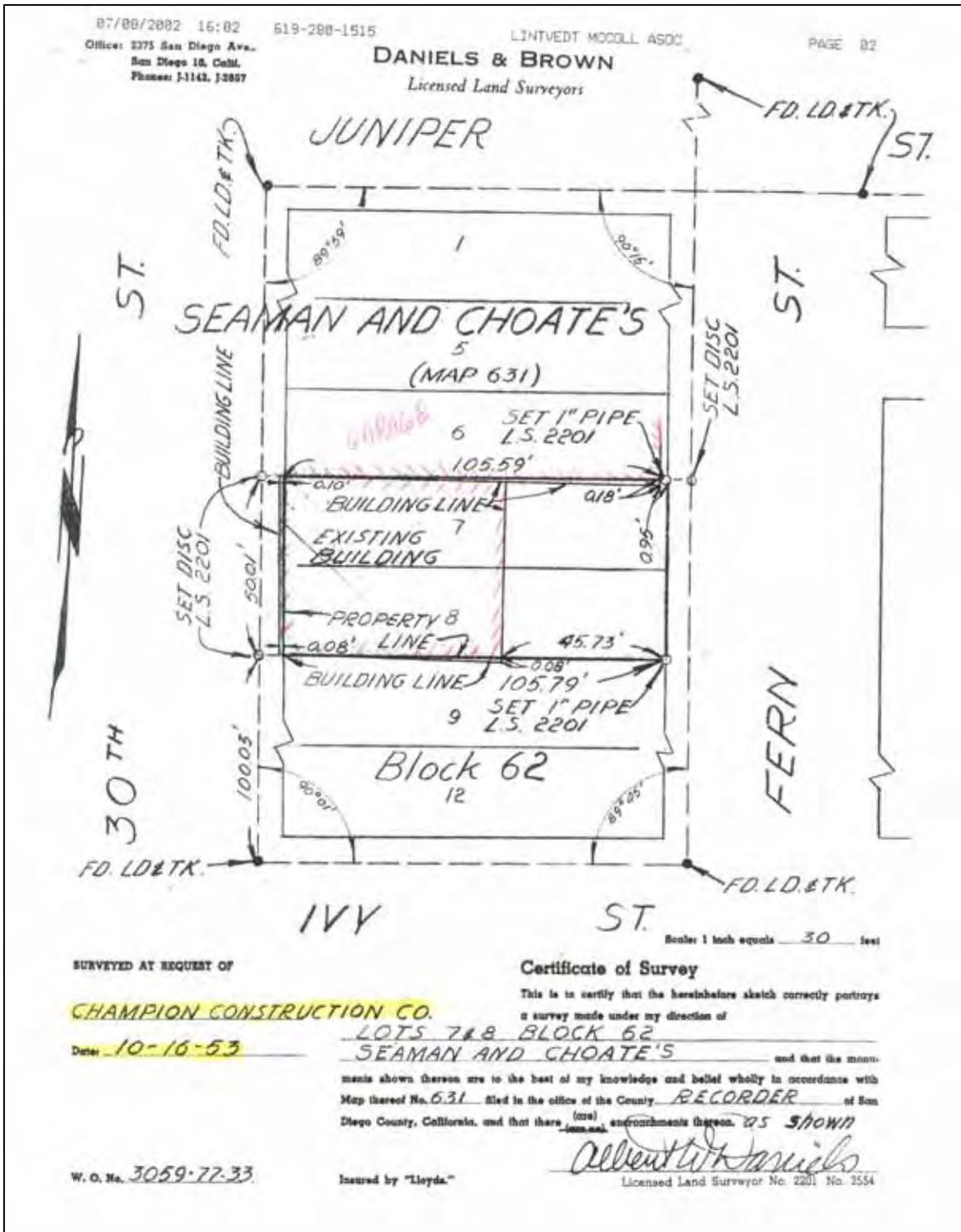


Figure 34. This is the 1953 University Van & Storage addition to the east rear of Rose Grocery. This addition falls within the 1912-1955 historic time period for the South Park Commercial District.

D. Burlingame Garage, 1914 **2225 and 2227 30th Street**

Legal description: Tax Assessor's Parcel No: 539-092-04

Lots 5 and 6, Block 62 of Seaman and Choates Addition, Map 631, filed May 4, 1890

Lot size: The lot size is 50-feet by 105-feet, which is 5,250 square feet.



Historic Photo: None found.

Figure 35.

Architecture Style: Mission style.

This Mission style commercial structure is made of fired hollow clay tile blocks coated with scratch and white plaster. It has been painted. Faint traces of "Burlingame Garage" can be seen under the paint. The geometric parapet is reminiscent of Mission San Juan Capistrano (McAlester and McAlester 2002:411). The multi-paned windows and wooden garage door appear original. The crooked pipe above the door is from the original garage lamp.

Property history:

Date	Doc.	Grantor, Grantee	Remarks
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May 14, 1890, Map 631, Seaman and Choate, subdividers

1890, Map 631, Seaman and Choate to Choate

4/22/97, Book 260, page 329, Choate to John McClaren, Lots 1-6

4/22/97, Book 303, page 327, O. Wright to John McClaren, Lots 7-12

6/26/02, Book 318, page 341, John McClaren to George Lawrence, Lots 1-12,

3/21/04, Book 340, page 188, Martha Lawrence to John Martin, Lots 1-6

7/7/08, grading of 30th Street

10/24/08, Book 450, page 238, John Martin to Julius Kuert, Lots 5 and 6

1909-1910, City Directory, Julius Kuert, lists 2255 30th Street for his residence. He listed his occupation as a rancher. (Note: the Kuert family first appeared in the San Diego Directory in 1903 and last in 1910. They owned Palace Crockery Store in 1903-1904 at 916 5th Avenue and then in 1905 at 945 19th Street and 916 5th Avenue. In 1906, they are listed as Kuert and Sons (Charles C. and William A.), owners of China Hall at 1034 5th Street. Strangely, in 1907, Ira J. Kuert lived at the same address as China Hall, but Julius and Charles C. lived at 945 19th. In 1908, Ira moved to 1130 7th Avenue. In 1909, the company changed to Stahel & Son. In 1909, Charles C. Kuert is listed as a salesman for Murray & Co. and Julius and Ira Kuert relocated to 2255 30th Street and he was listed as a rancher.)

4/2/09, City Records, Julius Kuert applied for a sewer connection 135-feet north of north line of Ivy Street, which stops in the middle of adjacent lots 7 and 8. This may be a typo for 185, which would be in the middle of Kuerts' lots 5 and 6 (Attachment 13).

7/9/10, Book 498, page 66, Kuert to A.F. Narver

7/30/10, Book 501, page 45, A.F. Narver to Sarah Narver

8/15/10, Book 494, page 284, Sarah Narver to E.K. Toliver

9/1/10, Book 510, page 114, E.K. Toliver to Sarah Narver

12/14/11, Book 537, page 390, Sarah Narver to Edward Campbell

January 1912, Bachman constructed the sidewalk. (Note: Examination of the “sidewalk archaeology” provides clues to the sequence of construction on 30th Street. The sidewalk was impressed with a pattern when wet that shows a walkway at right angles to 30th Street that ends in the wall of the existing garage, just north of the main door. This 1912 walk led to Kuert’s 2255 30th Street house, which he built in 1909 (Figure 27). The two cottages north of this address may also date from 1909. If this hypothesis is correct, the house stood there for Narver, Tolliver, and Campbell to use.)

8/7/12, Book 571, page 210, Edward Campbell to Max Winter (Note: Max Winter and J. Nicholson were building contractors. Winter owned a contracting firm with offices in Los Angeles and San Diego, where he lived at 163 19th Street in 1912 and then moved to 3945 8th Street in 1913-1915. Winter was a son of owners of the San Diego Cracker Company, a well-known establishment in the area. Winter was a member of the San Diego Rowing Club (Nolte 1974:19). This title entry is evidence Winter and Nicholson acquired the lot in 1912 and built Burlingame Garage when 30th Street was paved in 1914. They re-used Kuert’s existing 1909 sewer and water lines after demolishing the house. Winter went on to achieve master builder status for building the Children’s Home in Balboa Park in 1926, an ornate Spanish Eclectic style structure designed by master architect Hazel Waterman (Thornton 1987:90). Waterman is famous as San Diego’s first woman architect and as the designer for restoration of the Estudillo House in Old Town State Historic Park.)

3/12/14, 30th Street is paved

6/6/14, Book 654, page 176, Max Winter to Arthur Ewens (Note: In the 1915 City Directory, Ewens is listed as a rancher and residing at 4422 Granada in East San Diego)

1917, City Directory, John Hellyer, residence at 1610 Union and Charles E. Settle, auto mechanic, residence at 402 20th Street are somehow listed for 2227 30th Street. Given the entry for 1918, it is possible they were setting up the Burlingame Garage in 1917. No listing exists for an auto garage prior to the 1918 City Directory. Winters and Nicholson probably demolished or moved the Kuert House and built the “Burlingame Garage” in 1917 and rented it to Hellyer and Settle until they could purchase it in 1918.

1918, City Directory, Burlingame Garage, 2227 30th Street, Hellyer and Settle, Proprietors

1919, City Directory, Burlingame Garage, 2225 30th Street, C.L. Jones & Sons, Proprietors The Jones are listed as residing at 1335 31st Street.

1920, City Directory, Burlingame Garage, 2225 30th Street, Sharp & Holms, Proprietors James H. and Gladys Sharp are listed at 2235 30th Street for their residence. Willard E. Holmes was listed at 2985 Imperial Avenue. Arthur Ewens, property owner, was listed at 904 20th Street.

1920 Sanborn Fire Map. This map shows Burlingame Garage with two addresses: 2225 and 2227 30th Street. It also shows a 220 gallon gasoline tank under the sidewalk and curb at the south end of the building (Note: a Concrete slab with a more recent plug is there now). The map also shows an office in the northwest corner of the building. A note on the map states; "Cap[acity] 30 card – no heat- light- electricity. Truss r[oo]f, Conc[rete] fl[oo]r, Hollow tile constr[uctio]n."

1921 Directory, Willard Holmes was listed as a clerk at Wm. Holmes Grocery at 2985 Imperial Avenue. Charles Settle was listed as a chauffeur living at 2102 "G" Street.

1/18/22, Book 915, page 316-317, Arthur Ewens to Ralph Hebbard

1922, City Directory, Ralph Hebbard was listed as a teller at the Bank of Italy.

1923, City Directory, Arthur Ewens listed his residence at 3802 Herman Avenue.

1925, City Directory, Burlingame Garage, Ray T. Hymer and Orion Zink were listed as proprietors. Hymer listed his residence at 2244 30th Street and Zink at 4283 Daley Street.

1926, City Directory, Burlingame Garage, 2225 30th Street (R.T. Hymer)

1927, City Directory, R.T. Hymer, garage, 2225 30th Street, and listed his address at 2244 30th Street

1928, City Directory, C.K. Barnes, garage, 2225 30th Street, Carl and Esther Barnes listed their residence as 3141 Redwood Street

1929-1930, City Directory, C.K. Barnes, garage, 2227 30th Street, listed his residence at 1823 Fern Street.

1931, City Directory, C.K. Barnes, garage, 2227 30th Street, listed his residence at 3035 Ivy Street.

1932, City Directory, C.K. Barnes, auto repair, 2227 30th Street, A.L. Creamer, radiator repair. Barnes listed his residence at 3090 Hawthorne and Creamer as Bostonia.

1933-1946, City Directory, Monte Roberts listed, auto garage, 2227 30th Street and his residence at 1436 Grove. Barnes moved to 2141 30th Street in 1933.

1937-1938, City Directory, Monte Roberts, garage, and A.V. Sanders, auto repair are listed for 2227 30th Street. Sanders reported his residence at 4228 Los Pinos Avenue.

1939-1945, City Directories, Monte Roberts, garage, 2227 30th Street.

5/14/46, Inst. 51824, Merlin J. Roberts to Jack J. Brook (notice of sale/lease)

1947-1948, City Directories, J.J. Brook, auto painter

1/13/50, Book 3455, page 22, Ellen Ewens Estate to John J. Gordon et al.

1950, City Directory, Pacific Engineering Products Co. is listed for 2225 30th Street. R.J. Dam, water softeners, is listed for 2227 30th Street.

12/6/51, Book 4312, page 142, James B. Sorg to John J. Gordon

1952, City Directory, 2225 and 2227 30th Street, vacant

1953-1954, City Directories, Western Biscuit Company, 2225-2227 30th Street

1955-1959, City Directory, Western Biscuit Company, 2225 30th Street

1960-1962, City Directories, Charles Furniture, wholesale and manufacturing, 2225 30th Street

1063-1981, Directories, vacant

9/5/63, Inst. 158192, Estal R. Bourne and John J. Gordon

1/18/89, Quitclaim Deed, Estal R. Bourn, Quitclaim, to E.R. Bourne, Trustee or his Successors in Trust, under the E.R. Bourne Trust, Lots 5 and 6 in Block 62 of Seaman and Choate's Addition, according to Map thereof No. 631, filed in the Office of County Recorder of San Diego County, November 14, 1890 (Attachment 3).



Figure 36. Contemporary photos of Burlingame Garage. Although the stucco and wood show weathering and the windows have been boarded up, the building exhibits high integrity. The original barn doors are remarkable and should be preserved. The ribbon of windows above the primary window are mostly intact and the glass could be easily repaired.



Figure 37. Contemporary photos of Burlingame Garage. Survival of the original windows and wood frames is amazing. Although the plywood board over the window is not original, it essentially mothballed the window and preserved the portal. When restoring this window system, care should be taken to retain the original frames and glass.



Figure 38. Contemporary photos of Burlingame Garage. The barn door and horizontal louvered attic vent are classic livery stable barn features that transitioned into early automobile garage architecture in the early 20th century. Survival of these original architectural elements are significant examples of a scarce automotive commercial architecture that is almost extinct in San Diego. Care should be taken to repair and retain these important architectural elements.



Figure 39. Contemporary photos of Burlingame Garage. By way of sidewalk archaeology, one can see the earlier walkways to the houses that preceded the Burlingame Garage on this location. The crushed concrete at the lower right was caused by a heavy truck associated with the garage history. Elsewhere on this sidewalk are marks left by the early gasoline pump and signage. These features are included in the South Park Commercial District.



Figure 40. Contemporary photos of Burlingame Garage. This crude square patch marks the location of the gasoline pump associated with the garage. The patch is so old that the hue of concrete almost matches the older material.

Although the original gas tank existed in the street at the time of the original research for this report, recent undergrounding of utilities encountered and removed the tank and the street has recently been repaved. This pump patch still remains on the sidewalk.

Architectural Integrity

All four structures in The South Park Commercial Center retain their original integrity. There is a cohesive sense of architectural and historical character with the row of Burlingame Garage, Rose Grocery, Fire Station No. 9, small residences on each side, and Munter & Munter Gas Station and Carringer House across Ivy. The San Diego Electric Railway easement behind binds the feeling and contributes to landscape of the district. This small commercial, residential, and transit center is set off from and associated with the commercial buildings on Fern and Juniper, which are not part of this study. The area retains a continued sense of commercial and transit related functions.

Although not nominated for the South Park Commercial Center, a number of small houses surrounding the buildings connect as contributing elements to bind the sense and feel of the district and without them the district would suffer. This includes the two small cottages north of Burlingame Garage, two small houses south of Fire Station No. 9 (Figure 19), San Diego Electric Railway kink (right of way), Snippys (formerly “Gold the Tailor”), the 1909 Carringer House east of Munter & Munter Gas Station, and the Juniper Street house (an existing City of San Diego Historic Landmark; Figure 28) occupied by the Rose family in the 1920s and 1930s. As small, neutral and unobtrusive buildings, these residences contribute and preserve a sense of the past. Indeed, small houses like these would have been homes of the workers of the district. The sidewalk in front of the Burlingame Garage, Rose Grocery, and Fire Station No. 9 is also a contributor and should be included.

Analysis of the Secretary of the Interior's Standards

The following is an analysis of how The South Park Commercial Center meets the Secretary of the Interior's Standards and Guidelines for Preservation Projects (39 C.F.R. 67) and ten rehabilitation standards:

Standard 1. Use of the property as originally intended:

From south to north:

The **Munter & Munter Gas Station** is still used for automotive activities, although the gasoline pumps have been removed.

Fire Station No. 9 has not been used as a fire station since 1949. It has been vacant or used for storage for many years. However, inactivity on the site preserves the sense of original use.

The **Rose Grocery** has not been used as a grocery for over 60 years. The non-contributing 1954 rear addition is part of a wood sculptor's studio that occupies the entire building. As with the case of Fire Station No. 9 and Burlingame Garage, inactivity preserves a sense of the original uses. The Rose Garage is now rented to a dance studio and wood sculptor.

The **Burlingame Garage** has not served as a garage since 1945. The current tenant stores automobile parts, which is consistent with the historic use of the building.

Standard 2. The character will be retained.

The future plans of the landowners are not known, but the current passive uses of the properties will retain the original character. All the buildings look much the way they did in the 1920s-1940s, though slightly more worn and less used. A passerby could still experience a sense of the original character of the four buildings and contributing surrounding properties.

The rectangular and open-gabled office building, storage of automobiles and related equipment on the lot continued the function of the Munter & Munter Gas Station historic character. The lot has been in continuous automotive service.

Fire Station No. 9, Rose Grocery, and Burlingame Garage appear much the way they did in the 1940s, as does the entire east side of 30th Street between Ivy and Juniper.

Standard 3. Preservation of the integrity of the structure and setting.

From 30th Street, the integrity of all four buildings appears much as it did between 1923 and 1949. Equipment and sign removal are the primary differences, but the setting appears excellent.

An important element of the setting is the original sidewalk fronting 30th Street in front of Fire Station No. 9, Rose Grocery, and Burlingame Garage. The concrete pavement exhibits landscape archaeology directly contributing to the district. In front of Rose Grocery is one of the maker's marks, "Cawley 1912," that dates the sidewalk between Ivy and Juniper. Historical records indicate a contractor named Bachman also built part of this sidewalk. This concrete predates Rose Grocery and Burlingame Garage and retains evidence of the 1909 Kuert House.

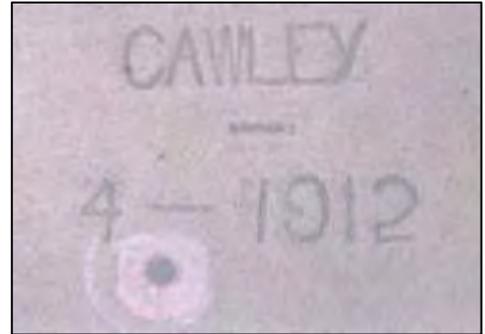


Figure 41. Sidewalk stamp in front of Rose Grocery.

Examination of ornamental impressions in the sidewalk show a walkway entrance now cut-off by the 1914 Burlingame Garage wall. To the left (north) of the garage doors, a square cement seal inside a circular clean cement mark with four cut-off steel bolts shows the location of either a display sign or gravity gas pump. To the right (south) of the garage doors and at the curb is a rectangular concrete pad with a smaller cement patch that coincides with the 1920 location of a 220 gallon gas tank under the curb, which probably was another gravity gas pump. Since the original curb has not been damaged, the fuel tank probably remains under the street. Cracking and depression of the sidewalk are evidence of heavy equipment, trucks or automobiles parked or stored on the sidewalk that exceeded the design capacity of the concrete. The sidewalk, therefore, is an important contributing element to the history of Burlingame Garage and the other buildings.

Munter & Munter Gas Station retains the original office building and concrete deck. Automobiles, engine parts, temporary awnings, and modern advertising are not original. Nothing has been added to the building to change the integrity.

Fire Station No. 9 has not changed since it closed in 1949. The roof has suffered weathering and has not been painted. Some of the plaster has cracked, but there have been repairs. The garage doors for the fire engine appear original. The pedestrian door to the left may be original, but has been painted gray. The pedestrian door on the right is covered with plywood sheet. The lower half of two front windows are covered with plywood, but all twelve original windowpanes in the upper sash appear original. Windows in the south and east walls all appear original. The roof and gable have not been modified. The original chimney is intact.

Rose Grocery exhibits two facades on the front. The beige painted smooth plaster Mission Revival style front includes the original ceiling air vent and two original enamel overhead lamps. The corrugated roll up door is old, but cannot be dated. Rows of transom windows above pedestrian doors, windows, and another more modern garage door appear original. Pedestrian doors are sealed with plywood, but look original. The barrel-vaulted roof and hollow clay tile side walls are original. The back half of this building is the 1954 addition to the moving company and is not a part of Rose Grocery.

Burlingame Garage appears much as it did after 1914. The stepped-down Mission Revival front exhibits the original ceiling air vent and crook-necked electrical light pole. Central are the original garage doors. Two wide windows flank the doors. Five-paned transom windows decorate the top of large display windows below. Plywood sheeting covers the large windows. Until several years ago, the name Burlingame Garage was still painted on the wall above the doors, but the current owner has painted the building white since then. The sides are hollow clay tile. The back, which fronts on Fern Street, exhibits the original ceiling air vent and four windows with six panes each. The back wall is essentially smooth plaster, but has suffered some coving from foundation moisture that has spalled off sections of plaster. Fragments of old advertising appear under the paint and plaster at the back of the building.

Standard 4. Exhibition of original materials, features, and construction techniques.

Original materials on historic buildings impart a sense of time and place. All the buildings in South Park Commercial Center retain high percentages of original materials, features, and construction techniques.

From south to north:

The **Munter & Munter Gas Station** office building retains its original bulk, scale, and shape with clapboard siding and gabled ends. Although modern autos surround the office, the setting retains the sense of a service station.

Across Ivy Street and beyond the two residences, **Fire Station No. 9** retains and exhibits the entire original Craftsman roof, gable elements, and the stuccoed facade. The original plaster on brick and concrete facade remains. At the rear (east), there are two protruding rooms that clearly were added long ago. No building record, map record, or photograph has been found that can date this change. These rooms were probably added in the 1940s by Fire Station No. 9, which would make them contributing elements to the district. Fences prevent these rooms from being viewed at most angles. The trolley rail line easement passes this backyard.

The front Mission Revival style facade of **Rose Grocery** retains the subtle mission-arch parapet, which characterized many commercial buildings in the late teens and 1920s. The original ceiling air vent, two enamel lamps, and arched facade retain the original materials.

Burlingame Garage also retains another variant on the Mission Revival commercial building facade of the period surrounding the Panama-Pacific Expo. This facade retains the original windows, doors, ceiling vent, and crook-necked lamppost over the doors. The original gas pump and sign by the curb have been removed, but their marks survive in the sidewalk.

Standard 5. Rhythm and Height.

The entire streetscape along the east side of 30th Street south of Juniper Street and across Ivy Street to the Munter & Munter Gas Station has retained the original rhythm and height of the district. The single-family dwellings north of Burlingame Garage and south of Fire Station No. 9 contribute to that sense, as does the Carringer House to the east of Munter & Munter Gas Station.

Standard 6. Repair and replacement of deteriorated features.

From the south to the north:

A small, rectangular building with a low gabled roof and horizontal clapboard siding primarily represents the **Munter & Munter Gas Station**. A modern security light is fastened to the north gable. The door and windows appear original. Automobiles, stacks of tires, barrels, tents, and surround the old office.

Fire Station No. 9 appears intact with little or no replacement of original features. All double hung sash windows appear original, although the front ones are covered with plywood. The pedestrian door at the northwest corner may have been replaced. A few stucco patches have repaired deterioration. The gabled roof appears to exhibit decades of peeling with no evidence of repainting.

Rose Grocery appears relatively unchanged in decades. Although plywood covers some of the doors, the windows and doors appear original. The roll up garage doors may have been replaced, but no photos have been found to document the original doors. The stucco facade, enamel lamps, and ceiling vent appear original. The 1954 addition may have affected the east wall, but this cannot be determined at this time.

Burlingame Garage looks pristine and unchanged. As with the other buildings, the windows have been sealed with plywood, but the underlying windows seem to be original. The garage doors look original. The ceiling vent and crook-necked lamp post is original. There are no obvious repairs or replacements.

Standard 7. Integrity.

From south to north:

The **Munter & Munter Gas Station** retains 90% of its integrity, as the original clapboard office remains unchanged and only the gas pumps and signs are missing. The long ago removed gas pumps and original signage are the primary integrity loss.

Fire Station No. 9 appears to be intact with 95% integrity. Other than paint and slight deteriorations, the building looks much the same as it did in the 1940s photograph. One pedestrian door might have been replaced.

Rose Grocery retains 90% of its integrity, as the garage doors may have been replaced. The effects of the 1954 addition to the back of the building cannot be determined at this time.

Burlingame Garage appears intact with 98% of integrity. A few window panes have been broken and plywood has been applied to the window. The plywood coverings on the windows can be removed and simple repairs would restore the windows.

Standard 8. Archaeology.

There could be historic archaeology under the buildings and side yards that the occupants deposited before formal trash pickup occurred in the neighborhood. One likely location would be under Burlingame Garage, which replaced the 1908-1914 Kuert house and covered gardens and privies. The 1954 cement block extension of Rose Grocery for University Moving might cover historic archaeology from the 1923-1941 grocery store. Fire Station No. 9 is not likely to overlay historic archaeology because nothing except the San Diego Electric Railway existed on the lot before the station. Munter & Munter Gas Station probably impacted any archaeology when the underground gas tanks were installed, but the concrete deck could cover privy and trash deposits from the Carringer House. Buried trash pits in the rear yard could exist from the Kuert House and early firehouse occupation.

Standard 9. Alteration.

The South Park Commercial Center has experienced only one significant alteration and even that occurred at the end of the historic period. The 1954 addition of a cement block expansion from the east wall to Fern Street altered the rear of Rose Grocery for a commercial storage building. This alteration is not visible from the 30th Street front. Other than natural corrosion of the original lighting fixtures, paint and wood placed over the windows, the buildings have not been seriously altered. Rose Grocery doors have been replaced with plate glass windows and a rolling garage door.

Standard 10. New Additions.

There are insignificant new additions to the South Park Commercial Center and surrounding neighborhood. The primary addition is the 1954 extension of Rose Grocery to increase space for University Van and Storage, which lacks architectural merit but falls within the historic period. Two extensions to the rear east side of Fire Station No. 9 may or may not have occurred during the historic 1913-1949 historic context of that property, but further research would be needed to resolve this question. These changes do not detract from the historical appearance along 30th Street.

From south to north:

The original **Munter & Munter Gas Station** lot is occupied by a contemporary automotive service operation. Approximately five automobiles are on site at all times. The 1909 Carringer House adjacent to the east remains as it did in 1925 when the gas station was built.

From the corner of Ivy and 30th Street, two single-family residences exist on a triangular lot cut by the San Diego Electric Railway easement on the east (still vacant). Gold The Tailor's shop converted to Snippy's Saloon in 1955 and only recently closed its doors. North of the triangular-shaped lot with residences is Fire Station No. 9. Two small room additions at the back of Fire Station No. 9 may have been part of the fire station.

Sandwiched between **Fire Station No. 9** and **Burlingame Garage** on 30th Street is **Rose Grocery**. No addition has been made to the front facade. The rear or east side of Rose Grocery has a 1954 cement block addition that falls within the historical period, but is non-contributing and not visible from 30th Street.

Burlingame Garage has no additions to the original structure. The original building ran from 30th Street all the way back to Fern Street on the east.

North of Burlingame Garage are two small cottages that appear contemporaneous with the Kuert Ranch from 1908-1909. These probably served as single-family dwellings to the farm and later residents in the neighborhood. Behind them is the Whistle stop bar of unknown age. To the north is a 1960s vintage liquor store.

Conclusion

In conclusion, the South Park Commercial Center is recommended for City of San Diego historic designation under Criterion a, and c. The theme period for the district is from 1913 to 1955:

Criteria a. The South Park Commercial Center meets Criterion a because it exemplifies special elements of the emergence of automotive and rail transit infrastructure that crystallized as trolley, automotive, and neighborhood commercial social history evolved as distinct community identity east of Balboa Park in the 1920s through 1955. The historical emergence of South Park is directly associated with the Bartlett Estate Company, industrialist Spreckels, master developer Winter, and Fire Chief Almgren, who were locally important in the social and political workings of San Diego's early 20th century history. Fire Station No. 9 is the last surviving example of those early 20th century fire stations built exclusively for trolley and automotive corridor residential communities. This commercial node along the trolley is one of the best surviving examples of trolley corridor commercial east of Balboa Park.

Criterion c. The South Park Commercial Center embodies distinctive elements of pre and post Panama-California Mission Revival commercial architecture (Burlingame Garage, 1914, and Rose Grocery, 1923) and one of the best examples of early automotive commercial architecture (Munter & Munter Gas Station, 1925), and the last surviving example of a Craftsman style fire station in the City of San Diego (Fire Station No. 9, 1913). Burlingame Garage is one of the earliest automobile garages in Mission style commercial architecture in South Park. Fire Station No. 9 is also the oldest fire station surviving in San Diego.

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Historic Landmark 164, La Jolla Fire Engine Company 13

Historic Landmark 251, Fire Station No. 6, Columbia Street

Historic Landmark 309, Trolley Barn

Historic Landmark 326, Engine Company 4, 400 8th

Historic Landmark 339, Trolleys 126, 128, 138

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Union Title Company

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92:18835-349, Aerial photograph showing the east side of Balboa Park on October 1, 1957.

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Golay, Hubert L.

1959 Oral History, San Diego Historical Society (His father served as a trolley conductor for the run between the Florence Hotel and 4th and Grape.

Hay, Robert

1958 Oral History, San Diego Historical Society (He served John D. Spreckels as purchasing agent for the Hotel Del Coronado, Tent City, Coronado Railroad, Iron Foundry, San Diego Electric Railway, Ferry Company, San Diego Mountain Water Company, San Diego and Arizona Railway, Cuyamaca Railway, Otay Railway and he later worked for O.W. Cotton and George Frost at Pacific Building Company.)

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Johnson, Kearny J.

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Attachment 1. 1928 Tax Factor Aerial Photo.

0449

89 108296

QUITCLAIM DEED

OFFICIAL RECORDS
VERA L. LYLE
COUNTY RECORDER

2008 MAR -2 AM 11:31

Recording requested by:
The Law Offices of
Robert Armstrong
When Recorded Mail to:
E. R. BOURNE
3213 30th Street
San Diego, California 92104
Mail Tax Statements to
the address above

RE
AR
MG
LH
DC
LAPP

Space above for Recorder's use

Documentary Transfer Tax -0-
Robert Armstrong 2225 30th Street, San Diego, California APN# 539-092-04

For a valuable consideration, receipt of which is hereby acknowledged, E. R. BOURNE does hereby Quitclaim to E. R. BOURNE, Trustee or his Successors in Trust, under the E. R. BOURNE TRUST, dated NOV 08 1982, and any amendments thereto,

the following described real property in the County of San Diego, State of California:

Lots 5 and 6 in Block 63 of SARGAN AND CHAVEZ'S ADDITION, according to Map thereof No. 411, filed in the office of County Recorder of San Diego County, May 14, 1890.

DATE: JAN 18 1989

E. R. Bourne
E. R. BOURNE

State of California)
County of San Diego) SS

REVOCABLE TRUST TRANSFER
EXEMPT FROM REAPPRAISAL

On JAN 18 1989, before me, the undersigned, a Notary Public in and for said County and State, personally appeared E. R. BOURNE, known to me to be the person whose name is subscribed to the within instrument and acknowledged that he executed the same.

Dianna Quachman
Notary Public



OFFICIAL RECORDS, SAN DIEGO COUNTY, VERA L. LYLE, RECORDER

Description: San Diego, CA Document-Year DocID: 1989-108296 Page: 1 of 1
Order: FW-07-08-2002 11-28-17 AM Comment: 539-092-04

#2225 GARAGE APN 539-092-04

Attachment 2. Quitclaim Deed, Burlingame Garage

H-819673

RECORDING REQUESTED BY

Mr. E. H. Bourne
2225 - 30th Street
San Diego, Calif.

839473
72602
FILE/PAGE NO. RECORDED ALCOHOLIC BEV. 1171
TITLE INSURANCE AND TRUST COMPANY
APR 29 10 39 AM '66
SERIES 1 BOOK 1988
OFFICIAL RECORDS
SAN DIEGO COUNTY, CALIF.
A. S. GRAY, RECORDER
\$2.80

SPACE ABOVE THIS LINE FOR RECORDER'S USE

Grantee - see above

APR 18 5 13 20 - IN THIS SPACE

Grant Deed

FOR A VALUABLE CONSIDERATION, receipt of which is hereby acknowledged,
F. C. POWELL, also known as Percy C. Powell, a widower,
hereby GRANT(S) to **ESTAL R. BOURNE, a married man, and RICHARD A. BOURNE, a single man, father and son, as joint tenants,**
the following described real property in the City of San Diego,
County of San Diego, State of California:
Lots 9 and 10, in Block 62 of Seaman & Chustes Addition, in the City of San Diego, County of San Diego, State of California, according to Map thereof No. 631 filed in the Recorder's Office of said San Diego County, May 14, 1890; EXCEPTING THE PORTION thereof as set forth in the complete legal description attached hereto and hereby made a part hereof.
Lots 9 and 10 in Block 62 of Seaman & Chustes Addition in the City of San Diego, County of San Diego, State of California, according to Map thereof 631 filed in the Recorder's Office of said San Diego County, May 14, 1890.
Excepting from said Lots that portion thereof included within former right of way as conveyed to San Diego Electric Railway Company by Deed dated October 11, 1909 and recorded in Book 472, page 366 of Deeds, being all that portion of Lots 9 to 12 inclusive in said Block 62 included within a strip of land 35 feet wide, being 17.5 feet each side of a center line described as follows:
Beginning at a point on the center line of Fern Street, distant thereon North 0°08' West 155.5 feet from its intersection with the North line of Ivy Street, said point of beginning being the Northerly end of curve having a radius of 150 feet and being tangent to said center line of Fern Street; thence Southwesterly along said curve through a central angle of 50°10' for a distance of 131.34 feet (record 121.29 feet); thence South 50°02' West tangent to said curve 67.75 feet to a point on the South line of said Block 62; distant thereon South 89°56' West 72.43 feet from the Southeast corner of said Block.

#2211 FIRE STA. APN 539-092-06

Dated April 15, 1966

P. C. Powell
P. C. Powell

STATE OF CALIFORNIA
COUNTY OF SAN DIEGO
On April 15, 1966 before me, the undersigned, a Notary Public in and for said State, personally appeared F. C. Powell
known to me to be the person whose name is subscribed to the within instrument and acknowledged that he executed the same as his free and voluntary act.
WITNESS my hand and official seal.
Rita E. Buckley
RITA E. BUCKLEY
Notary Public
My Commission Exp. May 12, 1969
Name (Typed or Printed)

Notary Public
RITA E. BUCKLEY
Notary Public
Principal Office, San Diego Co. Calif.

Title Order No. _____ Entry or Loan No. _____

MAIL TAX STATEMENTS AS DIRECTED ABOVE

Attachment 3. Grant Deed, Fire Station No. 9

WHEN RECORDED,
PLEASE MAIL THIS INSTRUMENT TO:
YOLANDA G. PEREZ

3863 DOC # 2000-0475760

SEP 05, 2000 1:28 PM

MAIL TAX STATEMENT TO:
YOLANDA G. PEREZ
839 Verin Lane
Chula Vista, CA 91910

OFFICIAL RECORDS
SAN DIEGO COUNTY RECORDER'S OFFICE
GREGORY J. SMITH, COUNTY RECORDER
FEES: 20.00
DC: 00

*File
up
icc*

ESCROW NO.
TITLE NO.
APN: 539-153-01-00



2000-0475760

ABOVE THIS LINE FOR RECORDER'S USE

DOCUMENTARY TRANSFER TAX IS \$

- Computed on the consideration or value of property conveyed, OR
 - Computed on the consideration or value less liens & encumbrances remaining thereon at time of sale, is exempt from imposition of the Documentary Transfer Tax pursuant to Revenue and Taxation Code 11927(a), on transferring community, quasi-community, or quasi-marital property, assets in contemplation of any such judgement or order.
- (Signature of declarant or agent determining tax firm name)
Yolanda G. Perez

TO LEE FROM TREC

INTERSPOUSAL TRANSFER GRANT DEED

(Excluded from reappraisal under California Constitution Article 13A paragraph 1 (e) seq.)

This is an interspousal transfer and not a change in ownership under paragraph 63 of the Revenue and Taxation Code and Grantor(s) has (have) checked the applicable exclusion from reappraisal:

- A transfer to a trustee for the beneficial use of a spouse, or the surviving spouse of a deceased transferor, or by a trustee of such a trust to the spouse of the trustor.
 - A transfer to a spouse or former spouse in connection with a property settlement agreement or decree of dissolution of a marriage or legal separation, or
 - A creation, transfer, or termination, solely between spouses, of any co-owners interest
 - The distribution of a legal entity's property to a spouse or former spouse in exchange for the interest of such spouse in the legal entity in connection with a property settlement agreement or a decree of dissolution of a marriage or legal separation.
- Other: _____

FOR A VALUABLE CONSIDERATION, receipt of which is hereby acknowledged.

MIGUEL A. PEREZ

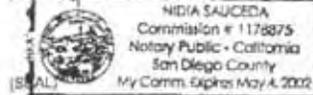
hereby GRANT(S) to **YOLANDA G. PEREZ**

the real property in the city of **San Diego** County of **San Diego** State of California
The West one-half of Lots 1 to 4, inclusive, fractional Block 61 of Seaman and Choates addition, in the City of San Diego, County of San Diego, State of California, according to Map thereof No. 631, filed in the Office of the County Recorder of San Diego County, May 14, 1890.

Dated: 11-18-99
STATE OF CALIFORNIA
COUNTY OF San Diego

Miguel Perez
MIGUEL A. PEREZ

State of California, County of San Diego On 11-18, 1999, before me, the undersigned, a Notary Public in and for said County and State, personally appeared MIGUEL ANGEL PEREZ personally known to me (or proved to me on the basis of satisfactory evidence) to be the person whose name is subscribed to within instrument and acknowledged that he executed the same in his authorized capacity, and that by his signature on this instrument the person or the entity upon behalf of which the person signed executed the instrument.



WITNESS my hand and official seal
NOTARY NAME (PRINT OR TYPE)

Nidia Saucedo
Notary Public
Nidia Saucedo

Description: San Diego, CA Document-Year.DocID 2000.475760 Page: 1 of 1
Order: FW-07-08-2002 11-27-37 AM Comment: 539-153-01

#2141-43 GAS STA. APN 539-153-01

Attachment 4. Interspousal Transfer Grant Deed, Munter and Munter Gas Station

Notice of Completion FORM 5111 PAGE 163

NOTICE is hereby given that:

1. The undersigned is the owner in fee _____ of the property
(Name of title if other than fee, for example, "under contract of purchase," "under lease" etc.)
2. The full address of the undersigned is 2217 - 30th Street
(Street and Number)
San Diego California;
(City, if any, or Post Office)
3. The building and work of improvement on the hereinafter described property were wholly COMPLETED on the 26th day of December, 1953.
4. The name of the contractor, if any, for such building and work of improvement was _____
Champion Construction Co.
(If no Contractor, insert "No Contractor")
5. The property on which said building and work of improvement were completed is in the City of San Diego County of San Diego State of California, and is described as follows:

Lots 7 & 8, Block 62, Seaman & Choates Addition

Dated this 2nd day of December, 1953

Signature of Owner or Owners } Charles L. Cutler

STATE OF CALIFORNIA, }
County of San Diego } ss.

Charles L. Cutler, being duly sworn, say:

That _____ the owner of the land described in the foregoing notice; that _____ he has read the same, and know _____ the contents thereof, and the facts stated therein are true.

Charles L. Cutler

SUBSCRIBED AND SWORN TO before me
Thomas S. Parnell
this 2nd day of December, 1953
(Notary Public in and for said County and State)
(For Corporation Owner, Use Verification on Other Side)

Owner No. _____
Escrow No. _____
When Recorded Please Mail To
C. L. Cutler
2217-30th

DOCUMENT NO. 5188
RECORDS REQUEST OF
Champion
JAN 13 1 14 PM '54
FORM 5111 PAGE 163
SAN DIEGO COUNTY - SAN
ROGER W. MOORE, RECORDER

4 pages
to Lee
L/Am Bial
271 4607

Attachment 5. Notice of Completion, University Van & Storage addition, 1953.

Form 8
 OPERATING DEPT. SEWER CONNECTION ORDER

Location 1215-30th No. 18011

Between My Jumper Date 11/14

Lot 74 Block 62 Amt. Pd. 50

Addition 1/2

Owner John Bond

SEWER INSPECTOR. You will make 57
 sewer connection at above location--Page _____

Remarks: 9/29/23

E E W PERMIT CLERK.

Service Taps
 Main 104 ft. N from N line of My St.

Service Enters
 Property _____ ft. from _____ line of _____ St.

Symons Chg. W. O.
 FOREMAN

Attachment 6. Sewer permit, Rose Grocery, September 29, 1923.

Office of the Board of Public Works

SAN DIEGO, CAL., *April 5* 190*9*

TO THE SUPERINTENDENT OF SEWERS,
San Diego, Cal.

You are hereby required to locate, direct and inspect the **Y** connection with the City Street Sewer authorized by this Board, and by *Della A. Carringer* owner and *Geo. W. Beck* contractor, attaching dwelling Lot *1-2-3-4*, Block *61*, located on *Hawthorn* between *30th* and *Fern* *Seaman's Choice* Addition, to the City Sewerage System.

THE BOARD OF PUBLIC WORKS.

By *E. Dixon* Secretary.

By *Saley* Assistant Secretary.



TO THE BOARD OF PUBLIC WORKS:

In obedience to the above order, I did on the *14* day of *April* 190*9* locate, direct and inspect the **Y** connection described therein from main sewer to dwelling the exact point of connection with the street pipe being shown on the above diagram. The work was done in a workman-like manner and is approved.

Julian
Superintendent of Sewers.

By _____ Inspector.

Attachment 7. 1909 sewer permit for house at Ivy and Fern Street.

Order No. 941475
Engine No. T-3066-M
Leaf No. 4

WHEN RECORDED MAIL TO:
E. R. Bourne
2211 30th Street
San Diego, California 92104

FILE/PAGE NO. 102783
BOOK 1877
RECORDED REQUEST OF
TITLE INSURANCE & TRUST CO.
APR 26 9:06 AM '72
OFFICIAL RECORDS
SAN DIEGO COUNTY, CALIF.
HARLEY F. FLOOM
RECORDER

MAIL TAX STATEMENTS TO:

Same as above

PARCEL NO. 539-092-05

SPACE ABOVE THIS LINE FOR RECORDERS USE

DOCUMENTARY TRANSFER TAX \$-0-
COMPUTED ON FULL VALUE OF PROPERTY CONVEYED
COMPUTED ON FULL VALUE LESS LIENS AND
ENCUMBRANCES REMAINING AT TIME OF SALE
So. Cal. P. 805 (March)

QUITCLAIM DEED

FOR A VALUABLE CONSIDERATION, receipt of which is hereby acknowledged, I,

FLOY L. BOURNE, wife of E. R. Bourne,

do hereby REMISE, RELEASE AND FOREVER QUITCLAIM to **E. R. BOURNE**, my husband
as his sole and separate property

the real property in the City of **San Diego** San Diego State of California, described as
County of

Lots 7 and 8 in Block 62 of SEAMAN AND CHATE'S ADDITION, according
to Map thereof No. 631, filed in the office of the County Recorder
of San Diego County May 14, 1890.

NO 102783

Dated April 20, 1972
STATE OF CALIFORNIA
COUNTY OF
SAN DIEGO

Floy L. Bourne
Floy L. Bourne

On April 24, 1972
before me, the undersigned, a Notary Public in and for said
State, personally appeared
FLOY L. BOURNE

Known to me to be the person whose name
is subscribed to the within instrument and acknowledged that
she executed the same
WITNESS my hand and official seal



Signature *Margaret L. May*
Margaret L. May

MAIL TAX STATEMENTS AS DIRECTED ABOVE

DSM 1101621

2215 STORE APN 539-092-05

Attachment 10. Quitclaim Deed for Rose Grocery Store location, 1972.

OPERATING DEPARTMENT CITY OF SAN DIEGO

APPLICATION AND ORDER FOR WATER SERVICE

Location 2215-30 St. Between Joy St.
 and Jupiter St. Lot 7-8, Blk. 62, 5-C Add.

The undersigned hereby applies to the City of San Diego, for water service and meter at the above location. And in consideration of the installation of such service and meter, agrees to pay all charges incurred upon such location for such water service and to abide by all rules, regulations and provisions prescribed by said city, by ordinance or otherwise, relating to water service, regulation or rates.

Date 9/24-23 1923 Owner Geo. S. S. Rose
 By John S. Siebert

GENERAL FOREMAN: Please install 3/4" service and 1/2" meter at above location

REMARKS: Stop 100' W of Joy

Service Clerk [Signature]
 Location 128 Ft. N of N Line of Joy St.
 on 30 St. 6

Meter size and make 7/8" Ford
 No. of meter 2510919 Reading _____

REMARKS: _____
 Date 9/24-23
 Completed OCT 21 1923

Cost 35.50
 Order No. _____

3-13
 6813.

CHECKED BY	STATIS-TICIAN	INVESTI-GATOR	COST CLERK	METER CLERK
<u>1</u>	<u>m</u>			

STATISTICIANS

Attachment 11. Water permit for Rose Grocery, September 24, 1923.

258

5238

No. ~~5200~~

Office of the Board of Public Works

SAN DIEGO, CAL., 3/30 1909

TO THE SUPERINTENDENT OF SEWERS,
San Diego, Cal.

You are hereby required to locate, direct and inspect the **Y** connection with the City Street Sewer authorized by this Board, and by Ja Kuert owner
 and Geo Beck contractor, attaching dwelling
 Lot 7-8 Block 67 located on 30th
 between Jay & Juniper
Charters Addition, to the City Sewerage System.

THE BOARD OF PUBLIC WORKS.
 By Dixon Secretary.
 By Daley Assistant Secretary.



TO THE BOARD OF PUBLIC WORKS:
 In obedience to the above order, I did on the 2 day of April 1909 locate,
 direct and inspect the **Y** connection described therein from main sewer to dwelling the

Attachment 12. Kuert sewer permit, March 30, 1909