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*NRHP Status Code 5D3

*Resource Name or # (Assigned by recorder) Maple Avenue/38th Street Historic District

D1. Historic Name: Maple Avenue

D2. Common Name: 38th Street

***D3. Detailed Description** (Discuss overall coherence of the district, its setting, visual characteristics, and minor features. List all elements of district.):

The Maple Avenue/38th Street Historic District is located in the general area of Sacramento known as East Sacramento. Houses within the district lie on either side of the roughly north/south 38th Street, between J Street and Folsom Boulevard. The right-of-way and streetscape are a character defining features of the district. The paved street has a three and one-half foot planting strip between the sidewalks and the street, thus creating a separation between pedestrians and street traffic. Sycamore trees were planted as street trees with regular spacing in the strips circa mid-1920s and these uniformly spaced mature trees add considerably to the district's appearance. Street lamps from the early 20th century are also located within the strips. Only 38th Street between Folsom Boulevard and P Street, and 39th Street between Folsom Boulevard and P Street have the same separated planting strip that includes both Sycamore trees and streetlamps. (See Continuation Sheet, p. 2)

***D4. Boundary Description** (Describe limits of district and attach map showing boundary and district elements.):

The Maple Avenue/38th Street District is composed of four blocks facing 38th Street located south of J Street and north of Folsom Boulevard. The district excludes the commercial properties facing onto J Street. It also excludes three dwellings at the extreme south end of the district that would be non-contributors. (See District Map, p. 15)

***D5. Boundary Justification:**

The district is discrete and compact. It is defined by the original Maple Avenue, located between J Street and Folsom Boulevard, as platted/so named in 1908. There are extensions of 38th Street to the north of J Street and to the south of Folsom Boulevard. However, these extensions are discontinuous with the original Maple Avenue. Where 38th Street intersects J Street, the northern extension of 38th Street is 180 feet to the west. Where 38th Street intersects Folsom Boulevard, one must travel about 125 feet to the east to encounter the extension of 38th Street (See Continuation Sheet, p. 4)

D6. Significance: Theme: Residential Development, Transportation, Architecture **Area:** East Sacramento
Period of Significance: 1912-1946 **Applicable Criteria:** Sacramento Register, Criteria i and iii

(Discuss district's importance in terms of its historical context as defined by theme, period of significance, and geographic scope. Also address the integrity of the district as a whole.)

(See Continuation Sheet, p. 5)

***D7. References** (Give full citations including the names and addresses of any informants, where possible.):

(See Continuation Sheet, p. 15)

***D8. Evaluator:** Don Cox

Date: November 23, 2015

Affiliation and Address: Don Cox
Historic Environment Consultants
5420 Home Court
Carmichael, CA 95608

D3. Detailed Description:

The housing is located back from the street a nearly uniform 45 feet. The unfenced broad front lawns, sidewalks, planting strips and mature trees all contribute to the district’s park-like appearance. Two thirds of the district was originally composed of single-family dwellings and the remaining third were multi-family dwellings. Originally, there were fourteen duplexes and three fourplexes. However, in recent years, seven of the multi-family buildings have been converted to single-family use. There are no large apartment buildings, churches or commercial structures. All of the multi-family dwellings were designed to appear to be single-family homes, with a single front door visible from the street, giving the illusion that the dwelling was occupied by one family.

The first homes in the district were constructed in about 1912. About a quarter of the homes were built between 1912 and the end of World War I. About 72 percent were built in the boom years of 1919-1930. The remaining dwellings, about 6 percent, were built after 1930. As a result, about 12 percent were of Craftsman design and some 64 percent were eclectic or revival styles that were popular in the 1920s and after. Compared to the adjacent Wright & Kimbrough Tract 24 development, the Prairie Style design was more popular in the district, at 22 percent of the houses.

The concentration of two-story dwellings, whether single or multi-family, was because of the large lot size. Most lots in the district, 89 percent, are 50 feet to 75 feet in width fronting the street and are from 145 feet to 210 feet deep. As a result, 94 percent of the buildings are two-story.

Another feature of the district is the location of a garage in the rear.

There are 51 dwellings in the district and only one is non-contributing.

Contributing and Non-contributing Resources in the District

APN	Year Built (est.)	Street #	CHRSC Code	Architectural Style
008-0132-006-0000	1922	1012	5D3	English Tudor Revival
008-0132-007-0000	1920	1020	5D3	Dutch Colonial Revival
008-0132-008-0000	1912	1032	5D3	Craftsman
008-0132-009-0000	1928	1044	5D3	Colonial Revival
008-0133-016-0000	1923	1045	5D3	Colonial Revival
008-0133-015-0000	1923	1049	5D3	English Tudor Revival
008-0132-010-0000	1921	1050	5D3	Craftsman
008-0132-011-0000	1929	1056	5D3	Spanish/Mediterranean Revival
008-0133-028-0000	1912	1081	5D3	Prairie Style

APN	Year Built (est.)	Street #	CHRSC Code	Architectural Style
008-0133-013-0000	1913	1101	5D3	Craftsman
008-0132-012-0000	1924	1104	5D3	Spanish/Mediterranean Revival
008-0133-012-0000	1923	1109	5D3	English Tudor Revival
008-0132-013-0000	1924	1112	5D3	Spanish Revival
008-0133-011-0000	1923	1117	5D3	Italian Renaissance Revival
008-0132-014-0000	1916	1120	5D3	Prairie Style Influences
008-0133-010-0000	1924	1125	5D3	French Eclectic
008-0132-015-0000	1913	1130	5D3	Craftsman
008-0133-009-0000	1924	1137	5D3	Italian Renaissance Revival
008-0132-016-0000	1914	1140	5D3	Prairie Style
008-0195-012-0000	1925	1141	5D3	English Tudor Revival
008-0195-011-0000	1924	1149	5D3	Prairie Style
008-0193-001-0000	1916	1150	5D3	Prairie Style
008-0193-002-0000	1924	1200	5D3	Prairie Style
008-0195-015-0000	1922	1209	5D3	Prairie Style
008-0193-004-0000	1914	1210	5D3	Colonial Revival
008-0195-008-0000	1924	1215	5D3	English Tudor Revival
008-0193-005-0000	1923	1216	5D3	English Tudor Revival
008-0195-007-0000	1929	1217	5D3	English Tudor Revival
008-0194-001-0000	1924	1300	5D3	Italian Renaissance Revival
008-0196-005-0000	1918	1301	5D3	Prairie Style
008-0194-002-0000	1924	1302	5D3	English Tudor Revival
008-0196-004-0000	1912	1303	5D3	Craftsman
008-0194-013-0000	1924	1306	5D3	English Tudor Revival
008-0194-012-0000	1922	1308	5D3	Prairie Style

APN	Year Built (est.)	Street #	CHRSC Code	Architectural Style
008-0196-003-0000	1913	1311	5D3	Craftsman
008-0253-026-0000	1919	1315	5D3	Dutch Colonial Revival
008-0252-001-0000	1925	1316	5D3	Prairie Style
008-0252-002-0000	1922	1330	5D3	Prairie Style
008-0253-030-0000	1990	1335	6Z	Non-Contributor
008-0252-003-0000	1922	1340	5D3	English Tudor Revival
008-0253-020-0000	1921	1345	5D3	English Tudor Revival
008-0253-020-0000	1924	1348	5D3	French Eclectic
008-0253-019-0000	1919	1355	5D3	French Eclectic
008-0252-005-0000	1921	1400	5D3	Spanish Revival
008-0253-018-0000	1937	1401	5D3	Monterey Style
008-0252-030-0000	1923	1408	5D3	Prairie Style
008-0253-017-0000	1935	1415	5D3	Colonial Revival
008-0252-027-0000	1929	1424	5D3	English Tudor Revival
008-0253-016-0000	1919	1435	5D3	Colonial Revival
008-0252-010-0000	1926	1440	5D3	English Tudor Revival
008-0253-015-0000	1946	1447	5D3	Colonial Revival
Right-of-way Maple Avenue/38th Street			5D3	

D5. Boundary Justification:

After annexation in 1911, city officials renamed the streets in East Sacramento and other newly annexed lands. Maple Avenue was renamed 38th Street by a city ordinance adopted on January 1, 1917. In addition to the off sets of the 38th Street extensions, J Street and Folsom Boulevard are busy traffic corridors that separate the neighborhoods to the north and south. Unlike Maple Avenue, 37th Street to the west was always named 37th Street. That neighborhood is significantly different from Maple Avenue/38th Street in that the lots and houses are much smaller and setbacks of the houses from the street are much smaller as well, and the streetscape section is also different, without a planter strip separating the sidewalk and the street. The 39th Street neighborhood to the east is more similar to 38th Street, but was originally called Cutter Avenue and was its own discrete neighborhood from the beginning. Traveling down Cutter Avenue reveals a neighborhood with a different ambiance, and lack the uniformity of the streetscape

characteristics found on 38th Street. On 39th Street, a church, and apartment buildings from a later period have seriously encroached on the north end of the street. Houses on the east side of the street are generally on smaller lots, single story, and have significantly less set back from the street. Houses on the west side of 39th Street are larger, but fences and landscaping break up the openness of the landscape and setbacks are not uniform. The south end of 39th Street also has newer housing, an office building and a church as well as intrusions from landscaping and fences.

D6. Significance:

The Maple Avenue/38th Street Historic District is significant as a historic resource that meets Criteria i and iii of the Sacramento Register of Historic & Cultural Resources. Under Criteria i, the district contributes under the themes of transportation and residential development. It is an early example of both a trolley car suburb and one of Sacramento's early automobile suburbs. It also meets criteria iii, in that its buildings embody the distinctive characteristics of a type or period of construction.

There was a general land boom in California in the first couple of decades after 1900. The boom was created in the Sacramento region as agricultural production moved from wheat to fruits and nuts. The creation of the California Fresh Fruit Exchange in 1901 provided fruit growers with methods of getting fruit to market in the east at the best price. Other cooperatives soon followed. By 1910, practically all of the deciduous fruit in California was shipped through Sacramento and 85 percent of it was grown within a 90-mile radius of Sacramento. Canneries followed the explosion of fresh fruit production and fruit and vegetables that could not be shipped fresh could be canned and distributed worldwide. State officials responded by creating agencies, departments and commissions to manage and oversee various agricultural operations throughout California.

The growth of the railroads, and the agricultural production it supported, played a key role in the growth of California in general and Sacramento in particular. As the center of state government, that also created more growth in Sacramento.

Criteria i: Transportation and residential development:

In 1880, the land in East Sacramento was mostly cultivated agriculture. Farming enterprises included vineyards, hops farms, dairies and fruit orchards. Sacramento slowly grew eastward in the late 19th century. By 1898, only one of the five tracts that composed the Maple Avenue District was subdivided (Tullar, 1898). When the 1900-1920 land boom took place, the pace dramatically quickened. Between 1900 and 1910 the following Maple Avenue tracts were subdivided: Nickel Plate (1907), Meister (1908), Cutter Brothers No. 1 (1909), and Cutter Brothers No. 2 (1910). The growth of Oak Park as a trolley car suburb fueled an effort by Sacramento to annex Oak Park, upper Land Park and East Sacramento. The annexation took place following a successful election in 1911. By 1913 the small farms, dairies and ranches were rapidly replaced by subdivisions. The final tract of Maple Avenue, Claremont, was subdivided in 1912.

Other historians have chronicled the development of Sacramento's first suburbs enabled by the development of the trolley car system in Sacramento, such as: Historic Environment Consultants and their *Survey of Oak Park*; Kara Brunzell's nomination of the Newton Booth neighborhood as a historic district; Don Cox and Paula Boghosian, *Sacramento's Boulevard Park*; and William Burg's *Sacramento's Street Cars*. The contribution of the extension of the trolley car lines and their effect on the initial growth of East Sacramento was developed by Angel Tomes in 1999 and Amanda Meeker in 2000 in their

Masters Theses, *Wright & Kimbrough Tract 24*.

“Investors hoping to build new housing developments on open tracts of land could attract customers with the promise of convenient access to a car line, and often street car service came before the construction and occupation of Sacramento’s early suburbs.” [Burg, p. 7]

PG&E ran a good portion of the trolley car system in Sacramento. Trolley cars themselves were not profitable, but they were a steady volume customer for PG&E’s electric service [Burg, p. 8]. However, the spread of the trolley car system also allowed PG&E to extend its network of electric power cables throughout the community. They often installed street lamps in suburbs as a way of extending their underground conduits into developing neighborhoods [Tomes, p. 13]. In this way PG&E not only raked in profits from the trolley cars, but also was busy signing up all the new residents in these subdivisions as customers of PG&E electric power. The cast-iron streetlight poles, albeit with replacement acorn globes, that currently exist on 38th Street and much of East Sacramento are those original streetlights from this PG&E system, working with the streetcar lines and the subdivision developers.

Paved streets with gutters, curbs, sidewalks, uniform setbacks, no front yard fences and street lamps was the formula that developers began to follow after the very successful neighborhood development of Boulevard Park by Wright & Kimbrough. [Boghosian, Cox, p. 15-19, Tomes, p. 14]. Most of the houses in Boulevard Park were constructed between 1906 and 1915. Following the success of Boulevard Park, Wright & Kimbrough turned their attention to their next major development, Tract 24 in East Sacramento.

The first houses appeared on Maple Avenue in 1912. By the beginning of World War I, only about 15 percent of the available lots had been built upon. A trolley car track that ran down J Street to 46th Street was in service by 1914. There was a general pause in building in Sacramento during World War I. The next general boom occurred between 1919 and 1930, when almost 72 percent of the housing was built on Maple Avenue.

“The years between 1905 and World War I saw autos gradually replace horses, and bring about a completely new type of life.” [McGowan, Vol. II, p. 71]

With homes built in Boulevard Park (1905-1915), it was common to see hitching posts in the front of houses and step-up blocks that aided in the entry to carriages. Some of those vestiges of the horse-and-buggy era still remain. [Boghosian-Cox] However, by the time major building began on Maple Avenue, the automobile had replaced the horse. As a result, three quarters of those dwellings built between 1918 and 1930 had garages constructed with the original building permit. As such, Maple Avenue became one of Sacramento’s earliest automobile suburbs.

Something that makes Maple Avenue/38th Street different from Wright & Kimbrough Tract 24 was the presence of multi-family dwellings. There were seventeen duplex and fourplex units in the development comprising about a third of the total dwellings. One of the reasons there were so many is that the Wright & Kimbrough developments of Boulevard Park and Tract 24 prohibited construction of multi-family buildings. Since buildings of that nature require larger lots, Maple Avenue became a logical choice to fill the demand for that type of dwelling. The probability that working class and single people who frequently inhabited multi-family units would use the trolley cars is enhanced by the fact that out of seventeen such dwellings, thirteen of them were located in the two blocks closest to the J Street trolley car line.

Whether they were homeowners or renters, most people who lived on Maple Avenue/38th Street could afford an automobile. Many of the houses and multi-family dwellings were built with garages. The auto increased the range from work for an ordinary commute, thus creating the existence of automobile suburbs, a place where one could enjoy the landscaped ambiance of a semi-rural environment. However, these were single-car families and there were some who did not have a car. So the nearby availability of a trolley car line was still essential.

Criteria iii—The District embodies the distinctive characteristics of a type or period of construction.

If one could exclude the late model vehicles parked along the streets and driveways, a walk down 38th Street today would definitely feel as if one had been transported back to the 1920s. The materials, workmanship and designs of the buildings in the district are strongly representative of that period defined by the end of World War I and the beginning of the Great Depression. What makes this image so strong is that, of the fifty-one dwellings in the Maple Avenue/38th Street District, there is only one building that is a non-contributor to the district. Of the fifty contributing dwellings, only two were built later than 1930. There have also been a limited number of changes and additions to the buildings and most of those are sympathetic to the original character of the dwelling. For these reasons, the district very strongly evokes a sense of time and place. The right-of-way and streetscape are distinctive contributing resources.

Some 12 percent of the housing stock could be defined as Craftsman influenced buildings, which would not appear unusual in a 1920s neighborhood. Of the remaining housing, 86 percent are designs that were popular in Sacramento in the post-war period through the Depression. Some 24 percent are Prairie School designs and the remaining 64 percent are Period Revival styles. The following table gives a detailed breakdown:

Architectural Styles on Maple Avenue/38th Street

Colonial Revival	20%
Dutch Colonial Revival	4%
English Tudor Revival	26%
French Eclectic Revival	6%
Italian Renaissance Revival	6%
Monterey Style	2%
Prairie Style	24%
Craftsman	12%
Spanish/Mediterranean Revival	8%

Colonial Revival - This house form reflects the rebirth of interest in the early English and Dutch houses that were common on the Atlantic seaboard. These home are not meant to copy any sub-types of colonial themes, but rather an eclectic borrowing of forms and details. The front entrance is usually accentuated. There is usually a decorative crown (pediment) with decorative pilasters and sometime an extended canopy supported by slender columns. Front doors typically have either fanlights or sidelights. Other windows on the façade usually create a symmetrical composition around the centered entry. Windows are usually double hung wood sash with multi-pane glazing in one or both sashes. Windows are frequently in paired units.



1435 38th St.

Front doors typically have either fanlights or sidelights. Other windows on the façade usually create a symmetrical composition around the centered entry. Windows are usually double hung wood sash with multi-pane glazing in one or both sashes. Windows are frequently in paired units.

Tudor Revival - The style is not exactly Tudor, but is designed to closely mimic a wide variety of late Medieval English prototypes, which can range from thatched roofed folk cottages to grand manor houses.

“This dominant style of domestic building...was particularly fashionable during the 1920s and early

‘30s...” [McAlester, p. 358] This style usually has a steeply pitched side-gable, or cross gable roof. The gable ends often have decorative half-timbering.

Windows are usually tall and narrow and frequently appear in groups with multi-pane glazing. The house usually has a massive chimney that is commonly

crowned by a decorative chimney pot. The various subtypes usually include variations in wall cladding, such as brick, stucco, stone and wood. Some will have false thatched roofs.



1109 38th St.

French Eclectic – Americans who were sent overseas in World War I had first-hand knowledge of this French home style and this appears to have helped popularize the style, although it was less common than many of the other eclectic styles. A number of photographic studies of modest French houses were published early in the 20th Century, which gave architects and builders models to emulate. Typically, these houses have a tall, steeply pitched hip roof without a front-facing cross gable. Some gabled

versions are associated with the towered subtype. The eaves flare outward at the roof-wall junction and will generally come down closer to the tops of the windows. The siding can be brick, stone or stucco, and sometimes with decorative half-timbering.



1355 38th St.

Italian Renaissance Revival - The details of these houses are generally borrowed from the Italian originals. These houses usually have a low-pitched hip roof, which is often sheathed in ceramic tiles. The symmetrical façade usually has an arched entry that is flanked by small columns or pilasters. First story windows are frequently arched and upper story windows are smaller and less elaborate.



1117 38th St.

Spanish Eclectic – This design type is almost exclusively limited to California and the Southwest, areas that were once Spanish territories and were exposed to Spanish and Mission styles. *“It was not until the Panama-California Exposition, held in San Diego in 1915, that precise imitation of more elaborate Spanish prototypes received wide attention.”* [McAlester, p. 418] The houses usually have a low-pitched roof, with little or no eave overhang. The roof is usually clad in



1056 38th St.

red tile. There are typically one or more prominent arches. Sometimes the entry door is arched or the porched canopy contains an arch. There may also be a principal window that is arched. The siding is typically stucco or cement plaster and the composition of the house is asymmetrical.

Monterey Style - These house types were inspired by the domestic and commercial architecture of early California. Monterey, which was the Spanish and Mexican capital of California, has the highest concentration of the original prototypes. They are two-story houses with low-pitched gabled roofs, although some are occasionally hipped. There is a second story cantilevered balcony that is covered by the principal roof. The roofs are usually sheathed in either wood shingles or red tiles. The door and window surrounds sometimes mimic the Spanish Colonial prototypes. Paired windows in false shutters are common.



1401 38th St.

Prairie – The Prairie Style, also known as the Chicago Style, originated in the Chicago suburbs, particularly Oak Park and Forrest Hill, in the early 20th Century. It is one of the few indigenous American styles. Frank Lloyd Wright is considered the master of the Prairie house. These homes usually have low-pitched hipped roofs with broadly overhanging eaves. Typically, these are two-story houses with one-story wings or porches. They often have massive square porch supports.



1056 38th St.

The general design theme emphasizes horizontal lines.

Craftsman – *“This was the dominant style for small houses built throughout the country during the period from about 1905 until the early 1920s.”* [McAlester, p. 454] The main prototypes of this style are based on the designs of the Southern California architectural firm of Greene & Greene. Magazines and pattern books quickly spread the popularity of Craftsman style homes. The houses usually have a low-pitched gabled roof (occasionally hipped) with wide, unenclosed eave overhangs and



1101 38th St.

front porches. Roof rafters are usually exposed and decorative. Often there are false decorative beams or knee braces. Porches are either full or partial-width, with the porch roof usually supported by tapered (battered) square posts that sit on pedestals that frequently extend to the ground level.

Dutch Colonial Revival- New world colonists from the Netherlands constructed the prototypes from which this style is generated. Most examples are located along the Hudson River corridor north of New York City. This style typically has a side gable gambrel roof with little or no overhang. Often they had “Dutch” front doors, but not typically in more contemporary versions. Double-hung wood sash, multi-pane windows with shutters are typical.



1315 38th Street

District Features-

As mentioned earlier, all of the seventeen multi-family homes that were part of the original development of Maple Avenue had a visible single entry front door. They could not be easily distinguished from the single-family homes. This enhanced the appearance of the district in its early years and made it easier in more recent years for people to buy them and convert them to single-family use without having to alter their exterior appearance. The seventeen multi-family units originally comprised a third of the housing stock on Maple Avenue, but seven of them have been converted to single-family. This has reduced multi-family units to 20 percent of the housing.

The visual strength of Maple Avenue/38th Street as a historic district that provides a strong sense of time and place is easily explained by a few straight-forward numbers. Some 72 percent of the dwelling units were built in just eleven years, from 1919 to 1930. When you add in the housing from the beginning years of Maple Avenue, from 1912 to 1918, the number is 94 percent. In addition, the landscape of the district has remained intact as well. The dwellings on both sides of the street have uniform deep setbacks. There are just three houses which have short, decorative front yard fences. The right-



1217 38th Street

of-way along Maple Avenue/38th Street, including sidewalks, planting strips, street trees and original street lights have all remained intact and add to the strong “place in time” that the district evokes. This also gives the district an open spatial feeling.

Sacramento’s first trolley-car and automobile districts emerged at a time when people were escaping the busy, crowded, noisy, smelly central district. People wanted to live in an open semi-rural environment in homes whose architecture recalled earlier historic homes and periods. Maple Avenue/38th Street is a highly intact district representing that philosophy.



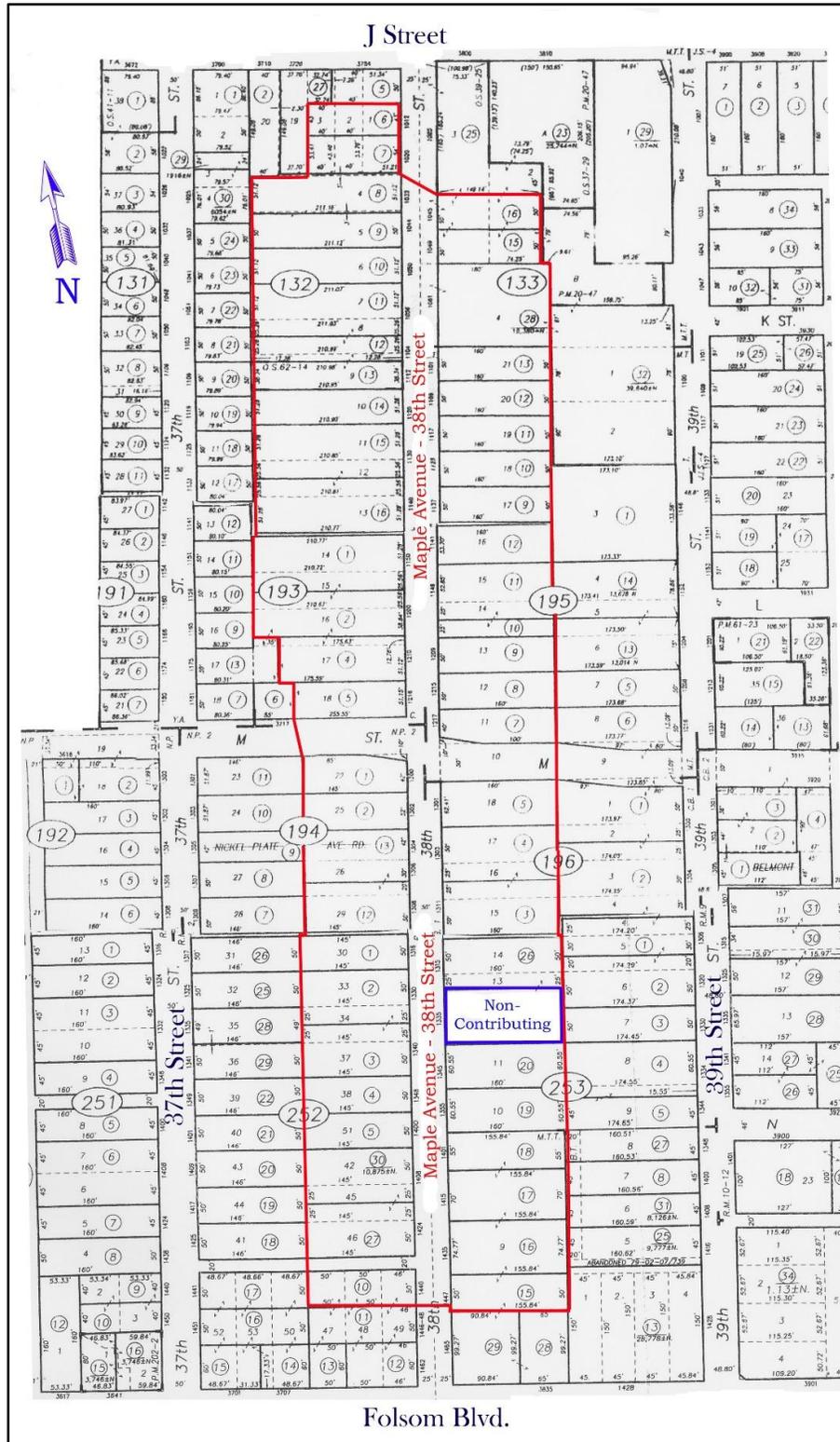
The open semi-rural atmosphere of 38th Street - still intact today.



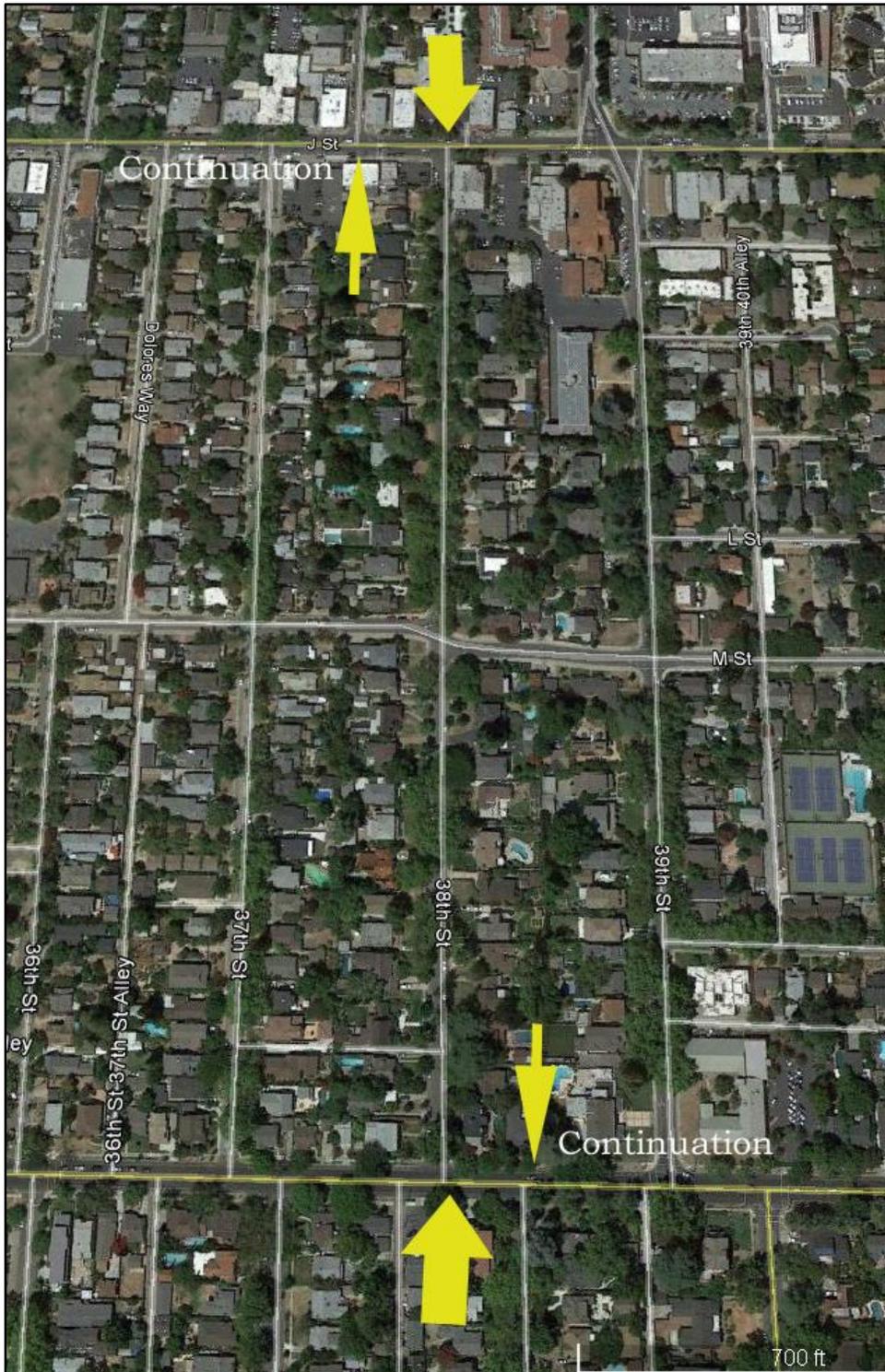
The landscape of the district is an important aspect of its historic fabric. Street trees, planting strips, sidewalks and street lamps contribute to the district. Also important are the lack of fences and hedges which obstruct the openness.



This photo shows the northwest corner of Folsom Blvd. and 40th Street in about 1930. The street trees look to be a few years old. This would indicate that street trees in this general area were planted circa 1925. Notice that the street lamps have a round globe and not the later “acorn” style.



Parcel Map of district showing contributing and non-contributing resources.



General aerial view of the district with north at the top.



Assessor's parcel view of the north half of the district from M Street to J Street.



Assessor's parcel view of the district from Folsom Blvd. to M Street.



This photo shows the offset between what was originally Maple Avenue and 38th Street extending north from J Street.



The offset between Maple Avenue and 38th Street proceeding south from Folsom Blvd.

APPLICATION FOR PERMIT TO BUILD 38 J

Street No. 1216-38 Lot 18 Clairmont Block 39 Folsom B.		Permit 4406
Owner E. HORNSTEIN Address 1219-16 th St		Date 7/20/23
Architect _____ Address _____		District 8 th
Contractor GEO. F. WRIGHT Address 3981 2 nd Ave		
Kind of Building 1-Story 5-Rm Frame Single Res and Garage		
Foundation Concrete		
Posts	Girder	Span
	1st Floor	2nd Floor
	3rd Floor	4th Floor
	5th Floor	6th Floor
Joists	2x8	
Max. Span	10	
Bearing Partitions	2x4	WATER 844-1.45
Non Bearing Part'ns	2x4	
Story Height	8-6	
Outside Walls	2x4	
Ceiling Joists	2x4	Span 15 (Truss)
Roof	Shingles (Trussed)	Rafters 2x4
Water Heater	exposed	Chimney 2 "Brick"
Size of Building—Length	54	Width 40-6 Height 7-2
It is hereby agreed that this building will be constructed in conformity with the Ordinances of the City of Sacramento and the Laws of the State of California.		
Estimated Cost, \$ 5000 ⁰⁰		Geo F Wright
Plans must be submitted		Owner or Owner's Representative.

This is an original building permit for 1216 38th Street. The contractor, George F. Wright was not a member of Wright & Kimbrough. However, what is interesting is on the back of the permit below.

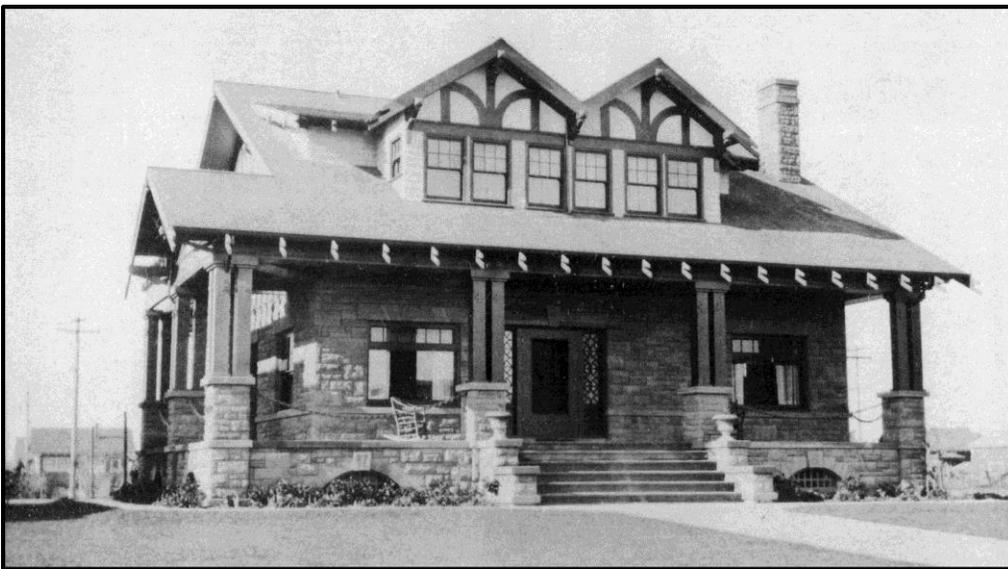
Keep 3ft from property lines and line up with other houses on block

WATER # 844-1.45

The note on the back of the permit to “line up with other houses on block,” shows the informal nature of the desire to have all the houses with uniform deep setbacks from the street.



Lillie and Oscar Miller had their new house, 1308 38th St., built in 1922-23. The building permit included a garage.



The Bliss home was built in 1913-14 on Maple Avenue and was designed by local architect Alden Campbell. You can observe a power pole in the rear of the house on the left. In 1921 a building permit called for the replacement of the "old barn" with a garage.

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