

LITTLE HOUSES: SACRAMENTO'S BUNGALOW COURTS  
HISTORIC CONTEXT STATEMENT AND RECONNAISSANCE SURVEY

A Project

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by

Genevieve Sheila Entezari

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Genevieve Sheila Entezari

Approved by:

\_\_\_\_\_, Committee Chair  
Lee M.A. Simpson, Ph.D.

\_\_\_\_\_  
Date

\_\_\_\_\_, Second Reader  
Roberta Deering

\_\_\_\_\_  
Date

Student: Genevieve Sheila Entezari

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Patrick Ettinger, Ph.D.

\_\_\_\_\_  
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Department of History

Abstract  
of  
LITTLE HOUSES: SACRAMENTO'S BUNGALOW COURTS  
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*Statement of Problem*

Bungalow courts are a unique form of suburban multifamily housing in Sacramento that is at risk of demolition because of urban development. Further loss is possible without proper documentation of their importance as a type of architecture that fulfilled a need for multifamily housing while adhering to the aesthetics of the single family home.

*Sources of Data*

Sources of data include both primary and secondary sources: books; journal articles; thesis projects; maps; neighborhood surveys and reports for the City of Sacramento; the County of Sacramento Assessor's Office online Parcel Viewer; the City of Sacramento's online Records Library; National Park Service's online National Register Bulletins; the *Sacramento Bee* and *Sacramento Union* newspaper articles; Sacramento City and County Directories; *Sanborn Fire Insurance Maps*; and an advertising pamphlet. Local resource depositories include agencies such as the Sacramento Room of the Sacramento City Library; the California Room of the California State Library; the Center for Sacramento

History, and the Special Collections and University Archives at California State  
University, Sacramento, Library.

*Conclusions Reached*

Formally documenting these resources will help preserve this unique type of architecture  
that gives a glimpse into a short period of Sacramento's urban, suburban, and  
architectural history.

\_\_\_\_\_, Committee Chair  
Lee M.A. Simpson, Ph.D.

\_\_\_\_\_  
Date

## PREFACE

Growing up in Land Park, one of Sacramento's first suburbs, I had an opportunity to be exposed to both small and large houses of distinctive architectural styles. While the architectural make up of Sacramento's first suburbs are mostly small houses, as was the case in Land Park, seeing a bungalow court for the first time was akin to finding a cottage in the woods; tucked in along midtown's single-family homes and other types of multifamily housing, bungalow courts blend well with their surroundings, but are unique enough to be noticed. Why were they built next to large single-family homes? What were the people like who lived in them when they were first built? Why were they built to begin with? These were some of the questions that directed my research of bungalow courts, ultimately focusing on their preservation.

Bungalow courts are part of Sacramento's architectural, cultural, and economic history and are related to the history of urbanization and suburbanization in Sacramento. While the Craftsman style was a popular choice for this type of housing in southern California, many early courts in Sacramento are in the Tudor Revival style and show Tudor influence within the many Minimal Traditional examples. The architectural style of a bungalow court, however, may be of secondary importance to its type. Bungalow courts were built primarily in California throughout the early twentieth century as a type of multifamily housing that maintained the feel of the single family home. Property owners could maximize their potential income by purchasing a single lot and building a

bungalow court. These courts, which consist of several small houses that surround a courtyard, were often built in neighborhoods of single-family housing.

This thesis project, a historic context statement and reconnaissance survey on Sacramento's bungalow courts, came at the suggestion of Roberta Deering, Senior Preservation Planner at the City of Sacramento Historic Preservation Division. The historic context statement examines Sacramento history as well as the history of the courtyard and the origins of bungalow courts. This is done in order to show the context and importance of Sacramento's bungalow courts and how they came to be in Sacramento's first suburbs. The purpose of this historic context statement and reconnaissance survey is for use as a reference tool for nominating Sacramento's bungalow courts to the National Register of Historic Places, State Register of Historic Places, and/or Sacramento Register of Historic and Cultural Resources, under a Multiple Property Submission. One of the major components to the Registration form that is necessary for nominating a property to the National Register is a historic context statement. This project provides that historic context. This project helps the City of Sacramento meet its primary preservation goal: to identify historic resources in order to protect them.



## DEDICATION

I dedicate this project to my husband Khosro. Thank you for the love, patience, and time I needed to complete this program and this project. I continue to be amazed and inspired by the energy and enthusiasm you bring to all your endeavors, and I am always delighted by your humor and generosity. Life with you is the best roller coaster ride ever! I love you with all my heart.

I also dedicate this project to my son Tristan, whose play and laughter are continuous reminders of the most important things in life.

Finally, I dedicate this project to the enduring memory of my “Grammy,” Irene Rainer Emery, with whom I conducted my first oral history interview in elementary school about her experience of the Great Depression.

For the deepest of love, there is no past or future, there is only the forever-unfolding present.

## ACKNOWLEDGEMENTS

I would like to make the following acknowledgments to those who played a part in the process of completing this program: Dr. Lee Simpson, my advisor who has stuck with me throughout these seven years, has heard from me countless times by email and never failed to quickly answer a single question and has continuously encouraged me to complete this project and program; Dr. Patrick Ettinger who showed confidence in my abilities and inspired me to find out what I wanted from this program; Roberta Deering, whose excitement on matters of preservation are inspiring, suggested this great project for my thesis and gave me feedback once I began. A big thank you to all three parents, my dad, David, mom, Sharon, and step-mom Linda, who always encouraged me to “do what you love and the rest will follow”; to my dad, David Meeker, whose love of old books and open houses I can only imagine somehow came together in my mind to form a love of “old houses”; to my mom, Sharon Johns, who must have proofread just about every one of my papers from high school through college and into this program. I thank her for that and for her support throughout this whole process, especially this last semester. I literally would not have been able to complete this without her help with Grandma duties; to my other “moms” Linda and Stephanie, who provided hugs, words of encouragement and asked sweet questions to let me know they were paying attention (!), and auntie Sheila who in addition to hugs, provided rides and welcome distractions of new handwork projects; to my dear friend Liberty Van Natten, to whom I am so grateful

for the time she took out of her own busy life and allowed me access to her talents by reading my early drafts, provided valuable feedback, and supported me tremendously in the hardest days of writing; to my husband Khosro “Hoss” Entezari and son Tristan, who bore the brunt of my busy mind over the past year, to whom I am so grateful for giving me the time to complete this project, gave lots of love and provided magic and laughter between these pages.

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## Chapter 1

### INTRODUCTION

The bungalow court is a type of multifamily housing popular in California from the 1910s through the 1940s. It consists of several individual or attached dwelling units that surround a courtyard. The units may vary in number and arrangement, but usually consist of between five to eleven units. The bungalow court as a whole may take several shapes, or forms. It may take the shape of a single bar, called a “parti,” of units with a small yard along the side, a double parti of units with a strip of yard or landscaping between the bars, or a “U” shape parti with units on three sides of the courtyard with the front area open to the street. There are many variations of the shape and form for all of the elements that make up a courtyard.<sup>1</sup> The bungalow court is often noted for the “small houses” that surround the courtyard, and sometimes has landscaping which can be as simple as a lawn with a pedestrian walkway, or a more elaborate place of quiet reflection, which incorporates features such as a garden, benches, or a fountain.<sup>2</sup>

While southern California is thought to be the birthplace of the bungalow court, Sacramento contains a wide range of examples of this type of housing dating from 1918 to 1947 in downtown Sacramento and its first suburbs: midtown Sacramento, Oak Park, Curtis Park, East Sacramento, and North Sacramento.<sup>3</sup> The bungalow courts in

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<sup>1</sup> Stephanos Polyzoides, Robert Sherwood, and James Tice, *Courtyard Housing in Los Angeles* (New York: Princeton Architectural Press, 1992), 34-42.

<sup>2</sup> Chase Laura, “Eden in the Orange Groves: Bungalows and Courtyard Houses of Los Angeles,” *Landscape* 25 (1981): 33; Polyzoides, Sherwood, and Tice, 30-32.

<sup>3</sup> Richard J. Sicha, “National Register of Historic Places Inventory Nomination Form: Historic Resources of Pasadena: Bungalow Courts,” July 1981, F8 (online document accessed 11/26/12); City of Pasadena Planning Department, Design and Historic Preservation, “Bungalow Courts in Pasadena,” <http://ww2.cityofpasadena.net/planning/deptorg/dhp/bungalowcourts.asp> (accessed October 1, 2011).

Sacramento were built between 1918 and 1947, a significant period in Sacramento history when the first suburbs of Sacramento developed continuing the trajectory of urban growth that started at the time of the city's founding in 1849. As the city attracted more and more people, industry and blight became rampant in the central urban core, and many people moved out of that first section of the city. Sacramento was initially laid out in a traditional grid pattern and the first suburbs reflect the extension of that grid to the south and east. The first suburbs were composed mostly of neighborhoods of single-family homes; yet there was also a need for multifamily housing. Bungalow courts fulfilled the need for multifamily housing in a way that was aesthetically and architecturally appropriate for the neighborhoods. This was a time when many people looked down upon large apartment buildings, as they were associated with immigrant workers and downtown industry as well as improprieties of anonymity that came with apartment living.<sup>4</sup>

Bungalow courts were generally built during two historically important eras: the era of the *Streetcar Suburb, 1889-1947* and of the *Early Automobile Suburb, 1908-1945*. The *Early Automobile Suburb* era coincides with the *Small House Movement of 1923-1945*, which was a period of time when it was popular to build historically important styles of revival architecture.<sup>5</sup> Many bungalow courts in Sacramento are designed in

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<sup>4</sup> Kenneth T. Jackson, *Crabgrass Frontier: The Suburbanization of the United States* (Oxford: Oxford University Press, 1985), 90.

<sup>5</sup> National Park Service, "National Register Bulletin: Historic Residential Suburbs: Guidelines for Evaluation and Documentation for the National Register of Historic Places," <http://www.nps.org/nr/publications/bulletins/suburbs/index.htm> (accessed October 1, 2011).

architectural revival styles that reflect styles made popular by the *Small House Movement*.

Sacramento has approximately thirty-nine bungalow courts that were built during a time when the streetcar was a popular form of transportation and the automobile was just coming into wide use. As such, this type of housing was often constructed near original streetcar lines that serviced the earliest suburbs in Sacramento. Many bungalow courts also reflect the automobile usage that increased during these eras by incorporating garages into the overall construction. Most of Sacramento's bungalow courts have garages or parking that is accessible via an alley, attesting to the importance of the original urban grid layout of the city, which included these alleys. Many of these garages are no longer functional for housing automobiles, and many are in disrepair.

While many of these bungalow courts are already within the boundaries of historic districts, they would benefit individually from further protection by being listed in the National, State, and/or local Register as historic properties. This project is the first step in that process. By looking at the history of the bungalow court and the history of Sacramento along with the details from the reconnaissance survey, it is possible to understand how Sacramento bungalow courts developed within the historic context of Sacramento's suburban development and national architectural trends. Bungalow courts are an important resource in Sacramento because they embody a unique form of multifamily housing, they represent architectural styles that were popular in the 1920s and 1930s, they are related to suburbanization during the era of the streetcar and as automobiles started to become common, and they show the changes in perspective

towards different types of multifamily housing. Bungalow courts were only constructed for a short period of time and if they are not preserved, Sacramento may lose an important piece of its history. Indeed, their scarcity lends an urgency to further documentation. Finally, without further research we do not know what else we might learn about this type of housing or any of the specific courts. The historic context statement and reconnaissance survey shows the significance of bungalow courts as a resource in Sacramento's history and begins the process of documentation necessary for preservation.

### *Organization of Project*

This thesis project is organized as follows: Chapter One provides an overview of bungalow courts in the context of urban growth and suburbanization at both the national and local levels. It discusses bungalow court architecture and design as well as examines urban growth in general, urban growth in Sacramento, and how urban growth led to suburbanization and new forms of housing, specifically bungalow courts. Finally, this chapter explores suburban growth and its relationship to streetcars, automobiles, and how bungalow courts became a popular form of housing.

Chapter Two looks at historic preservation as a tool to protect bungalow courts. It discusses preservation and preservation history including issues related to historic preservation such as treating historic properties and the deterioration of historic properties.. The process of nominating to the National Register of Historic Places, the California Register of Historical Resources, and the Sacramento Register of Historic and



Cultural Resources, through individual property nomination, multiple property submission, and district nominations, is reviewed. Issues in creating historic districts and making a case for the significance of historic context statements as a way to start the process of preservation is examined, followed by a methodology and finally a conclusion.

Appendix A is the historic context statement and reconnaissance survey. It consists of an introduction, methodology and project background. A detailed historical background of Sacramento is given along with the bungalow court origins, history, and description. It also discusses criteria for establishing significance under the National and State Registers of Historic Places, and the Sacramento Register of Historic and Cultural Resources. It also discusses the themes related to these criteria, and the importance of integrity of the resource.

Appendix B is a Reconnaissance Survey of the individual bungalow courts in Sacramento. Each sheet in this Appendix includes a photograph of the court, and information including the address, Assessor's Parcel Number, year of construction, the neighborhood or district it is located in, the shape of the courtyard, the number of units in the court, information about the garage(s), further resource information, and whether a DPR form is recommended. Appendix C, D, and E contain images that illustrate information in the body of the text.

## Chapter 2

### OVERVIEW OF BUNGALOW COURTS

The themes under which bungalow courts are found significant, as discussed in the historic context statement, are related to urban growth and suburbanization in Sacramento history. Indeed, bungalow courts are a result of urban growth and suburbanization. Bungalow courts in the United States were built as early as 1909 when they emerged as a new type of multifamily housing of small cottages with a shared courtyard. They may embody different styles of architecture while emulating the aesthetics of a single-family attached or unattached dwelling. Bungalow courts frequently emulated the look of a single-family home. It is possible that this may be why they were frequently built in neighborhoods of single-family homes.

Understanding the process of how urban growth and deterioration led to suburbanization is an important element of this project. A discussion of urban growth and suburbanization is essential to understanding how bungalow courts emerged as a popular form of housing in the early twentieth century. Finally, streetcars and automobiles are discussed, as they are critical factors in suburban development and bungalow courts in Sacramento.

## A Brief History of Bungalow Courts

Bungalow courts can be found throughout the state of California as well other states, particularly those with a warm climate such as Arizona and Florida.<sup>6</sup> The courtyard, the essence of the bungalow court, was conducive to outdoor living and warm climates. The dwellings themselves may have been influenced by the auto and camp courts, which were found across the United States after World War I, when automobile travel became popular.<sup>7</sup> They have also been credited to religious campgrounds in the eastern United States that contained small cottages.<sup>8</sup> In California, bungalow courts were an important part of the growth of Sacramento because they represent a type of multifamily housing necessary for the early city inhabitants who were leaving the burgeoning and industrialized urban core. New city dwellers as well were moving to the suburbs as an alternative to living downtown.

Bungalow courts were an alternative to apartments and tenements, and they served cultural functions as well. They were a type of multifamily housing that was considered decent in a time when apartment buildings and tenements were scorned as a source of disease and considered improper, especially for respectable single women. The door to a bungalow court could be seen by the neighbors, whereas apartment building and tenements' doors were hidden from view, and the cultural norms and expectations of the time did not consider this proper. In an era when single women living alone were under

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<sup>6</sup> James R. Curtis and Larry Ford, "Bungalow Courts in San Diego: Monitoring a Sense of Place," *The Journal of San Diego History* 34 (Spring 1988), <http://www.sandiegohistory.org/journal/88spring/bungalow.htm> (accessed September 28, 2011).

<sup>7</sup> Chester H. Liebs, *Main Street to Miracle Mile: American Roadside Architecture* (Boston: Little Brown and Company, 1985), 170-175.

<sup>8</sup> Robert Winter, *The California Bungalow* (Santa Monica: Hennessey and Ingalls, 1980), 58.

great scrutiny for their actions, the bungalow courts provided an “appropriate” place to live.<sup>9</sup>

The need for respectable and practical suburban multifamily housing outside of the urban core contributed to the popularity of the bungalow court. Sam Bass Warner, author of *Streetcar Suburbs: The Process of Growth in Boston, 1870-1900*, points to the capitalist-oriented goals of the middle class during this period: How much money did the family have and how much property did it control?<sup>10</sup> While many people, particularly blue-collar workers and single individuals were not middle class and could not afford to own property, renting was the only option. Bungalow courts enabled people of lesser means to move to the suburbs, as they were a form of affordable housing. Americans had long seen property ownership as a means to social mobility and economic security.<sup>11</sup> A house in the suburbs fulfilled the notion of living the “rural ideal” and made it appear that a family was socially and economically successful.

Bungalow courts emulated the look of a single-family home. For those who could not yet afford to purchase a home, this type of house was a realistic alternative. Renters could have the amenities of a single-family home without the responsibility. Investors took advantage of the desire for the single-family home by purchasing single lots and building bungalow courts for income. This type of housing was advantageous to real estate investors because by building multiple units on one lot, the investor was able to

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<sup>9</sup> Jacob A. Riis, *How the Other Half Lives: Studies Among the Tenements of New York* (1890; repr., United States: Penguin Group, 1997), 105; Jackson, 90.

<sup>10</sup> Sam Bass Warner, Jr., *Streetcar Suburbs: The Process of Growth in Boston 1870-1900* (New York: Atheneum, 1969), 8.

<sup>11</sup> Gwendolyn Wright, *Building the Dream* (New York: Pantheon Books, 1981), 82 and 88.

generate more rent than if he were to have built a single family home. Because zoning laws in Sacramento were not made until 1923, investors did not have to adhere to any building restrictions in the earliest of bungalow courts.<sup>12</sup> In addition, negative connotations associated with apartment buildings and tenements may have discouraged investors from building them, thus encouraging the development and popularity of bungalow courts.

### **Bungalow Court Architecture**

Small single-family homes became popular early in the twentieth century as the architectural industry became focused on the small home for working class families.<sup>13</sup> Indeed, bungalow court architecture in Sacramento was perhaps inspired by the *Better Homes and Small House Movement* that occurred in the U.S. from 1919-1945, a period of time that corresponds with the period that bungalow courts were built in Sacramento, from 1918 to 1947.<sup>14</sup> By the 1920s, the small single-family home became extremely popular and profitable in the United States, leading architects to combine the comforts of a small home with the aesthetics of architecture.<sup>15</sup> The term ‘bungalow,’ in fact, became synonymous with ‘small house,’ often regardless of its architecture. Bungalow court dwellings built during this time consist of a variety of designs but reflect the general

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<sup>12</sup> City of Sacramento Records Library, Ordinance No. 117, Fourth Series, “OR 1923-0117 Relating to dividing the City of Sacramento into five districts and certain restrictions,” <http://records.cityofsacramento.org/AdvanceSearch.aspx> (accessed October 24, 2012); *Sacramento Bee* February 9, 1923, p.20.

<sup>13</sup> Michael Doucet and John Weaver, *Housing the North American City* (Montreal: McGill-Queen’s University Press, 1991), 232.

<sup>14</sup> National Park Service, “National Register Bulletin: Historic Residential Suburbs...”

<sup>15</sup> Doucet and Weaver, 235.

styles in period revival architecture as well. The styles of bungalow court architecture in Sacramento include Craftsman and Spanish Colonial Revival, but the Tudor Revival style is the most predominate. There are also many examples of the Minimal Traditional style in which Tudor elements are frequently present.

### **Urban Growth**

In Harvey Molotch's "City as a Growth Machine," he explains in detail that growth is the most important goal in city building; while cities are made up of a myriad of groups who may disagree on how or where growth should occur in a city, the one thing they do agree on is that growth should indeed occur. This is true particularly among governmental and elite groups, where there is an overall consensus that a city's primary purpose is to grow and that growth and public betterment are intrinsically linked.<sup>16</sup> Growth is particularly important to cities because as cities grow, they are served with better transportation and communication in order to further promote population growth.<sup>17</sup>

The history of Sacramento discussed in this project focuses on Sacramento's growth trajectory. Sacramento's growth trajectory is not unlike other cities of the nineteenth century. By looking at early merchants, residents, and others who were invested in the city, one can see the trajectory of growth that took place. Certain individuals were unwilling to let go of their economic investments even though the city was not viable in its early days mainly because of its propensity to flood. If letters to the

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<sup>16</sup> Harvey L. Molotch, "The City as a Growth Machine," in *Urban Fortunes: The Political Economy of Place* (Berkeley: University of California Press, 1987), 57.

<sup>17</sup> Molotch, 52.

editor of the *Sacramento Union* newspaper are any indication of the general feeling of Sacramentans at the time, there was agreement that Sacramento streets should be raised. One letter to the editor published on March 18, 1863 in the *Sacramento Union* entitled, “Meeting of Property Owners,” was adamant that it was the property owners who should foot the bill for raising the grade of the streets of Sacramento to avoid future flooding, not the citizens in general. The author contended that the construction would benefit the owners immensely.

*...[the high grade will] insure absolutely the safety of property in the city. It will do more; it will restore perfect confidence in the future of Sacramento, and add to the value of property three times the cost of raising it, and filling the streets. It is certain that those who build will...be the first in demand when men of business desire to rent...Hence it is the interest of owners of property to urge the adoption of a grade which will insure them for all time.*<sup>18</sup>

Indeed, landowners, property owners, and business people spurred Sacramento’s economic growth as they trudged on, defied the floodwaters, and built up the streets of Sacramento to make it a place where they could stay and other people could come to reside and invest. Harvey Molotch contends that those who are invested in city development, who “have the most to gain or lose in land-use decisions,” are the people who will most likely engage in activities of decision-making that promote growth, such as those that affect land use. The collective decision and overall consensus to raise the streets of Sacramento is an example of such engagement by early investors in the city.

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<sup>18</sup> “Meeting of Property Owners,” *The Sacramento Union*, March 18, 1862.

### **From Urban Growth to Suburbanization in Sacramento**

It is easy to see the growth machine in action in the chronological development of Sacramento. From the time John Sutter, Jr. sold lots to early merchants and Sam Brannan maneuvered to set up shop on the Embarcadero, growth of the city was a priority. The city was assured a growing population once California became a U.S. territory and then again when gold was discovered. The city also grew out of necessity: it had to house many immigrants and many of those immigrants then opened businesses of their own, continuing economic growth. Floodwaters were kept at bay by manifold efforts to maintain the business district and community that was already in place in Sacramento and to ensure the city's continued population and economic growth. Booster efforts began early on but continued with the advent of agriculture in the area. Easterners were lured west with promises of an Eden-like place, and the trip west became easy after the new transcontinental railroad was complete in 1869.

Building efforts continued through the second half of the nineteenth century as the city broke through the original boundaries into the first suburbs, and created parks and other amenities like Joyland in Oak Park, the Memorial Auditorium in midtown, and Riverside Baths in Land Park. Streetcar transportation fed these amenities as well as encouraged growth along the streetcar lines. By the time electricity modernized the streetcar, it seemed that the streetcar served quite literally as its own growth machine; it encouraged suburban growth by allowing people to feel secure in their decision to relocate out of the central city. According to Eric H. Monkonen, in *America Becomes Urban: The Development of U.S. Cities & Towns 1780-1980*, proponents of streetcar



transportation, “were far more successful in promoting their franchises as a means of suburban growth than as a means of mass transit.”<sup>19</sup>

### **Suburban Growth and Streetcars**

The theme of growth and transportation in Sacramento is central to the process of suburbanization. In *Crabgrass Frontier*, Kenneth T. Jackson explores the process of suburbanization, which occurred in cities across the U.S. starting in the early nineteenth century. He looks at the processes that led to urban blight, the advent of transportation amenities making it easy to commute, and he looks at the lure of “[s]uburbia, pure and unfettered and bathed by sunlight and fresh air...”<sup>20</sup> By looking at the commonalities of American cities, Jackson determines some early criteria for growth – i.e., the need/desire/ability to start a process of building away from urban centers – eventually creating vast suburban landscapes in America. This lure to suburbia happened in Sacramento after the turn of the twentieth century when the city center became industrialized and blighted. As immigrant laborers moved in, the existing populace moved out to the early suburban neighborhoods that surrounded the original city grid into single-family and multifamily homes.

Jackson furthers the discussion on streetcar suburbs pointing to policies held by streetcar companies around the turn of the twentieth century. The companies’ intention was to move a vast number of people out to the suburbs. First, Jackson says, “was the

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<sup>19</sup> Eric H. Monkkenon, *America Becomes Urban: The Development of U.S. Cities & Towns 1780-1980*, (Berkeley: University of California Press, 1988), 161.

<sup>20</sup> Jackson, 70.

practice of extending the lines beyond the built-up portion of the city and into open country.” By extending the lines, it was easy for would-be suburbanites to see that it was possible to commute to work every day from the suburbs. Also, the companies had a cheap, five-cent fare. According to Jackson, “the cheap fare thus served the social purpose of preventing congestion and of reducing the necessity for tenement dwellings” within the inner city. As streetcar companies built lines out to villages, the areas were then able to further develop into larger communities and residential neighborhoods.<sup>21</sup> Potential buyers would find small houses that were affordable, thereby securing a residence in what was to become a streetcar suburb. For those who were unable to purchase a home, multifamily homes – particularly bungalow courts – were an option. They enabled single men and women or couples the ability to utilize the streetcars for transportation to the downtown core as well as to and from work.

### **Suburban Growth and the Automobile**

Jackson further discusses how eventually companies invested in the automobile bought out the streetcar companies. Streetcar companies all over the U.S. were struggling to survive against the low fares they were forced to offer because of franchise agreements. They also had to contend with increased use of automobiles and competing bus lines.<sup>22</sup> Starting in 1926, General Motors began “to buy nearly bankrupt streetcar systems and to substitute rubber-tire vehicles for the rail cars.”<sup>23</sup> This effectively ended

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<sup>21</sup> Jackson, 119.

<sup>22</sup> Jackson, 168-170.

<sup>23</sup> Jackson, 170.

most of the streetcar lines in the United States and replaced them with buses. On October 31, 1943, Pacific City Lines purchased Sacramento's streetcar transit system. National Car Lines, whose shareholders included General Motors, Goodyear Rubber and Standard Oil, all companies heavily invested in the automobile, owned Pacific City lines. Once they owned the streetcar system in Sacramento, they put it out of business.<sup>24</sup> However, this did not inhibit Sacramentans' choice to move to the suburbs, as by then, the automobile was in widespread use.

Streetcar suburbs had been built up near streetcar lines, producing suburbs with a settlement pattern that was essentially star-shaped as the streetcars went out to various locations and back to the city center. When the automobile came into wide usage, commuters were no longer tied to having to live within walking distance to a streetcar line, and so the areas between streetcar lines filled in with communities.<sup>25</sup> The automobile suburb was inevitable, and accommodating the family in the suburbs soon meant accommodating the automobile, so the garage was incorporated in the construction of homes.<sup>26</sup> Thus, the era of the *Early Automobile Suburb* began. The star shaped pattern produced by communities that developed along streetcar lines was easily filled in once the automobile became commonplace. No longer tied to having to commute by foot to the streetcar to get to work, suburbanites could purchase an automobile and drive to work.

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<sup>24</sup> William Burg, *Sacramento's Streetcars* (Charleston: Arcadia Publishing, 2006), 99.

<sup>25</sup> Jackson, 181.

<sup>26</sup> Wright, 207.

## **Conclusion**

The processes of urban growth and suburbanization are essential to understanding how bungalow courts came into existence. With the use of streetcars and automobiles, people were able to move away from the city center because they had reliable sources of transportation. In addition, bungalow courts are a unique form of multifamily housing that came out of the shift away from the urban core. These courts, with their connection to suburbanization and their different styles of architecture and a communal courtyard, deserve closer attention and proper documentation to fully understand their individual and collective significance. Without such attention, they are in danger of being lost.

## Chapter 3

### PRESERVATION OF BUNGALOW COURTS

Bungalow courts served many purposes for different people, and as shown in the previous chapter, are an important part of Sacramento's cultural, economic, and architectural history. However, many courtyards in Sacramento have been destroyed, altered to the point that they lack integrity, or are in such a state of disrepair that they no longer have integrity. In order to prevent further loss, Sacramento's bungalow courts deserve closer individual analysis, detailed histories, and increased attention to their existence. Historic preservation is a means of doing this. By documenting remaining individual courts that retain integrity, placing them in a proper context as outlined in Appendix "A," of this project, bungalow courts can be evaluated and possibly nominated to the National Register of Historic Places, the California Register of Historical Resources, and/or the Sacramento Register of Historic and Cultural Resources to recognize and help preserve this unique type of housing.

#### **A Brief Look at Preservation History**

Preservation efforts as early as the nineteenth century in the United States were brought about by individuals who were interested in preserving landmarks that were important to the history of the United States. The federal government was interested in preservation as well, but was more concerned with protecting natural areas and resources. In 1872, the federal government established Yellowstone National Park, an early example

of the government's interest in preserving natural resources.<sup>27</sup> By 1906, the federal government created the Antiquities Act, the first law that issued a penalty for destroying a federally owned site that was of "historic or scientific interest."<sup>28</sup> It was in effect, the beginning of preservation legislation.

It was not until 1949, however, that an appreciation for architecture and concerted efforts by concerned citizens as well as the federal government resulted in the establishment of the organization, the National Trust for Historic Preservation, which provides for "the preservation of historic American sites, buildings, objects, and antiquities of national significance..."<sup>29</sup> In 1966, this legislation continued with the establishment of the National Historic Preservation Act, which established ways to financially support the efforts of the National Trust. It also established "the system for evaluating sites, buildings, objects, districts, and structures..."<sup>30</sup> This legislation remains intact, and the Secretary of the Interior is entrusted with the National Register of Historic Places list, which includes sites, buildings, objects, districts, and structures of local, State, or national significance in the areas of, "American history, architecture, archaeology, and culture."<sup>31</sup> Preservation is an important part of legislation in that it provides protection for our built environment. The National Historic Preservation Act states, "that the historical and cultural foundations of the nation should be preserved as a living part of our community life and development in order to give a sense of orientation to the American

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<sup>27</sup> Norman Tyler, Ted J. Ligibel, and Ilene R. Tyler, *Historic Preservation: An Introduction to its History, Principles and Practice* (New York: W.W. Norton and Company, 2009), 27-31.

<sup>28</sup> Tyler, Ligibel, and Tyler, 30.

<sup>29</sup> William J. Murtagh, *Keeping Time: The History and Theory of Preservation in America* (New Jersey: John Wiley & Sons, 2006), 173.

<sup>30</sup> Murtagh, 51.

<sup>31</sup> Murtagh, 175.

people. Thus, our country's identity is based on, reflected in, and oriented by, our nation's past, justifying the importance of historic preservation.<sup>32</sup>

## Issues in Preservation

### *Treating Historic Properties*

Turning attention back in to the central city by way of infilling vacant land and preservation of urban centers has become the trend in many cities, including Sacramento. Where Sacramento's downtown was once a source of blight, it has become a place of many preservation and revitalization efforts. Industrial areas are not above scrutiny for possible redevelopment. Preservation allows for restoring and rehabilitating old or historic buildings in new and adaptive ways. Reuse of what already exists as an alternative to continued movement away from the central city is not contrary to the idea of growth that was discussed in the previous chapter.

Sacramento has policy statements for growth that have obviously been made in response to the problems of suburban sprawl. The *Overall Urban Growth Policy* states:

*The General Plan's overriding goal of 'improving and conserving existing urban development, while at the same time, encouraging and promoting quality growth in expansion areas of the City', can be best expressed in the Overall Growth Policy Statements. The overriding goal is consistent with the State's policy of 'discouraging premature and unnecessary conversion of open space land to urban uses' .... as well as 'discouraging non-contiguous development patterns.' City policy adheres to these Statewide goals by discouraging urban sprawl, and supporting contiguous growth.*<sup>33</sup>

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<sup>32</sup> Murtagh, 175.

<sup>33</sup> City of Sacramento, *General Plan Adopted January 19, 1988, Reflects City Council Amendments through September 2000* (CSU Sacramento, Government Documents), 1-29.

It appears then, that we are learning from our past mistakes of sprawling too far out. Buying up non-contiguous land to subdivide and sell as was done in Oak Park and Curtis Park over one hundred years ago is no longer possible according to this policy. Cities such as Sacramento are now seeking a balance that continues the ideal of growth, often by simply utilizing old space in new, innovative ways. One of the ways that this is possible is by reusing old buildings for new purposes. The idea of adaptive use as defined by the National Trust is “the process of converting a building to use other than that for which it was designed, e.g. changing a factory into housing.”<sup>34</sup>

The treatments of preservation, rehabilitation, restoration, and reconstruction, as defined by the Secretary of the Interior Standards for the Treatment of Historic Properties are guidelines that give four possible approaches or “treatments” on how to slow deterioration and improve the general condition of a particular type of property.<sup>35</sup> These treatments may be debated in relation to the balance sought between growth and preservation. As William J. Murtagh notes in his book, *Keeping Time: The History and Theory of Preservation in America*, “there exists challenging decisions on how to successfully effect adaptations for economic viability and still preserve that quality of historicity for which the building is being kept.”<sup>36</sup> For example what one historian believes is appropriate treatment of a historic property may run counter to that of another, thereby jeopardizing the property’s integrity. One may see a property’s restoration as an

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<sup>34</sup> Murtagh, 99.

<sup>35</sup> National Park Service, “Secretary of the Interior Standards and Guidelines for the Treatment of Historic Properties,” [http://www.nps.gov/hps/tps/standguide/preserve/preserve\\_index.htm](http://www.nps.gov/hps/tps/standguide/preserve/preserve_index.htm) (accessed November 16, 2012).

<sup>36</sup> Murtagh, 99-100.



improvement, such as the kinds of improvements seen in the green movement.

Development, improvement, and restoration are all subject to opinions, and in the process of historic preservation, this may become an issue as more urban core areas seek to infill, reuse, restore, and rehabilitate existing buildings.

### *Deterioration of Historic Properties*

The most obvious problem with historic landmarks is the inevitability of their continued deterioration. Deterioration is an issue with bungalow courts. There are several existing bungalow courts in Sacramento that are in generally good condition and retain overall integrity. However, many of the garages that still exist in the back of some courts, often facing the alleyways behind the courtyard and not seen from the street, are in disrepair and lack integrity. One of the following treatments, as prescribed in the Secretary of the Interior Standards, may be beneficial in preserving this part of the courts. In the “Preservation” approach, the retention of the original materials is of utmost importance by conserving, maintaining, and repairing the historic fabric of the property; the next approach, “Rehabilitation,” also favors retention of the historic fabric of the property, but more latitude is given for replacement as the properties that use this treatment may have already begun to deteriorate. The “Restoration” approach, the effort to retain materials from the most significant period of a property’s history is of utmost importance, and removal of materials from other periods is permitted. Finally, the “Reconstruction” approach allows for the opportunity to reconstruct from new materials,

a site, landscape building, structure, or object that no longer exists.<sup>37</sup> It is clear from the guidelines of these treatments that the upmost importance is to preserve as much of the historic fabric as possible, when it is still extant.

In addition to these treatments, the Secretary of the Interior takes into account two other considerations: What is the relative importance in history? What is the physical condition? What is the proposed use? Finally, the Secretary of the Interior realizes that code requirements must be adhered to regardless of any treatment. Answering these questions in regards to bungalow courts helps to illustrate the use of these treatments and the considerations listed here, and to help specifically determine which treatment is best for a historic property, specifically, the bungalow courts' deteriorating garages. The following examples are meant merely to illustrate how these considerations might be used but are not an actual determination of the treatment for the garages, which would require specific research into individual courts and garages.

It is evident that significance of a historic property comes into consideration when determining what treatment to use. The significance of the bungalow court to the history of Sacramento has already been stated, and will come into play here as a court's "relative importance in history," when determining how to treat a deteriorating garage. Many bungalow courts are in neighborhoods that have already established historic districts. Research into the nomination of the district may determine whether a court in an established historic district was named as a contributor to the district; because of the scarcity of the courts, it may be surmised that a court that still retains integrity is a

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<sup>37</sup> National Park Service, "Secretary of the Interior Standards and Guidelines..."

contributor to the significance of a historic district. In this case, the standards say that the treatment would usually be “Rehabilitation for a compatible new use.”<sup>38</sup>

Second, the physical condition of the property comes into play. What is the physical condition of any one bungalow court and its garage? Have the garages “survived largely intact,” or been “altered over time”? And if altered, are the alterations “an important part of the building’s history?” These questions are considered prior to any work done. If the garage is found to be intact, Preservation may be appropriate; but if there is a need for repair before it can be used in a compatible way, Rehabilitation “may be the most appropriate treatment.”

The proposed use of the bungalow court garage is the next consideration. These deteriorating garages may have once been used as vehicular shelter, but are no longer functional because they may be too narrow for cars that are currently manufactured. Also, they open manually, not automatically. It is possible that they are currently used as storage space and conversion to a compatible storage space may be possible. Conversion to a modern garage may also be possible depending on space requirements. Use as a storage space would not be as dependent on the width of the space as would a garage. In order to keep as much of the original materials as possible and keep any of the historic character, the width may need to be retained. In this case, a storage space may be a better option than a garage. If this is the case, Preservation or Rehabilitation may be the prescribed treatment. Again, code requirements must be adhered to in any treatment chosen.

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<sup>38</sup> National Park Service, “Secretary of the Interior Standards and Guidelines...”

While research into a particular court may be necessary to determine the final treatment of its deteriorating garage, by looking at the bungalow court through these considerations, it may be surmised that the best treatment for a deteriorating garage may be Rehabilitation, which entails “the retention and repair of historic materials, [with more latitude] for replacement because it is assumed the property is more deteriorated prior to work.”<sup>39</sup>

## **Nominating Properties to the National Register of Historic Places**

### *Individual Property*

Any person may nominate an individual property to the National Register of Historic Places by submitting a Registration form, but since it requires a significant amount of research and knowledge of how to complete the process, those who have been trained or educated in the areas of architecture and/or preservation often are the ones to complete the nomination. National Register Bulletin 16A, “How to Complete the National Register Registration Form,” which can be found online, is a complete set of instructions and guidelines for anyone who wants to nominate a property, and is the source for the following information.<sup>40</sup>

A nomination to the National Register of Historic Places requires several components. First, there are ten general areas of information that need to be completed.

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<sup>39</sup> National Park Service, “Secretary of the Interior Standards and Guidelines...”

<sup>40</sup> National Park Service, “National Register Bulletin 16A: How to Complete the National Register Registration Form,” [http://www.nps.gov/nr/publications/bulletins/nrb16a\\_IV.htm](http://www.nps.gov/nr/publications/bulletins/nrb16a_IV.htm) (accessed November 16, 2012).

Generally speaking, the information that is required is the name of the property and the address, a classification of the property, how it functions or is used, a description of its architecture and materials used, a statement of significance, a bibliography of sources, geographical data, signatures, and additional documentation such as maps and photographs. A nomination form needs to be completed for each individual building, district, site, structure or object. While much of the form is fairly self-explanatory, or will be with the help of the instructions, there are two areas of description that require more analyses.

Section seven of the National Register of Historic Places Registration Form requires a narrative description. It specifically asks for “the historic and current condition of the property.”<sup>41</sup> A complete description on how this can be approached is found on the website for National Register Bulletin 16 A, but generally speaking, this is where the property is described: characteristics, type, style, method of construction, size, significant features, and current condition should all be noted here. This, as well as the photograph of the property, is the visual aid for what those who will review the nomination will look to in order to help them determine its condition and integrity. As they are unable to view each property in person, the one who writes the nomination must give a thorough description of the property.

Section eight requires a “Statement of Significance.” This is perhaps the most important and most involved part of the process of nominating a property. It is necessary to do a fairly substantial amount of research to write the narrative statement required in

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<sup>41</sup> National Park Service, “National Register Bulletin 16A:...,” under “Narrative Description.”

this section. By researching the history of the property as well as the area that it is in, it can be determined which Criteria the property is associated with as defined by the National Register. The four criteria are:

- A) Property is associated with events that have made a significant contribution to the broad patterns of our history;
- B) Property is associated with the lives of persons significant in our past;
- C) Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction;
- D) Property has yielded, or is likely to yield, information important to prehistory or history.<sup>42</sup>

Research on the property and area will also help narrow down the themes that will fall under one of these criteria. For example, research for bungalow courts in this project started with the most obvious components about the courts. This was the type of architecture they embodied, and the fact that they were all in Sacramento's first suburbs. Research followed the trajectory of urban growth that led to the suburbanization and the need for this type of housing in early suburbs. Bungalow courts were determined to be associated with Criteria A because of the suburbanization that occurred prior to the development of the courts. Bungalow courts are also associated with Criteria C, as they have the distinct characteristics of a *type* of housing.

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<sup>42</sup> National Park Service, "National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation," [http://www.nps.gov/nr/publications/bulletins/nrb15/nrb15\\_5.htm](http://www.nps.gov/nr/publications/bulletins/nrb15/nrb15_5.htm) (accessed October 17, 2012).

The National Register requires an entry under “Area of Significance,” for which they provide a list of categories to choose from. Bungalow courts, for example, were found to be significant under the area, or theme, of Transportation, as they are connected to streetcar and automobile suburbs. The courts were also found to be significant under the area, or theme, of Architecture, as they embody a type of architecture. As the themes are very broad, it is necessary to further break down the themes temporally, or by distinguishing areas within the themes. For example, the theme of Transportation is quite broad, but when looked at through the filter of streetcar transportation in early suburbs, the National Park Service has broadly determined this period to be 1888-1928.<sup>43</sup> Sacramento’s streetcar suburb era has been determined to be from 1889-1947, the period when electric streetcars were used in Sacramento. A thorough discussion of themes can be found at the National Park Service website.<sup>44</sup>

The narrative Statement of Significance needs to include the history of the property, a history of the area, and discuss the specifics of the “Areas of Significance,” or themes, that the property is categorized under. By writing the narrative, a story is formed that places the property in a historic context with a thematic framework, geographical boundaries, and temporal limits. This section is the crux of the matter of significance.

Again, while sections seven and eight, as described above, are in narrative form and require a substantial amount of writing and research, much of the rest of the Registration form can be determined by examining the instructions put out by the

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<sup>43</sup> National Park Service, “National Register Bulletin: Historic Residential Suburbs...”

<sup>44</sup> For more information on themes, see: <http://www.nps.gov/history/history/categrs/>

National Register. All individual properties need to have a Registration form submitted on their behalf, but then there is the matter of nominating several properties at once.

What are the options for this type of nomination? The answer is to complete a multiple property submission or a district nomination.

### *Multiple Property Submission*

Stated simply, a Multiple Property Submission (MPS) is a way of nominating a group of properties that are linked by a common historic context. The MPS form provides for an overview of more than one property that will be nominated. While each individual property will need its own Registration form and will be listed separately in the National Register, the MPS will provide the common information for all the linked properties, which can then be referenced in the individual forms. This document helps save time and repetitive paperwork. Information for completing the MPS form can be found through the National Park Service website. The MPS form includes the following pertinent sections: A) multiple property listing name; B) associated historic contexts (common themes); C) and D) basic information about the preparer and a signature line; E) statement of historic contexts; F) associated property types; G) geographical data; H) methodology; and I) bibliography.<sup>45</sup>

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<sup>45</sup> National Park Service, "National Register Bulletin: How to Complete the National Register Multiple Property Documentation Form," [http://www.nps.gov/history/nr/publications/bulletins/nrb16b/nrb16b\\_IIintroduction.htm](http://www.nps.gov/history/nr/publications/bulletins/nrb16b/nrb16b_IIintroduction.htm) (accessed November 15, 2012); National Park Service, Nomination Forms, "Form 10-900B," <http://www.cr.nps.gov/nr/publications/forms.htm> (accessed November 16, 2012).



Sacramento bungalow courts would be nominated under a multiple property submission. In section A, the MP listing name might be: “Bungalow Courts of Sacramento.” In section B, Common themes of the courts would be those themes that were determined in the historic context statement (Appendix “A”): Theme: *Streetcar Suburbs, 1889-1947*; Theme: *Early Automobile Suburbs, 1908-1945*; Theme: *Architecture: Type: Bungalow Courts of Sacramento, 1918-1947*. The geographical areas in which bungalow courts are found would be listed as well: downtown Sacramento, midtown Sacramento, Oak Park, Curtis Park, East Sacramento, and North Sacramento. In section E, the Statement of Historic Context, there would be a discussion of Streetcar Suburbs in Sacramento, Automobile Suburbs in Sacramento, and the history of the bungalow court as a type of architecture. Again, these are each discussed thoroughly in Appendix “A” of this project. Section F would discuss bungalow courts as a type of multifamily housing and what would be required of each court in order to be eligible for nomination to the National Register. Section G, Geographical Data, might list the general areas in which each bungalow court is found, but the specific location and complete data would be saved for the individual Registration form. The last two sections, H and I, would discuss the methodology used to complete the entire nomination and the bibliographic references. These sections would list similar methods, resources and depositories used for gathering data for all the courts, but individual courts may require further information, such as a particular city directory, or information specific to a court. In this case, it would be prudent to list these separate resources on the individual Registration form with reference to the MPS sheet for overall methodology and sources.

Indeed, on the individual form, the MPS sheet should be referenced wherever necessary to direct the reader to common information for the bungalow courts. These individual forms may be submitted along with the MPS form or at any time thereafter.<sup>46</sup>

By using an MPS form, the preparer saves much time and paperwork by combining the resources and information that are common to more than one property. This simplifies and streamlines the nomination process, making it easier for the writer and the reviewer, as well as anyone who may need to use a particular Registration for a reference.

### *Historic Districts*

While a multiple property submission serves as a document that provides common information for multiple individual property Registration submissions, a district nomination may be considered when properties have more significance as a group of properties than any one individual property within that group. A district includes many properties that are unified by a common element that is found within the confines of a particular neighborhood or area. This unifying element often includes an architectural style or a period of construction. Some houses or other buildings may contribute to the development of a district more than others because of individual significance. Other buildings may not contribute at all. Other neighborhood elements such as what is called, “street furniture,” the lighting, signs, and natural features that are found on streets, are

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<sup>46</sup> National Park Service, “National Register Bulletin: How to Complete the ...Multiple Property Documentation...”

also part of the district and may be taken into consideration when establishing the boundaries of such.<sup>47</sup>

Historic districts need to have boundaries that define them. These boundaries may be natural or manmade, however, districts may also be united across noncontiguous areas if they are united by a common theme.<sup>48</sup> It seems, in this case then, that bungalow courts might be nominated as a district, but the vast area and time over which they have been built makes establishing boundaries difficult, and makes the courts more easily nominated with an MPS form.

#### *Issues in Creating Historic Districts*

An issue with historic districts that seems to continuously enter into the overall discussion about districts is the matter of why they are created. In the book, *Historic Preservation: An Introduction to Its History, Principles, and Practice*, the authors state five reasons why cities establish historic districts. These are: “1) as protection of historic properties, 2) to control new development, 3) as a redevelopment incentive, 4) to stabilize or increase property values, and 5) to foster public relations and promotion.”<sup>49</sup> Criticism related to “increas[ing] property values” as a reason to create a historic district includes the perceptions that they are “sanitized versions of the past,” have little to do with the

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<sup>47</sup> Murtagh, 91.

<sup>48</sup> Tyler, Ligibel, and Tyler, 169.

<sup>49</sup> Tyler, Ligibel, and Tyler, 156.

actual history they supposedly represent, and result in gentrifying neighborhoods and increasing property values, thereby driving up rents.<sup>50</sup>

David Hamer, author of *History of Urban Places: The Historic Districts of the United States*, argues that gentrification may well result in the development of a historic district, but it is also true that gentrification sometimes comes first, which serves to give attention to a historic area. In fact, gentrification may very well be an impetus for forming a historic district.<sup>51</sup> Indeed, property values do tend to increase once a neighborhood is designated as a historic district. They also tend to become homogenous in their social and economic demographic makeup.<sup>52</sup> Gentrification and homogenization of a historic district may lend credence to the argument discussed in Hamer's book, that gentrifiers try to "create an artificial...community of memory out of a sanitized past."<sup>53</sup> But Hamer also points to the National Trust's Information Series, which contends that neighborhoods continually change and residents are continually moving in and out. Because of this, no one person owns the history of a neighborhood, and in fact, the gentrification that is occurring is also a part of the process of the neighborhood, which will one day be part of its history.<sup>54</sup>

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<sup>50</sup> David Hamer, *History in Urban Places: The Historic Districts of the United States* (Columbus: Ohio State University Press, 1998), viii.

<sup>51</sup> Hamer, 132.

<sup>52</sup> Murtagh, 94.

<sup>53</sup> Hamer, 97.

<sup>54</sup> Hamer, 98.

## **Making a Case for Significance: the Historic Context Statement**

Nominating an individual property, several properties under a multiple property submission, or nominating a district to the National Register of Historic Places all require a substantial amount of research into the significance of the property being nominated. Indeed, the nomination process needs to start with such research. A thorough historic context statement will reveal the elements that need to be known in order to nominate any property or district. A historic context statement is not a complete history of an area, but looks at local history in a way that shows how the environment evolved the way it did. Background information is documented so that one can see how a particular property or type of property developed, in this case, bungalow courts. For this reason, it is necessary to show patterns of city growth and pivotal events in the context statement. Historic context statements need to show a thematic context that has temporal and geographic parameters.

## **Methodology**

Information on how to write this historic context statement was gathered from several sources. The *National Register Bulletin 16b*, section E, “Statement of Historic Contexts,” gives an overview for documenting a historic context. Guidelines on how to write a historic context statement were obtained from The State of California Office of Historic Preservation (OHP) website.<sup>55</sup> Several links on that site lead to short essays on

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<sup>55</sup> California Office of Historic Preservation, “Preferred Format for Historic Context Statements,” <http://ohp.parks.ca.gov/pages/1072/files/format%20for%20historic%20context%20statements.pdf> (accessed September 8, 2011).

how to write historic context statements, with other links to examples of actual historic context statements. The organization of this project (Appendix “A”) adheres closely to the guidelines suggested by OHP. This project was a necessary first step in the process of evaluation for the possibility of nominating Sacramento’s bungalow courts to the National Register of Historic Places, California Register of Historical Resources, and/or the Sacramento Register of Historic and Cultural Resources, under a Multiple Property Submission.

### **Conclusion**

The process of historic preservation is sometimes lengthy. It takes time to research and time to fill out necessary paperwork, but the result is worth the effort. Bungalow courts are an important piece of the built environment and relevant to the suburbanization of Sacramento. Without preservation efforts, resources such as this could be lost through deterioration or excessive growth. The urban environment serves as a link to fully understanding our growth as a city. Urban history is incomplete without such resources, or knowledge of them, pointing to the need for preservation. Historic context statements are a necessary first step in the process of preserving historic resources.

## Appendix A: HISTORIC CONTEXT STATEMENT

### **Introduction to the Historic Context Statement**

This historic context statement and reconnaissance survey identifies bungalow courts, one of Sacramento's historic resources, in order to protect them through the process of historic preservation. A nomination of Sacramento's bungalow courts under a multiple property submission is possible by developing a more extensive survey of the individual bungalow courts in Sacramento using this historic context statement as a guide. By looking at this type of housing through a historic context statement, it is possible to establish the overall significance of these thematically linked resources and identify their shared features and characteristics. While it is possible to nominate individual bungalow courts based on individual merit, it would be more practical to nominate many courts at once under a multiple property submission, which typically is used to nominate and register thematically related properties.<sup>56</sup>

A historic context statement is not meant to be a complete history of an area, but follows a certain historic trajectory in order to understand how the environment evolved the way it did. Pertinent background information must be documented in such a way that one can see the development of the subject at hand, in this case, bungalow courts. It is necessary therefore, to include a local history that tracks patterns of city growth and pivotal events in the context statement. Historic context statements are meant to place a

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<sup>56</sup> National Park Service, "National Register Bulletin: How to Complete the ...Multiple Property Documentation..."

property in a thematic context that is defined by geographic and temporal parameters. Information on how to write this historic context statement was gathered from several sources. The *National Register Bulletin 16b*, section E, *Statement of Historic Contexts* gives an overview for documenting a historic context.<sup>57</sup> Guidelines on how to write a historic context statement are available from The State of California Office of Historic Preservation (OHP) website.<sup>58</sup> There are also several links on that site that lead to short essays about how to write a historic context statement, with additional links to examples of historic context statements. The organization of this project adheres closely to the guidelines suggested by OHP.

This project also consists of a reconnaissance survey. A reconnaissance survey, which is also sometimes called a windshield survey, is a basic survey of the resources, or the identified property type, within a specified area and era of significance. Information on reconnaissance surveys and how they are done was obtained from the National Park Service website.<sup>59</sup> This project's survey consists of a spreadsheet, which provides specific information on each court in Sacramento, as well as a photographic sheet that includes pertinent information for individual bungalow courts in Sacramento.

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<sup>57</sup> National Park Service, "National Register Bulletin 16B: E. Statement of Historic Contexts," [http://www.nps.gov/nr/publications/bulletins/nrb16b/nrb16b\\_III.Completeing.htm#compiling](http://www.nps.gov/nr/publications/bulletins/nrb16b/nrb16b_III.Completeing.htm#compiling) (accessed September 8, 2011).

<sup>58</sup> California Office of Historic Preservation, "Preferred Format for Historic Context ..."

<sup>59</sup> For more on Reconnaissance Surveys, see: Secretary of the Interior's Standards and Guidelines, Secretary of the Interior's Standards for Preservation Planning, "Developing Historic Contexts," [http://www.nps.gov/history/local-law/Arch\\_Standards.htm#dev](http://www.nps.gov/history/local-law/Arch_Standards.htm#dev) (accessed September 8, 2011); National Park Service, "National Register Bulletin 24 Guidelines for Local Surveys: A Basis for Preservation Planning," <http://www.nps.gov/history/nr/publications/bulletins/nrb24> (accessed October 5, 2011).



## **Project Methodology**

The process of gathering information for the survey began by compiling a list of addresses of bungalow courts within the original boundaries and the first suburbs of Sacramento: downtown, Midtown, Oak Park, Curtis Park, East Sacramento, Land Park, and North Sacramento. The addresses were compiled from several sources: a citywide survey at the City of Sacramento Preservation Office, this author's knowledge of the areas, word-of-mouth, and from driving around prescribed areas. A thorough search through the 1952 Sanborn Fire Insurance Maps for Sacramento at the Sacramento Public Library's Sacramento Room, and for North Sacramento at the California State Library, revealed remaining courtyard locations. Addresses were then cross-referenced through the County of Sacramento Assessor's Website and the City of Sacramento's online Record Library to find Assessor's Parcel Numbers and construction dates. The Center for Sacramento History provided original permits for addresses that had little information online. Google Maps was consulted for many addresses, especially in the downtown and Midtown areas, as well as for North Sacramento. Many addresses gathered from the Sanborn Maps were questionable near X and W Streets. Google Maps showed that several of these properties no longer existed and were probably torn down to make room for the W/X Freeway that was constructed after 1952. In North Sacramento as well, a few bungalow courts identified in the Sanborn Maps from 1952 no longer exist.

It is necessary to note here that construction dates are approximate and further research into individual properties may reveal discrepancies of these dates. This may be due to the nature of having many buildings on one property. It is possible that owners

built one cottage or section and did not complete the rest until a later date. Or, a new owner may have added a garage or second story onto a garage creating new permits that show up in documents related to the property address.

It is also necessary to note that it is possible that there are other courtyards with courtyard names (such as *Mirabelle Court*) that are not obvious but may be revealed upon further research into city and county directories.

### **Project Background**

The primary preservation goal of the City of Sacramento is to identify historic resources in order to consider how to protect them. This context statement meets that goal by identifying Sacramento's bungalow courts as a property type and providing significance criteria so that the bungalow courts can be evaluated and possibly nominated to the National Register of Historic Places, the California Register of Historical Resources, or the Sacramento Register of Historic and Cultural Resources.

Roberta Deering, the Preservation Director at the City of Sacramento's Preservation Office, suggested this project as a thesis project for the Public History program at CSU Sacramento, and as a resource for the City of Sacramento's Preservation Office. Ms. Deering provided suggestions regarding the geographic parameters for this project and provided some addresses of bungalow courts that had been gathered in other citywide surveys.

Research for this project was undertaken at the Sacramento Room of the Sacramento Public Library, the California Room at the California State Library, and the

Center for Sacramento History. Primary source information for Sacramento bungalow courts was found using the Sanborn Fire Insurance Maps and the Sacramento Bee/Union Newspaper Index at the central branch of the Sacramento Library. The California State Library had the original 1926-1952 North Sacramento Sanborn Fire Insurance Maps and on microfilm as well. In addition to these, maps, newspapers, Sacramento City directories, the online Sacramento Records Library, and the County of Sacramento Assessor's office, all proved to be helpful in gathering information about Sacramento's bungalow courts.

### **Criteria for Establishing Significance**

#### *National Register of Historic Places*<sup>60</sup>

To qualify for the *National Register of Historic Places*, a property should be at least fifty years old and needs to be found significant at the local, state, or national level under one or more criteria. "The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association," and must meet one of the following criteria:

- A. Property is associated with events that have made a significant contribution to the broad patterns of our history;
- B. Property is associated with the lives of persons significant in our past;
- C. Property embodies the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic

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<sup>60</sup> National Park Service, "National Register Bulletin 15: How to Apply the National Register Criteria..."

values, or that represent a significant and distinguishable entity whose components may lack individual distinction;

- D. Property yields, or is likely to yield, information important in prehistory or history.

### **Integrity Considerations**

In essence, integrity is “the ability of a property to convey its significance.”

According to the National Register Bulletin 24, *How to Apply the National Register Criteria for Evaluation*, “Integrity is based on significance: why, where and when a property is important ... Ultimately, the question of integrity is answered by whether or not the property retains the identity for which it is significant.”<sup>61</sup> A property needs to have integrity in several or most of these seven aspects. The National Register defines these aspects of integrity in the following way:

**Location** *is the place where the historic property was constructed or the place where the historic event occurred.*

**Design** *is the combination of elements that create the form, plan, space, structure, and style of a property.*

**Setting** *is the physical environment of a historic property.*

**Materials** *are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.*

**Workmanship** *is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.*

**Feeling** *is a property’s expression of the aesthetic or historic sense of a particular period of time.*

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<sup>61</sup> National Park Service, “National Register Bulletin 24: Guidelines for Local Surveys: A Basis for Preservation Planning,” <http://www.nps.gov/history/nr/publications/bulletins/nrb24> (accessed October 5, 2011).

**Association** is the direct link between an important historic event or person and a historic property.

### *California Register of Historical Resources*<sup>62</sup>

Similar to the *National Register of Historic Places*, to qualify for the *California Register of Historical Resources*, a property needs to be found significant under one or more of the following criteria:

- Criteria 1: It is associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States;
- Criteria 2: It is associated with the lives of persons important to local, California or national history;
- Criteria 3: It embodies the distinctive characteristics of a type, period, region or method of construction or represents the work of a master or possesses high artistic values;
- Criteria 4: It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation.

### **Integrity Considerations**

The California Office of Historic Preservation produced a “Technical Assistance Series #3” with the following information about integrity:

*In addition to having significance, resources must have integrity for the period of significance. The period of significance is the date or span of time within which significant events transpired, or significant*

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<sup>62</sup> California Office of Historic Preservation website, [http://www.ohp.parks.ca.gov/?page\\_id=21238](http://www.ohp.parks.ca.gov/?page_id=21238) (accessed October 16, 2012).

*individuals made their important contributions. Integrity is the authenticity of a historical resource's physical identity as evidenced by the survival of characteristics or historic fabric that existed during the resource's period of significance. Alterations to a resource or changes in its use over time may have historical, cultural, or architectural significance. Simply, resources must retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance. A resource that has lost its historic character or appearance may still have sufficient integrity for the California Register if, under criterion 4, it maintains the potential to yield significant scientific or historical information or specific data.*<sup>63</sup>

*City of Sacramento Register of Historic and Cultural Resources*<sup>64</sup>

To qualify for the *Sacramento Register of Historic and Cultural Resources*, a property needs to be found significant under one or more of the following criteria:

- Criteria i: It is associated with events that have made a significant contribution to the broad patterns of the history of the city, the region, the state or the nation;
- Criteria ii: It is associated with the lives of persons significant in the city's past;
- Criteria iii: It embodies the distinctive characteristics of a type, period or method of construction;
- Criteria iv: It represents the work of an important creative individual or master;
- Criteria v: It possesses high artistic values; or
- Criteria vi: It has yielded, or may be likely to yield, information important in the prehistory or history of the city, the region, the state, or the nation.

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<sup>63</sup> California Office of Historic Preservation, "Technical Assistance Series #3," [http://ohp.parks.ca.gov/pages/1069/files/03%20cal\\_%20reg\\_%20q\\_and\\_a.pdf](http://ohp.parks.ca.gov/pages/1069/files/03%20cal_%20reg_%20q_and_a.pdf) (accessed November 17, 2012).

<sup>64</sup> Sacramento City Code, "Criteria for listing on the Sacramento Register, City Code 17.134.170," [http://www.qcode.us/codes/sacramento/view.php?topic=17-v-17\\_134-iv-17\\_134\\_170&frames=on](http://www.qcode.us/codes/sacramento/view.php?topic=17-v-17_134-iv-17_134_170&frames=on) (accessed November 7, 2012).

### **Integrity Considerations<sup>65</sup>**

In addition to qualifying for significance under one of the above criteria, a property in Sacramento must also retain integrity of location, design, setting, materials, workmanship, and association sufficient to convey its significance.

### **Summary Statement**

Bungalow courts were generally built during two overlapping eras, the era of the *Streetcar Suburb*, 1889-1947 and of the *Early Automobile Suburb*, 1908-1945. These eras coincide with the *Small House Movement of 1923-1945* that inspired many styles of revival architecture. Many bungalow courts in Sacramento are designed in architectural revival styles that reflect styles that the *Small House Movement* made popular. Many bungalow courts also reflect the automobile usage that increased during these eras by incorporating garages into the overall construction. While southern California is thought to be the birthplace of the bungalow court, Sacramento contains numerous examples of this type of housing, dating from approximately 1918 to 1947, in its original boundary area and its first-ring suburbs: downtown and Midtown Sacramento, Oak Park, Curtis Park, East Sacramento, and North Sacramento. Extant bungalow courts in Sacramento may be found significant if they meet applicable criteria and retain integrity in location, design, setting, materials, feeling, and association.

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<sup>65</sup> National Park Service, "National Register Bulletin 15: How to Apply the National Register Criteria..."

## Historic Context of Sacramento's Bungalow Courts

### *Historical Background of Sacramento*

*“The economic growth of Sacramento Valley cities was not an inexorable process but the result of deliberate choices by the cities’ inhabitants.”<sup>66</sup>*

Sacramento was a small active city by the latter half of the nineteenth century. By making it a place where wives and other female family members could come and feel safe, men who had lived as bachelors when they came to mine gold could re-enter the family realm, the comforts of home. Sacramento would become not just a city based on the economics of its natural resources, but a complete city, one where people could stay, prosper, make a living, have a family, and be a part of a stable community.<sup>67</sup>

This period was not only a major transformative period for the Sacramento valley area, it also marked the distinct point in time that in retrospect, one might see the trajectory which Sacramento as a young city was destined to follow. The gold rush was a determinant for Sacramento's start as a city, but the people who inhabited it and the decisions they made determined just how Sacramento would grow.

### *Flooding and the Geography of Sacramento*

Sacramento's proximity to the Sacramento and American River lent it an ideal location for nineteenth century commerce. But it was also located in a floodplain at the

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<sup>66</sup> Andrew C. Isenberg, “Banking on Sacramento: Urban Development, Flood Control, and Political Legitimization, 1848-1862,” in *The Nature of Cities*, ed. Andrew C. Isenberg (Rochester: University of Rochester Press, 2006), 105.

<sup>67</sup> Mark A. Eifler, *Gold Rush Capitalists: Greed and Growth in Sacramento* (Albuquerque: University of New Mexico Press, 2002), 214-215.



base of the Sierra Nevada mountain range.<sup>68</sup> Each year after it snowed, the warmer weather melted the snow and the rivers swelled. Before the influx of people, there were riverine forests and natural levees along the rivers that may have kept the rivers from flooding too much. But there were many new residents who needed to build on the land of Sacramento and surrounding communities. This led to deforestation, which resulted in less natural flood protection. “Deforestation removed trees whose dense roots had stabilized the natural levees flanking the rivers, and loggers’ practice of floating their timber downstream to urban markets furthered erosion.”<sup>69</sup>

There were early signs that Sacramento was prone to flooding. Driftwood stuck in trees may have given early city merchants and founders an indication that Sacramento had indeed flooded in the past, but in the seminal year of 1848-1849, the winter weather was dry.<sup>70</sup> Perhaps if the flood that occurred in the winter of 1849-1850 had occurred a year earlier, giving the founding members of the city a chance to relocate to Sutterville, Sacramento might look much different from what it is today; for by the time the floodwaters receded in the spring of 1850, city founders, merchants, and residents were already invested in the area. They had already purchased lots, some for a great deal of money, and built structures on their land, and had started a local government, however tentative it was.

Historian Mark Eifler points out that when new towns were established on the frontier, “[g]eography was relevant but not the only factor. Economic flows – what we

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<sup>68</sup> Nathan Hallam, “The Historical Evolution of Sacramento’s Central City Street Grid” (master’s thesis, California State University, Sacramento, 2008), 41.

<sup>69</sup> Isenberg, 108.

<sup>70</sup> Steven M. Avella, *Sacramento: Indomitable City* (Charleston: Arcadia Publishing, 2003), 39; Eifler, 48.

might term the geography of trade – were more important.” This is evident in how the people of Sacramento stayed put, despite the floods of 1850, 1852, and 1861-62. After each of these floods, merchants and members of the early community rebuilt the city.<sup>71</sup>

In March of 1862, Sacramentans who owned property on J Street met in the County Court to discuss more permanent solutions to the flood problem. In a newspaper article in the *Union* the following day, the unnamed author writes:

*Views were interchanged to a considerable extent among those present, and some diversity of opinion was manifested. A few were for relying on a levee, but the majority seemed to concede that the foundation of the business streets should be elevated...We take it that an ordinance fixing the grade of one street will also establish it for all the others.*<sup>72</sup>

The levees that had been built and rebuilt did not have the desired effect of keeping the water out of the city. The property owners decision to raise the grade of the streets had eventual support by the city Board of Trustees who helped promote and manage the project. Property owners met the cost the project incurred.<sup>73</sup>

The high water mark of twenty-two feet, nine inches, was used as a starting level as contractors, merchant-owners, teamsters and chain gangs raised blocks to the south and east above the high water mark.<sup>74</sup> “New wooden sidewalks crowned the streets. Buildings were lifted up by jackscrews and given new foundations. Sometimes first floors of buildings were simply abandoned and second stories became the new

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<sup>71</sup> Eifler, 53-54.

<sup>72</sup> “Meeting of Property Owners,” *The Sacramento Union*, March 18, 1862.

<sup>73</sup> Heather Lavezzo Downey, *Sacramento’s Raised Streets and Hollow Sidewalks District, Historic Context Statement*, <http://sacoldcity.org/wp-content/uploads/2011/07/Historic-Context-Statement-Dec.-2010.pdf> (accessed September 18, 2012), 18.

<sup>74</sup> Downey, 15-18.

entrance.”<sup>75</sup> By 1867, the raised buildings in the west end of the city had increased in value by 200 percent.<sup>76</sup> The “high-grade construction” was finally completed by 1878.<sup>77</sup>

Building levees, raising the streets, and even changing the route and flow of the river are examples of early Sacramentans’ extreme efforts to ensure continued growth of the city. With the flood problem all but solved, city leaders, merchants and residents could turn their attentions elsewhere.

### *City Improvements and Urban Growth*

By the 1880s, Sacramento’s population was booming. No longer concerned about flooding, Sacramentans focused on growing the city. State government had decided to make Sacramento its home in 1854.<sup>78</sup> Sacramento workers completed the state capitol building in 1874, giving Sacramento a proper center and a jewel in its crown.<sup>79</sup> In an effort to show that Sacramento possessed the urban wit required to be a state capitol, and despite the economic depression of 1893, Sacramento “paved its streets with asphalt, replaced rough board sidewalks with smooth concrete, built several miles of electric street railway, raised funds to bring in new manufacturing industries, designed a modern sewage system, and voted bonds for a new supply of clear water.”<sup>80</sup>

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<sup>75</sup> Avella, *Sacramento: Indomitable City*, 51.

<sup>76</sup> Downey, 24.

<sup>77</sup> Downey, 26.

<sup>78</sup> Avella, *Sacramento: Indomitable City*, 41.

<sup>79</sup> Joseph A. McGowan and Terry R. Willis, *Sacramento: Heart of the Golden State* (Woodland Hills: Windsor Publications, 1983), 52.

<sup>80</sup> McGowan and Willis, 53.

Steamboat transportation and river traffic were important means of trade and transportation to and from Sacramento from 1849 to 1871.<sup>81</sup> However, when the transcontinental railroad was completed in 1869, Sacramentans had reason to celebrate. What was once an arduous six-month journey became a relatively easy six-day journey across the United States. Not only was Sacramento connected to the east, it was a major hub for connecting travelers on the transcontinental railroad with other parts of the state.<sup>82</sup> The railroad also contributed to Sacramento's economy; its shops in the city were one of the "largest locomotive works facilities west of the Mississippi." It employed several thousand people, giving them the means to come and live in Sacramento.<sup>83</sup> The railroad built connections to all parts of the state overlaying the tracks "on the existing network of rivers and wagon roads already centered on Sacramento."<sup>84</sup>

Sacramento also had another ability with the new railroad: to send agricultural products to points north, south, west, and most importantly, east. Indeed, the agricultural industry boomed in California in the 1870s and 1880s. The agricultural and railroad industries formed a symbiotic relationship where new technology, refrigerated rail cars, enabled produce to be sent long distances. The ability to ship produce spurred agricultural production all over the state. Yet despite Sacramento's abundant production of these fruits and vegetables, its place as an agricultural center was not because of crop

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<sup>81</sup> Susan Wiley Hardwick and Donald G. Holtgrieve, *Valley for Dreams: Life and Landscape in the Sacramento Valley* (Lanham: Rowman & Littlefield Publishers, Inc., 1996), 121.

<sup>82</sup> McGowan and Willis, 56.

<sup>83</sup> Michael Ryan Hibma, "Historic District Nomination for the Newton Booth Neighborhood, City of Sacramento, Sacramento County, California" (master's thesis, California State University Sacramento, 2007), 23.

<sup>84</sup> John F. Burns, ed. *Sacramento: Gold Rush Legacy, Metropolitan Destiny* (Carlsbad: Heritage Media Corporation, 1999), 55.

*production*, rather, its strength was that it was a major hub for processing and shipping.<sup>85</sup> Canning was a relatively new way of processing and preserving produce and Sacramento got its first cannery in 1864 with more to follow.<sup>86</sup> Women – especially immigrant women – often found seasonal work in the canneries.<sup>87</sup> Work in the agricultural industry in general became a major source of employment for Sacramentans during the latter part of the nineteenth century and well into the twentieth century. Steady employment and a sound economy seemed to work as a magnet for growth, as Sacramento’s population went from around 16,000 in 1870, to nearly double that by the turn of the century.<sup>88</sup>

With these employment opportunities as well as other opportunities for state government work and self-employment, by the end of the nineteenth century, Sacramento had much to boast about. Sacramento’s climate was fairly mild, there were schools, churches, health care facilities, and cultural institutions by then, and all of these were promoted in order to encourage growth in Sacramento.<sup>89</sup>

In 1892, work started on the Folsom Powerhouse, a hydroelectric plant that would be powered by the American River in an area about twenty-three miles east of Sacramento, in the Sierra Nevada foothills. The idea to harness power from a dam built at Folsom had originally been H.G. Livermore’s, but his son, H.P. Livermore took it over and made the idea a reality. He persuaded Albert Gallatin to finance the project. Gallatin was a general manager of the successful Huntington and Hopkins Hardware Store in

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<sup>85</sup> Burns, 93.

<sup>86</sup> Burns, 66.

<sup>87</sup> Avella, *Sacramento: Indomitable City*, 60.

<sup>88</sup> Steven M. Avella, *Sacramento and the Catholic Church: Shaping a Capital City* (Reno: University of Nevada, 2008), 48.

<sup>89</sup> Avella, *Sacramento: Indomitable City*, 69.

Sacramento. Gallatin found other investors and work began on the dam in October of 1894.<sup>90</sup> Livermore and Gallatin planned to supply power to electric streetcar lines and to illuminate Sacramento with the electricity harnessed from the dam.<sup>91</sup>

Incidentally, Livermore and Gallatin bought parkland in the Oak Park neighborhood of Sacramento in February of 1894. The park was used as a “pleasure ground” and the new owners wanted to improve upon it. This would later become an amusement park known as Joyland. With streetcar lines planned to go from the central city directly to this park, older streetcar rails were being replaced with heavier ones in anticipation of the coming electricity.<sup>92</sup>

The new rails would not go to waste. On July 13, 1895, Sacramentans welcomed the successful transmission of electricity by copper wire to Station A at Sixth and H streets with a one hundred gun salute and an electrical parade and carnival.<sup>93</sup> This new source of power served Sacramento with relatively cheap electricity that powered Sacramento’s streetcars, lit the streets, and provided potential for other business enterprises.

Sacramento now had an inexpensive and reliable source of electricity for light and transportation. With continuing growth, it became necessary to build homes and extend public transportation and infrastructure for the burgeoning population.<sup>94</sup> Sacramento’s boundaries were stretching eastward out of the original city center near the embarcadero

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<sup>90</sup> Joseph A. McGowan, *History of the Sacramento Valley, Vol. II* (New York: Lewis Historical Publishing Company, 1961), 30-32.

<sup>91</sup> “Livermore and Gallatin’s Goal,” *The Sacramento Union*, January 27, 1893.

<sup>92</sup> “Old Streetcar Rails,” *The Sacramento Union*, February 22, 1894.

<sup>93</sup> Burg, 19; *The Sacramento Union*, July 15, 1895; McGowan, 32.

<sup>94</sup> Avella, *Sacramento: Indomitable City*, 63.

that was now a growing business and industrial district. Residential development was fast approaching the eastern edge of the original grid that was platted in 1849.<sup>95</sup> Housing filled in many of the numbered and lettered streets and neighborhoods formed as areas were built up outside of the original waterfront and downtown areas.

### *Streetcar Suburbanization*

Streetcar lines had gone under several incarnations before being powered by electricity from Folsom. Horse-drawn cars and battery-operated streetcars, followed by coal and steam engines, had previously transported people.<sup>96</sup> With the newly available electricity and new streetcar system, streetcar lines were built throughout the city as well as into the outlying areas, which was then rural or agricultural. The new streetcars made transportation much easier and more convenient. They “enabled urban people to be more mobile and rural people to become more urban.”<sup>97</sup> The first streetcar to come to the small development of Oak Park, specifically to Joyland, was indicative of Sacramento’s growth in an easterly direction. Early neighborhoods followed the streetcar lines up J and K Streets and down Tenth Street. As streetcar lines increased on easterly routes, residential areas and city development expanded.<sup>98</sup>

Streetcar lines had a dual purpose. The first, and most obvious, was to transport people from point A to point B. But there was often an ulterior motive of transporting people to recreational venues such as Joyland that lay beyond the cities boundaries. With

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<sup>95</sup> Hallam, 33.

<sup>96</sup> Burg, 19.

<sup>97</sup> Hardwick and Holtgrieve, 173.

<sup>98</sup> Burg, 49.

a growing city and population, there was a need and a market for more housing. Streetcar companies often worked in conjunction with real estate developers to take passengers to recreational venues along a route where land was being developed. The route, as well as the attraction, was used to entice possible homebuyers to a particular neighborhood. In Sacramento, both Joyland in Oak Park, and McKinley Park in East Sacramento, just east of the original 31<sup>st</sup> Street boundary for the city, were two such attractions. Streetcars destined for either of those recreational venues would run past vacant tracts of land in various stages of development. “Baseball fields, public baths and pools, and historic attractions were all considerations for a streetcar companies’ route planning, even when they were not owned by the streetcar company.”<sup>99</sup>

#### *Central City Deterioration and Early Suburban Growth*

While the goal of nineteenth century government, merchants, property owners, and residents of Sacramento was to grow the city, the increased population and hard-won industry became a source of blight only decades after it had begun. By the turn of the century, industrial waste polluted the already muddied water supply and created a stench in the streets. Rats proliferated and dust and mud lined the streets; walking in the area was no longer a pleasant experience. This made the original city unappealing to newcomers of means as well as the current middle and upper class population.<sup>100</sup> Yet, industry meant work, and as the property values dropped in the commercial district (the downtown core area west of Sixteenth Street) newcomers, many of whom were foreign-

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<sup>99</sup> Burg, 8.

<sup>100</sup> Hallam, 61.



born immigrants, came to inhabit the area, creating a low-income, working-class district.<sup>101</sup> These newcomers worked in the rail industry and became the barbers, painters, restaurant workers, and retailers who serviced the population who worked in the city by day.<sup>102</sup> They inhabited the now poorly maintained housing stock and older homes that were often divided into multi-family apartments or tenements to house the influx of people.<sup>103</sup> These newcomers often lived in poverty and put up with a lower standard of living. Ernesto Gallarza spent part of his childhood in this part of Sacramento during the 1910s, when it was full of blight and industry and the original inhabitants had begun to flee to the suburbs. He writes:

*Lower Sacramento was the quarter that people who made money moved away from. Those of us who lived in it stayed there because our problem was to make a living and not to make money. A long while back, Mr. Howard ...told me, there had been stores and shops, fancy residences, and smart hotels in this neighborhood. The crippled old gentleman...explained to me that our house, like the others in the neighborhood, had been the home of rich people who had stables in the back yards, with back entrances by way of the alleys... When the owners moved uptown, the backyards had been fenced off and subdivided, and small rental cottages had been built in the alleys in place of the stables. Handsome private homes were turned into flophouses...hotels... and rooming houses.<sup>104</sup>*

Meanwhile, the middle and upper-class residents abandoned the core area for outlying areas east and south of the city. The streetcars allowed them to “move their experience, their education, and their taxable property into the suburbs, where they could

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<sup>101</sup> Avella, *Sacramento: Indomitable City*, 66.

<sup>102</sup> Avella, *Sacramento: Indomitable City*, 55.

<sup>103</sup> Hallam, 62.

<sup>104</sup> Ernesto Galarza, *Barrio Boy* (Notre Dame: University of Notre Dame Press, 1971), 198.

escape the problems that they had helped to create.”<sup>105</sup> Here, there was room for growth in the underdeveloped area that was now connected to the commercial center by streetcar. Planned developments within and around the original city grid grew as Sacramento’s early inhabitants looked to move out to the “country” for fresh air. Now that streetcar lines serviced such areas, it was possible to live in the country and commute to the city for work. New housing developments to the east and south areas of the city, such as East Sacramento, Oak Park and Curtis Park, planned to take advantage of the new reliable source of electricity and increased streetcar usage. Developers urged the city to grow beyond its original bounds by providing needed amenities to a desired area, and transportation emboldened people to become residents further afield. Thus, the era of the streetcar suburb was underway in Sacramento.

**Themes Related to National Criteria A; California Criteria 1;  
or Sacramento Criteria i**

*Streetcar Suburbs*

Suburban development at this time was a response to the blight – overcrowding and industrialization – that was becoming common in many maturing cities across the United States by the late nineteenth to early twentieth century. The idea of moving to the suburbs supported an American tendency towards “the rural ideal.” The rural ideal was

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<sup>105</sup> William E. Mahan, “The Political Response to Urban Growth: Sacramento and Mayor Marshall R. Beard, 1863-1914,” *California History* 69, no. 4 (Winter 1990/1991): 357 (accessed through JSTOR).

the romantic notion of living in the country in a house surrounded by natural beauty that became popular during the nineteenth century.<sup>106</sup>

Streetcar suburbs are discussed in the *National Register Bulletin's Guidelines for Historic Residential Suburbs*. Here, the *Guidelines* describe some characteristics of the streetcar suburb:

*Concentrated along radial streetcar lines, streetcar suburbs extended outward from the city, sometimes giving the growing metropolitan area a star shape. Unlike railroad suburbs which grew in nodes around rail stations, streetcar suburbs formed continuous corridors. Because the streetcar made numerous stops spaced at short intervals, developers platted rectilinear subdivisions where homes, generally on small lots, were built within a five- or 10-minute walk of the streetcar line. Often the streets were extensions of the gridiron that characterized the plan of the older city.*<sup>107</sup>

Sacramento streetcar suburbs evolved from approximately 1889 to 1947 and are characterized by residential corridors built along streetcar routes. While the middle class provided much of the ridership, both the working class and the upper middle-class rode the streetcars as well. Most people could easily afford the ride: fares were low and transfers were free. Streetcar companies provided this service in order to encourage ridership to suburban peripheries.<sup>108</sup>

Companies would provide enticements to travel out of the city center to the suburban periphery, or sometimes further afield, with an entertainment venue such as an amusement park. Streetcars would often pass by vast tracts of empty land, soon to be filled in with houses. The idea to provide streetcar service to an entertainment venue,

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<sup>106</sup> Gwendolyn Wright, "Independence and the Rural Cottage," in *Building the Dream* (New York: Pantheon Books, 1981).

<sup>107</sup> National Park Service, "National Register Bulletin: Historic Residential Suburbs..." under "Transportation: Streetcar Suburbs, 1888-1928."

<sup>108</sup> National Park Service, "National Register Bulletin: Historic Residential Suburbs..."

especially an amusement park, was not a unique one. All over the United States, streetcar “pleasure-riding” was encouraged. “Race tracks, beer gardens, parks, beaches, and resort hotels” all found themselves at the end of a streetcar line, enticing people to travel for leisure. “[S]uch parks were physical expressions of the new importance of leisure in the life of urban families,” writes historian Kenneth T. Jackson in *Crabgrass Frontier*.<sup>109</sup> Sacramento was no exception.

It is easy to see why this was remarkable as a general movement when one looks to the goals of the average American middle-class family of the nineteenth century. Sam Bass Warner points to the capitalist-oriented goals of this period: How much money did the family have and how much property did it control? Hard work with little leisure time was typical of a middle-class family who wanted to succeed during this period.<sup>110</sup> From this point of view, for a family to have leisure time meant that the family was successful – or at the very least, appeared to be successful. Perhaps more important than entertainment venues as an enticement to move to suburbs, though, was affordable housing. Americans had long seen property ownership as a means to social mobility and economic security.<sup>111</sup> A house in the suburbs fulfilled the notion of living the “rural ideal” and showed that a family was socially and economically successful. The entertainment venue, tracts of empty land meant for housing, and viable, cheap transportation showed streetcar riders how they could escape the urban blight and live in the suburbs while still commuting to work in the city.

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<sup>109</sup> Jackson, *Crabgrass Frontier*, 112.

<sup>110</sup> Warner, *Streetcar Suburbs*, 8.

<sup>111</sup> Wright, 82 and 88.

Sacramento's streetcar suburbs were contiguous and non-contiguous extensions of the original city boundaries, that which is now referred to as Old Sacramento and the central city. Sacramento's streetcar suburbs included areas now referred to as Midtown, Oak Park, Curtis Park, parts of East Sacramento, and North Sacramento. In 1911, the neighborhoods of Oak Park, Curtis Park, and East Sacramento were annexed to Sacramento by popular vote (see Appendix C, Annexation Map). The annexation increased Sacramento's land area by three times its original size. The population increased by about 15,000 people, topping off at around 60,000 residents.<sup>112</sup>

Unfortunately, the low fares that once encouraged ridership eventually helped lead to streetcars' demise as companies could no longer function on the continued low fares while other costs went up. But what had a bigger impact on the end of the streetcar era was the widespread use of the automobile.

There are some bungalow courts in Sacramento that were built during the era of the streetcar suburb and may not have originally included garages, but many courts now accommodate the automobile regardless of when they were built. For the ones that do not, street parking is an option.

### *Early Automobile Suburbs*

The era of early automobile suburbs in Sacramento, 1908-1945, falls within that of the streetcar suburb, as there was a gradual but definitive movement towards individual car ownership and a general construction trend to accommodate the

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<sup>112</sup> Paula Boghosian and Don Cox of Historic Environmental Consultants, *City of Sacramento Oak Park Survey* (Prepared for City of Sacramento Preservation Office, June 2005), A-7.

automobile. Here, the *National Register Bulletin's Guidelines for Historic Residential Suburbs* discuss some effects on the city as a result in the rise in automobile ownership:

*The rise of private automobile ownership stimulated an intense period of suburban expansion between 1918 and the onset of the Great Depression in 1929. As a result of the increased mobility offered by the automobile, suburban development began to fill in the star-shaped city created by the radial streetcar lines. Development on the periphery became more dispersed as workers were able to commute longer distances to work, as businesses moved away from the center city, and as factories, warehouses, and distribution centers were able to locate outside the railroad corridors due to the increased use of rubber-tired trucks.*<sup>113</sup>

Streetcar suburbs were built near streetcar lines for their proximity to the streetcar stop. Once automobiles were common, commuters no longer needed to walk to the streetcar stop, so the open areas between streetcar lines were filled in with houses.<sup>114</sup> Houses built between the streetcar corridors accommodated the automobile as well, as garages and driveways were incorporated into the construction of homes.<sup>115</sup> The infill between streetcar lines and accommodating the automobile in the construction of homes were hallmarks of the early automobile suburb.

Early bungalow courts were often built within walking distance to streetcar lines.<sup>116</sup> In bungalow courts built prior to 1920, the car is not generally taken into consideration in the construction.<sup>117</sup> Generally, before cars became common, parking may have been accommodated at the rear of the units but by the 1920s, courtyards

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<sup>113</sup> National Park Service, "National Register Bulletin: Historic Residential Suburbs..." under "Transportation: Early Automobile Suburbs, 1908-1945."

<sup>114</sup> Jackson, 181.

<sup>115</sup> Wright, 207.

<sup>116</sup> Curtis and Ford, "Bungalow Courts in San Diego..,"

<sup>117</sup> Polyzoïdes, Sherwood, and Tice, *Courtyard Housing in Los Angeles*, 44.

accommodated the automobile by incorporating garages into the construction.<sup>118</sup> In Sacramento, garages were commonly built at the rear of the unit with alley access. There is at least one example in East Sacramento with garages and a driveway built as part of the original construction (3610-3624 I Street) and many examples with alley access to car storage (3141-3149 McKinley Blvd.; 2311-2317 T Street; 2319-2325 T Street). Research on individual properties may reveal the date of garage/car storage construction.

While portions of East Sacramento were built during the early automobile suburb era, the neighborhood's early annexation and proximity to a major streetcar line (down J Street) place much of it in the *Streetcar Suburb* era. There are at least two examples of courtyards in East Sacramento that were built after the era of the *Early Automobile Suburb* era, where garages are extant and appear to be part of the original construction. These are 3610-3624 I Street, built in 1947 and 620-630 39<sup>th</sup> Street, built in 1950.

**Themes Related to National Criteria C; California Criteria 3;  
or Sacramento Criteria iii or iv.**

*Multifamily Housing and Zoning*

During the latter half of the nineteenth century, multifamily housing units such as apartments and tenements came into wide usage as immigrants came to the U.S. in masses and urban populations increased. This type of housing was a common way to

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<sup>118</sup> Fullerton Heritage: Architectural Styles in Fullerton, "Bungalow Courts," <http://www.fullertonheritage.org/Resources/archstyles/bungalow.htm> (accessed October 1, 2011); Wallace, Roberts, and Todd, "Tower District Specific Plan," for City of Fresno Development Department, Planning Division, 3.17, <http://www.fresno.gov/NR/rdonlyres/9733F368-2A06-45A5-B02D-79B92FB72245/0/TowerDistrictSpecificPlan.pdf> (accessed September 16, 2011), 3:18.

provide housing for many people before zoning and building laws used preventive measures that would have ensured better safety and health. Tenements were large buildings built relatively cheaply, quickly, and specifically to house a large number of people. Tenements also consisted of large older homes that were divided and converted into multiple apartments for several families. Neighborhoods that were once filled with single-family homes became neighborhoods filled with apartment buildings and tenements among single-family homes. This made the neighborhood crowded and lowered the value of the single-family homes.<sup>119</sup>

As cities continued to grow more crowded, blight ensued, and tenement houses were widely thought to spread epidemics because of the close living quarters, poor ventilation, and bugs and rodents that often infested these buildings.<sup>120</sup> Living in tenement housing or large apartment buildings was frowned upon – especially for single women. Neighbors could not see who was coming and going into whose apartment; entrances were *too* private, and polite societal norms could not be followed when the individual front door was obscured by a common front door.<sup>121</sup> But because there were no strict zoning laws at the time, property owners had no incentive to build single-family dwellings if they wanted to make money from the property by collecting rents. Indeed, the main goal in building these tenements was the return investment.<sup>122</sup>

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<sup>119</sup> New York City Tenement Museum, “Early Tenements,” [http://www.tenement.org/Virtual\\_Tour/vt\\_hallruin.html](http://www.tenement.org/Virtual_Tour/vt_hallruin.html)

<sup>120</sup> Riis, *How the Other Half Lives*, 105.

<sup>121</sup> Jackson, 90.

<sup>122</sup> Christopher Gray, “Streetscapes: The Lower East Side Tenement Museum: Recalling the Urban Pioneers,” *New York Times*, May 5, 1991, online edition.



In 1890, a man named Jacob Riis documented the poor living conditions of tenement dwellers on the Lower East Side in New York City in his book *How the Other Half Lives*. His sensationalist photos and descriptions brought attention to the substandard conditions of the tenements and the poor quality of life tenement dwellers endured. His work was widely read and highly influential in starting a movement to improve the quality of multi-family housing. His work was also a major impetus to the reform that resulted in housing and zoning laws that cities abide by today.<sup>123</sup> By 1914, California had adopted tenement house regulations.<sup>124</sup> By this time, large apartment buildings and tenement houses had earned a poor reputation among the middle and upper classes, and were generally frowned upon as a form of multi-family housing.

Zoning laws specific to Sacramento were not enacted until April of 1923. At this time, proposed zoning divided the central city into five zoning districts. A “First Residential” district was mainly for single family homes; a “Second Residential” district, mostly east of Twenty-first Street on this zoning map, was for single family homes as well as apartment houses, flats, hotels, boarding houses, schools, libraries, churches, hospitals, fire and police stations, and lodge buildings. Bungalow courts would have been included in this Second Residential district. The zoning map also provided for a

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<sup>123</sup> Robert W. DeForest and Lawrence Veiller, eds. *The Tenement House Problem: Including the Report of the New York State Tenement House Commission of 1900 Vol. II* (New York: The MacMillan Company, 1903), 105.

<sup>124</sup> Kenneth Baar, “The National Movement to Halt the Spread of Multifamily Housing, 1890-1926,” *Journal of the American Planning Association* 58, no. 39 (Winter 1992): 6.

“Commercial District,” a “Light Industrial District,” and a “Heavy Industrial” District (See Appendix E for 1923 Zoning Maps).<sup>125</sup>

Zoning laws that restricted height were common. For example, in East Sacramento, facing McKinley Park on the south side, is an area that predominantly consists of single-family homes but was zoned for the “Second Residential” district, with a 35-foot height limit on buildings until a property owner requested a variance in 1963 for a high-rise apartment house.<sup>126</sup> The area around McKinley Park also contains two bungalow court complexes. The owners of these courts would have had to adhere to fairly new zoning laws when they were built in the late 1920s to 1930s. Prior to zoning laws, a general trend away from large-scale apartment or tenement buildings, or perhaps even societal norms, may have influenced property owners’ construction decisions. Many bungalow courts were built on single lots that were meant for single-family homes. Building this type of housing on a lot for a single-family home maximized investors’ profits.

In Sacramento, all known bungalow courts in the contiguous areas of downtown, Midtown, and East Sacramento were built on lettered streets running east-west. Because of the way streets, alleys, and parcels were originally mapped, this allowed the investor to build on a lot that was half a block deep. The buildable portion of the lot started on a setback at the street and ran clear back to an alley that ran parallel to the street. For later bungalow courts, this may have been done so that people could use the alley to park their automobiles, as the alleys were an obvious place to build garages. More than likely

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<sup>125</sup> City of Sacramento Records Library, Ordinance No. 117; *The Sacramento Bee*, February 9, 1923.

<sup>126</sup> “McKinley High-rise is Before Planners,” *The Sacramento Union*, January 21, 1963.

though, these lots were chosen in order to maximize the size of the lot thereby enabling the builder to have as many rental buildings on the property that was physically possible.

### *Architectural Styles*

The housing type that is now being called “bungalow courts” generally was designed in a variety of architectural styles. What is now referred to as the “Bungalow” style was derived from the Craftsman style, which was a commonly built architectural style from 1905 to 1930. According to *A Field Guide to American Houses*, the Craftsman style was marked by a low-pitched, gabled roof, unenclosed eaves with a wide overhang, exposed roof rafters, a porch – either full or partial, and a roof supported by square, tapered columns which may extend to ground level. Bungalows are “... [o]ne-story vernacular examples ...” of the Craftsman style.<sup>127</sup> The bungalow courts are often referred to as such because many original courts built in southern California were built in the bungalow style. The term “bungalow,” however, morphed into a catchall term that was and is used loosely, sometimes without identification with a “... specific set of aesthetic traits ...[but] ... came to refer more broadly to any small, one-story house.”<sup>128</sup> Charles Sumner Greene, an architect whose name was synonymous with the Craftsman architectural style, commented on this when he said:

*The term bungalow has been stretched to include almost everything in domestic building that is not strictly of Renaissance [sic] or Colonial origin ... To the popular mind, it ... is perhaps more closely associated with California than elsewhere. The East Indian origin of the term is apparently forgotten ...*<sup>129</sup>

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<sup>127</sup> Virginia and Lee A. McAlester, *A Field Guide to American Houses* (New York: Alfred A. Knopf, 2003), 453-454.

<sup>128</sup> Wallace, Roberts, and Todd, “Tower District Specific Plan...”

<sup>129</sup> Charles Sumner Greene, “Impressions of Some Bungalows and Gardens,” *The Architect X* (1915), 252.

Indeed, the bungalow, both word and structure, is derived from Bengal. During British rule in Bengal, houses were built in a simple form because of the tropical temperature. The style was brought to the American south by the British and in the early 1900s, a simpler style of building became common in America as a reaction to the more ornate Victorian era. This was the impetus the Bungalow style needed:

*It was in Southern California in the early 1900s that these two ideologies came together to produce the California Bungalow ...A bungalow in the garden became the image of the suburban ideal and quickly diffused throughout the country.*<sup>130</sup>

The popularity of this architectural style for single-family homes coincided with the popularity of the bungalow courts as a type of housing, which may be why many of the early courts are also built in this style. And although the courts were associated with the term “bungalow,” the most prevalent style of the courts, at least in the Los Angeles area, was the Spanish Colonial Revival.<sup>131</sup>

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<sup>130</sup> Curtis and Ford, “Bungalow Courts in San Diego...”

<sup>131</sup> Chase, “Eden in the Orange Groves,” 35.



**Figure 1: 3246 Marshall Way, Sacramento, built in 1918.  
Example of Sacramento's earliest bungalow court in the Craftsman Bungalow style.**

Many architectural styles are represented in the variety of extant courts in California. According to the Pasadena Planning Department, the date of construction of a particular court can be estimated based on the style the court was built in:

*Early courts ... were designed in the Craftsman style; courts built in the 1920s and early 1930s were mostly in period-revival styles such as Spanish Colonial Revival, Mission Revival, Colonial Revival, Tudor Revival or English Cottage Revival; and courts built in the late 1930s and early 1940s were generally in the Minimal Traditional style.*<sup>132</sup>

The focus on small single-family houses came to the forefront early in the twentieth century as the architectural industry became centered on the small home for

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<sup>132</sup> City of Pasadena... "Bungalow Courts in Pasadena."

working class families.<sup>133</sup> Indeed, bungalow court architecture in Sacramento was probably inspired by the *Better Homes and Small House Movement* that occurred in the U.S. from 1919-1945, a period of time that coincides with the period that bungalow courts were built in Sacramento, from 1918 to 1947. The term ‘bungalow,’ in fact, became synonymous with ‘small house,’ often regardless of the style of architecture. By the 1920s, the small house became extremely popular and profitable, leading architects to combine the comforts of a small home with the beauty of architecture.<sup>134</sup> In the *National Register Bulletin, Historic Residential Suburbs*, the *Small House Movement* is discussed:

*The small house of the 1920s appeared in many forms and a variety of bungalow and period revival styles, the most popular being drawn from the English Tudor Revival and a host of American Colonial influences, including Dutch, English, French, and Spanish. The movement resulted in a great diversity of architectural styles and types nationwide as regional forms and the work of regional architects attracted the interest of an increasingly educated audience of prospective home owners.*<sup>135</sup>

Likewise, bungalow court houses of this period are of a variety of architectural styles and reflect the general trends in period revival architecture as well. Many of Sacramento’s bungalow courts are in Tudor Revival style, with a number of courts in a minimal traditional style that have elements of Tudor Revival.

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<sup>133</sup> Doucet and Weaver, *Housing the North American City*, 232.

<sup>134</sup> Doucet and Weaver, 235.

<sup>135</sup> National Park Service, “National Register Bulletin: Historic Residential Suburbs...”



MOTT STUDIO PHOTO

*A most attractive group of small homes built in such a manner as to form an interesting court. All are built after the manner of the modern English cottage. The use of red brick for the porch floors together with multi-colored shingles on the roof and the wrought iron railing about the entrances, all add to the attractiveness of the houses.*

**Figure 2: Unidentified bungalow court in *The Home Designer and Garden Beautiful: Homes in Sacramento, California*. June 1925.<sup>136</sup>**

## Bungalow Courts: Origins and History

### *Historic Origins of the Courtyard and the Bungalow*

The origins of the courtyard can be found as far back as 3,000 BC. By one account, the courtyard house was created in Mesopotamia by the Sumerians during the

<sup>136</sup> A.R. Widdowson, Architect, *The Home Designer and Garden Beautiful: Homes in Sacramento, California* (June 1925), 64. Pamphlets, Sacramento Room, Sacramento Public Library.

third millennium BC.<sup>137</sup> There is a connection between Sumerian cultural traditions that are connected with nature and the courtyard house, in which contact with nature is inevitable. "... the courtyard was not open to the sky but roofed by the sky."<sup>138</sup> This type of housing is protective against the elements of nature, while still allowing in sunlight.<sup>139</sup> The courtyards' connection to nature and the outdoors is obvious, and many cultural traditions that continue in the Mideast still have a strong connection with nature or the outdoors.<sup>140</sup> The courtyard in the deserts of the Mideast and in Spain protected its inhabitants not from city life, but from the harsh sun, and at one time, invasions. Courtyard housing is still prevalent all across the Mideast.

In *Courtyard Housing in Los Angeles*, the authors quote from Richard Requa's *Architectural Details: Spain and the Mediterranean*, to explain the continuance of Spanish architecture in the U.S.:

*There is perhaps no section of the world of greater interest to Californians than Spain and the countries bordering the western Mediterranean.*

*This is due first to the fact that the greater portion of southwestern America was discovered, explored and settled by adventurers and missionaries from southern Spain...*

*Then, the climate, topography and other natural conditions found in southern Europe and north Africa are strikingly similar to conditions found in the southwest section of our own country...*<sup>141</sup>

When American architects were unable to take the "Grand Tour" of Europe because of World War I, Spain was still open to touring and to study. Ambitious American architects

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<sup>137</sup> Brian Edwards, Magda Sibley, Mohamad Hakmi, and Peter Land, *Courtyard Housing: Past, Present and Future* (New York: Taylor and Francis, 2006), 95.

<sup>138</sup> Edwards, Sibley, Hakmi, and Land, 99.

<sup>139</sup> Edwards, Sibley, Hakmi, and Land, xv.

<sup>140</sup> Edwards, Sibley, Hakmi, and Land, 99.

<sup>141</sup> Polyzoides, Sherwood, and Tice, *Courtyard Housing in Los Angeles*, 63.



influenced by Spanish Andalusian architecture “... were convinced that a new southern California architecture to transform the original colonial forms of the western United States and Mexico was desirable.”<sup>142</sup> The central patios that defined this type of house as being “... open to the sky, surrounded by a tile-roofed colonnade, and paved but softened with vegetation and water – is a distant relative of the ... courts.”<sup>143</sup> Modern courtyards are derived from this type of architecture as architects returned to the U.S. from Spain to apply their new inspiration and knowledge in similar climates such as California. The author of the *Historic Architecture Survey Report for the “Bungalow” Court Project* in Fresno, California, furthers the assertion of Spain’s influence on California bungalow court architecture:

*Many architects were particularly attracted to Andalusia due to the architecture, climate and light. Both in published studies and from first-hand experience, the courtyard housing of Spain thus became a rich source of inspiration for a new California style architecture.*<sup>144</sup>

### *Courtyards and Climate*

The bungalow court as a specific type of multifamily residential housing first emerged in the United States in the moderate climate of southern California in the early twentieth century. The first bungalow court is generally known to be St. Francis Court, built in Pasadena in 1909.<sup>145</sup> Pasadena, California is specifically noted as the birthplace of the bungalow court type, and the most concentrated area of courtyard housing is in

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<sup>142</sup> Polyzoides, Sherwood, and Tice, 20.

<sup>143</sup> Polyzoides, Sherwood, and Tice, 20-21.

<sup>144</sup> Karana Hattersley-Drayton, “Historic Architecture Survey Report for the ‘Bungalow’ Court Project, Fresno, California,” <http://www.fresno.gov/NR/rdonlyres/42ED2C2A-B9F5-401D-8024-76EA1A796CD6/0/HistoricPresBungalowCourtProjectFeb122009.pdf>, (page 14) (accessed on September 8, 2011).

<sup>145</sup> Sicha, “National Register of Historic Places Inventory... Pasadena: Bungalow Courts,” July 1981, F8.

southern California.<sup>146</sup> There are other smaller concentrations of bungalow courts in Florida and Arizona as well, two states known for their warm, outdoor friendly climates.<sup>147</sup> The relatively warm climate in California is a factor that has been influential in the state's population growth. The population in California has grown exponentially in the past century and has in turn required a great amount of housing in order to accommodate its new citizens. The California climate in most areas is ideal for bungalow courts and the outdoor courtyard living they entail. Making use of yards, porches, patios, balconies and gardens have long been a part of California living and is clearly the intention for the "courtyard" in this type of housing.<sup>148</sup>

### *Popularity of Bungalow Courts*

As previously mentioned, courts were a popular type of housing to build because they made efficient use of space and at the same time provided all the comforts of a home. They were practical both economically and architecturally in a time of growth.<sup>149</sup> There was a change in housing needs when World War I ended, "... young men returned from service in the military and, having been uprooted from family and tradition, sought new opportunities in the cities."<sup>150</sup> Young, single women were also entering the labor force and moving to the cities and as previously mentioned, apartment

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<sup>146</sup> City of Pasadena Planning Department, Design and Historic Preservation, "Bungalow Courts in Pasadena," <http://ww2.cityofpasadena.net/planning/deptorg/dhp/bungalowcourts.asp> (accessed October 1, 2011).

<sup>147</sup> Curtis and Ford, "Bungalow Courts in San Diego..."

<sup>148</sup> Polyzoides, Sherwood, and Tice, 10.

<sup>149</sup> Chase, "Eden in the Orange Groves..." 29 and 33.

<sup>150</sup> Curtis and Ford, "Bungalow Courts in San Diego..."

buildings had a poor reputation. Neighbors could not see the comings and goings of other neighbors' guests, so living in an apartment was thought to be "indecent," especially for young women. Bungalow courts eliminated the anonymity of apartment life and created the community associated with living in a courtyard setting.<sup>151</sup> Individuals as well as families inhabited this type of housing, which, being a small house, blended well in a neighborhood of single-family homes. One early (1920) proponent of this type of housing wrote:

*It has advantages, also, over the average single residence. In the first place, the tired business man living in a court does not have a list of chores to do every evening after he reaches home. The grounds are always in order and are kept so by the court attendant. Again, the houses are off the heavily traveled streets, making the location much safer for children and freer from dust and dirt.*<sup>152</sup>

The practicality of living in a house-like setting, without a large mortgage to pay or the burden of maintaining an investment, all the while reaping the benefits of a small community, bungalow courts renters lived in the best of both worlds.<sup>153</sup>

Despite the advantages of bungalow courts, they were not without criticism.

Charles Sumner Greene was one critic of the courtyard-style housing. As he put it,

*... it would seem to have no other reason for being than that of making money for the investor ... this is a good example of what not to do.*<sup>154</sup>

He also said:

*The bungalow court idea is to be regretted. Born of the ever-persistent speculator, it not only has the tendency to increase unnecessarily the cost*

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<sup>151</sup> Curtis and Ford, "Bungalow Courts in San Diego..."

<sup>152</sup> Albert Marple, "The Modern Bungalow," *Building Age* 42 (1920): 22 and 40.

<sup>153</sup> Fullerton Heritage: Architectural Styles in Fullerton, "Bungalow Courts..."

<sup>154</sup> Robert Winter and Alexander Vertikoff, *American Bungalow Style* (New York: Simon and Schuster, 1997), 20.

*of the land, it never admits to home building ... The perfect bungalow should be designed to fit the needs of a particular owner.*<sup>155</sup>

Greene may have been accustomed to these types of commissions from people who could afford to build their own home, but bungalow courts were not built with these people in mind. The popularity of bungalow courts grew during a time when many people were moving to California and housing was needed for a large influx of people, particularly after World War I. People who were just starting out in a new city could scarcely afford to hire an architect to design a house. Residents of bungalow courts were often working class or middle management, as evidenced in Sacramento by a city directory, which lists residents' names and occupations. In 1926, two of the residents of an Oak Park bungalow court – 3228 Marshall Way, the oldest extant court in Sacramento – worked at Southern Pacific as a boilermaker and as a draftsman. Inhabitants at that address also included a plumber and a supervisor for the City Recreation Department.<sup>156</sup>

Greene was not wrong in his assessment of the courts as potential money-makers. With a plot of land normally intended for one or possibly two single-family homes, the potential investor could either construct a single house, or the investor could construct several smaller homes, eight or even ten, depending on the lot size and the building size, thereby greatly increasing his financial return.<sup>157</sup> Other types of multifamily dwellings such as apartment buildings and tenements may have been a good source of income for landlords but were vastly unpopular often due to the perception that the comings and

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<sup>155</sup> Greene, "Impressions of Some Bungalows...", 252.

<sup>156</sup> Sacramento City Directory, 1926.

<sup>157</sup> Marple, 20.

goings of visitors could not be held to proper standards of the day. They were also unpopular because they were associated with crowded living conditions in the cities, something suburbanites wanted to escape. Courtyards were a nice compromise: individual houses that provided the amenities of a single family home in a garden setting, provided a community for renters, and gave the landowner/investor extra income with the efficient use of space as a multi-family type of dwelling.

#### *Evolution of Courtyard Housing: Cabin Courts*

While the courtyard itself has origins near warmer, Mediterranean climates, the bungalow court form, specifically the dwelling units around a central area, has been credited to different possible sources, including religious campgrounds in the eastern United States that contained small cottages.<sup>158</sup> This court form also has origins with tourism in California, where tourists may have stayed in temporary housing that was situated around a courtyard or “loosely arranged in the landscape.”<sup>159</sup>

After World War I, automobile tourism became more popular as a pastime, and there was a need for accommodations for travelers as they passed through town or country. At first, travelers camped on private land, but the excess trash and destruction of property led to landowners objecting to this free use of their land, and “no trespassing signs” became prevalent. Later, many communities along traveling routes provided free accommodations where travelers could set up their tents to camp and use the facilities, knowing the travelers would patronize the local businesses nearby. These public lodgings

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<sup>158</sup> Winter, *The California Bungalow*, 58.

<sup>159</sup> Polyzoides, Sherwood, and Tice, 16.

worked for a time, but free accommodations attracted a variety of people, and some travelers became uneasy with the prospect of sleeping at a place of public lodging amongst people whom they did not know, and who did not always have good intentions.

The way to weed out “those they deemed undesirable,” was to charge a fee.<sup>160</sup>

Eventually, many landowners began to provide more permanent, private accommodations that took the form of cabins. These were called “cabin camps.” The term “cabin camp” morphed into “cabin court,” “cottage court,” “tourist court” and also “apartment court,” as the word “court” described the accommodations more accurately than “camp.” These new temporary accommodations often included a common, central area.<sup>161</sup>

While this type of accommodation was built around the same time that bungalow courts were popular, there may have been mutual influence between these types of courts and the bungalow court type. After World War II, these courts became “motor hotels,” or what we now know as motels. The central common area, which for the bungalow courts had contained a fountain or garden, now accommodated the automobile. Architect Arthur Heineman, who designed the Milestone Motels in San Luis Obispo, California in 1925, is widely given credit for the invention of the motel.<sup>162</sup>

### *Evolution of Courtyard Housing: Garden Apartments*

In the late 1920s through the 1940s, there was a rise in popularity of garden apartments. These were two-story, attached apartment buildings that were oriented

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<sup>160</sup> Liebs, *Main Street to Miracle Mile...*, 172.

<sup>161</sup> Liebs, *Main Street to Miracle Mile...*, 170-175.

<sup>162</sup> Liebs, *Main Street to Miracle Mile...*, 182.

around a courtyard in a U- or L-shape, similar to the shape of the single-story, bungalow courts. Often built in the Spanish Colonial Revival style, they usually had plenty of garages and were denser than the courts but heavily emphasized garden-like environment of the enclosed courtyard.<sup>163</sup> While the use of the courtyard still promoted community life within the overall accommodation, the privacy of having an individual unit was lost, as was the intimacy of the bungalow courts, which were commonly one story. These garden apartments were usually two-story and denser, with common walls. The intention of this type of housing was to accommodate a large number of people while still maintaining a garden-like setting.

#### *Demise of the Bungalow courts*

By the 1940s, new construction of bungalow courts came to an end. The priorities that propelled this type of housing after World War I shifted towards a new paradigm as the war effort for World War II halted most new construction. After World War II, construction shifted towards housing a booming population as soldiers came home to start new jobs and families.<sup>164</sup> Housing a higher density of people became necessary, as did providing parking spaces for automobiles, which by now were common. While suburbs burgeoned with multitudes of single-family homes, high-density apartment buildings became the norm for multi-family housing, and there was no longer a desire for

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<sup>163</sup> Chase, "Eden in the Orange Groves..." 36.

<sup>164</sup> Curtis and Ford, "Bungalow Courts in San Diego..."

smaller forms of multi-family housing such as bungalow courts.<sup>165</sup> Alas, they were no longer financially feasible for investors to build as sources of multi-family housing.

### **Bungalow Court Description**

Bungalow courts commonly consist of an arrangement of three to twelve detached (individual units) or attached (more than one unit, such as a duplex or triplex) dwellings arranged around a central open space. The open space may be green space, a patio, or contain a fountain. There may be variations on style of dwelling, use of space, and shape of the courtyard. The emphasis of the bungalow court is often placed on the “small houses,” or separate dwellings, as well as the central courtyard. The dwellings, when they were built, sought to duplicate the comforts of a detached single-family home.<sup>166</sup> This provided the renter with the comforts of a home without the responsibilities of being a homeowner. Here, an article from 1920 describes the benefits of living in a bungalow court:

*From the viewpoint of the renter these bungalow courts have much to recommend them, particularly their privacy. As has been stated, each home is separate. There is no such thing as hearing through the walls any more than this is possible with regard to the average city home, and the next door neighbor may come home in the ‘small, wee hours,’ without awakening everyone in the court. These courts also provide more freedom for the tenant than does the regular apartment house, and they enable the renter to spend more time outdoors.<sup>167</sup>*

The setting of most bungalow courts offered residents many amenities.

Courtyards were built most prevalently in urban neighborhoods, most often in first-ring

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<sup>165</sup> Chase, 35-36; Fullerton Heritage, “Bungalow Courts.”

<sup>166</sup> Polyzoides, Sherwood, and Tice, 32.

<sup>167</sup> Marple, 22.



suburbs. The population density of such areas maximized the possibility of social interaction as well as easy access to urban areas, and allowed people to interact with their garden-like environment, as these housing units are mostly single-story and emphasize an outdoor courtyard.<sup>168</sup>

### *Court Typology*

Courts come in many different formations. A “parti” is the form the dwellings take in or around the courtyard. The most common are the “single-bar parti,” a simple row of individual houses without a defined courtyard space; the “double-bar parti,” consists of two single bars, or rows of houses, facing each other, with the courtyard between them; the “L parti,” in which the courtyard is partially enclosed as the dwellings form an “L” shape around the outdoor space. The most common form is the “U parti” in which there are two rows of dwellings that face each other, with a single dwelling (often larger than the others) at the end of and between those rows; all the dwellings typically face the courtyard with the open end of the “U” shape facing the street. Another form is the “completed courtyard parti,” where the courtyard space is enclosed completely by dwelling units.<sup>169</sup> Non-conforming, or Picturesque courts do not follow the layout of any of the described parti-types, but are often a-symmetrical, meandering, and the grounds may have more than one level.<sup>170</sup>

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<sup>168</sup> Edwards, Sibley, Hakmi, and Land, *Courtyard Housing...*, xv.

<sup>169</sup> Polyzoides, Sherwood, and Tice, 34-42.

<sup>170</sup> Note: the term “Picturesque,” as used in this Historic Context Statement, comes from this source previously referenced: Karana Hattersley-Drayton, “Historic Architecture Survey Report for the ‘Bungalow’ Court Project, Fresno...,” 18.

Courts found in Sacramento are typically of the single-bar, double bar, U parti, or Picturesque formations. The single-bar parti is less elaborate and may have been built exclusively on narrow lots. An example in Sacramento is the court located at 2507-2511 T Street. Double-bar partis are not very common as they are open at both ends and almost require a larger plot of land that provides courtyard access from both ends of the courtyard. Sacramento has at least two such examples. One is located at 3949-3959 M Street, which opens to perpendicular streets at either end of the court, and the other is located at 3400 H Street, which may back up to a backyard.

U parti courts are quite common in Sacramento, with examples that abound particularly in Midtown. U parti courts basically consist of double bar dwellings with another unit on the end, forming the “U” shape. This end unit is sometimes a dwelling, but is often a set of garages that backs up to an alley. Sometimes there are dwelling units above the garages. This is found frequently in Sacramento courts. Occasionally, pedestrian access between the alley and the courtyard is possible via a walkway that bisects the garages. An example of a U parti with dwellings on all three sides is the court at 2319-2325 T Street.

Picturesque courtyards do not conform to a parti but are sometimes meandering and are not symmetrical. There are two known Picturesque courts in Sacramento. One is at 1725 H Street; its buildings are multi-level and are situated around an asymmetrical courtyard. Some units are built partially over the attached garage. Some of the fronts of buildings face the street, not necessarily the courtyard. The other Picturesque court is at 2424-2432 Capitol Avenue. This court also consists of multi-level dwelling units built

partially over attached garages. The layout appears to be on a slight incline, as there are steps that lead up to dwelling units toward the rear of the lot. Units face the street, not necessarily the courtyard, and unlike other Sacramento bungalow courts, the courtyard itself is not really visible from the street.

### *Courtyard Features*

A courtyard's most remarkable feature is often the landscaping: "In the courts, common areas were carefully landscaped with semitropical plants picked to present the image of an oasis set apart from the hustle and bustle of the street."<sup>171</sup> The outdoor space of the courtyard could be simple in the form of a pedestrian walkway, or a place of reflection and leisure, enclosing a garden or a fountain.<sup>172</sup> The most comprehensive book on courtyard housing, called *Courtyard Housing in Los Angeles* says:

*First, there is a central courtyard, a regularly configured public open space that provides both a means of access to private areas and a realm for public activity ... the courtyard is typically rectangular; the area is carefully landscaped with both 'hard' and 'soft' elements in order to direct movement, to screen dwellings, or ... to embellish.*<sup>173</sup>

More elaborate courts may have included a small clubhouse and offered amenities such as tables, chairs, and benches, or other features conducive to community living.

Courtyards typically incorporate a central feature, such as a fountain, which is the focal point for the entire court. Many courts in Sacramento include amenities or features such as tables, chairs, benches, fountains, and birdbaths. Several of Sacramento's courts

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<sup>171</sup> Chase, 33.

<sup>172</sup> Polyzoides, Sherwood, and Tice, 30.

<sup>173</sup> Polyzoides, Sherwood, and Tice, 30.

include mature trees that give the courtyard a feeling of permanence and help it blend in with the surrounding neighborhood.



**Figure 3: 3949 M Street, Sacramento. Example of landscaping in courtyard.**

### **Identifying Themes for Evaluating Sacramento's Bungalow Courts Related to National Criteria A; California Criteria 1; or Sacramento Criteria i**

The following section provides the temporal and geographical themes that may be used to identify the significance of a bungalow court. It includes a brief overview for each of Sacramento's first-ring suburbs built during the streetcar era as well as the early automobile era.

**Theme: Streetcar Suburbs, 1889-1947***Midtown*

The area east of Sixteenth Street to Alhambra Boulevard, bound by the American River and railroad levee to the north and Broadway to the south, is now known as “Midtown.” Though it was part of the original city grid layout, it was mostly undeveloped until the latter part of the nineteenth century. It is predominately residential with corridors and pockets of commercial districts. The neighborhoods that comprise Midtown were Sacramento’s original suburbs as middle- and upper-class residents of the early city shifted eastward to escape overcrowding and industrial blight around the turn of the century.<sup>174</sup> Serviced by the streetcars, much of the land in this area was affordable.<sup>175</sup> Some neighborhoods, such as Poverty Ridge, catered to upper classes, and the housing styles and sizes reflect such affluence. Other neighborhoods, such as New Era Park, were working class and housed employees of nearby packing plants and agricultural facilities, as well as the ubiquitous Southern Pacific Railroad. Streetcar lines kept employees and residents moving easily between work and home, as well as to commercial and entertainment venues.<sup>176</sup> By the end of the 1930s, most areas of Midtown as well as downtown were filled in with houses or commercial enterprises.

Midtown architecture is as varied as its neighborhoods. There are a number of examples of various Victorian styles as much of the area developed prior to the turn of

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<sup>174</sup> Sacramento Archives and Museum Collection Center and the Historic Old Sacramento Foundation, *Sacramento’s Midtown* (Charleston: Arcadia Publishing, 2006), 57.

<sup>175</sup> Hibma, “Historic District Nomination for the Newton Booth Neighborhood...,” 27.

<sup>176</sup> Sacramento Archives and Museum Collection Center, *Sacramento’s Midtown*, 29.

the twentieth century. There are also examples of Craftsman, Italian Renaissance Revival, and Colonial Revival. Midtown has several examples of bungalow courts.

### *Oak Park*

Bound by “Y” Street on the north, around Fourteenth Avenue on the south, Franklin Boulevard on the west, and Stockton Boulevard on the east, Oak Park became Sacramento’s first streetcar suburb as it developed along the streetcar line that headed to its “southeastern terminus in Oak Park Addition.”<sup>177</sup> Joyland amusement park boasted its own roller coaster and later added an outdoor theatre and roller skating rink. The park helped to lure new residents who bought lots from Oak Park developer Edwin Alsip. As travel on the streetcar line increased, the merchant and residential population along the line grew as well.<sup>178</sup> Residents obtained their water from wells – this water was much higher of a quality than that provided to city residents to the west. Proper sewers and street improvements also ensured comfortable living.<sup>179</sup>

While Joyland, which opened in 1889, and the ensuing streetcar service that began around 1891, ensured travel through the area, major development in Oak Park did not occur until the early 1900s. Spurred by employment opportunities in the city that were accessible by streetcar, Oak Park grew with the working class population and a small business district, which serviced the area residents.<sup>180</sup> In 1911, Oak Park was

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<sup>177</sup> Sacramento City and County Directory, 1889/1890, 24-25.

<sup>178</sup> Boghosian and Cox, *City of Sacramento Oak Park Survey*, A-5.

<sup>179</sup> Boghosian and Cox, *City of Sacramento Oak Park Survey* A-6 – A-8.

<sup>180</sup> Boghosian and Cox, *City of Sacramento Oak Park Survey* A-12; Lee M.A. Simpson, ed. *Sacramento’s Oak Park*, (Charleston: Arcadia Publishing, 2004), 53.

annexed to the City of Sacramento along with Curtis Park and East Sacramento. Over the next fifty years, the area would develop as a working-class suburb with Southern Pacific Shops being a major place of employ for many residents.<sup>181</sup> Southern and Eastern Europeans would make up much of the population until World War II.<sup>182</sup>

Joyland was destroyed by fire in 1920 and by the time it was rebuilt two years later, it no longer had the draw it used to have. By 1927 *Joyland* had been replaced by a city park that is still there, McClatchy Park.<sup>183</sup> Oak Park contains at least two examples of bungalow court type of apartments.

### *Curtis Park*

Curtis Park's boundaries were around 1<sup>st</sup> Avenue on the north, Sutterville Road on the south, 24<sup>th</sup> Street on the west up to Freeport Boulevard north of the Railyards, and Franklin Boulevard on the east. Curtis Park developed in stages starting around the same time as Oak Park, before the turn of the century. The first subdivision of what is now Curtis Park was called Highland Park. In October of 1887, fifty-nine lots were purchased in Highland Park for approximately \$164 each.<sup>184</sup> An early streetcar suburb, it boasted of "[h]orsedrawn, cable, and later electric-battery streetcars made it possible to commute to downtown without the inconvenience and stabling expense of a horse or horse and buggy."<sup>185</sup>

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<sup>181</sup> Simpson, 7-9.

<sup>182</sup> Simpson, 8.

<sup>183</sup> Simpson, 67.

<sup>184</sup> Dan Murphy, *Sacramento's Curtis Park* (Charleston: Arcadia Publishing, 2005), 21.

<sup>185</sup> Murphy, 7.

In the *Sacramento City and County Directory for 1889/1890*, growth to the east of the central city and easy transportation was praised:

*The completion of the Highland Park Railway, some years ago, has also brought within convenient distance of the business portion of the city the desirable Highland Park Tract, which is fast being built over with elegant mansions, beautiful villas and lovely cottages – making homes in the pure country air for hundreds of Sacramento’s toilers.*

*The extension of the city eastward is not so marked, but there is a great deal of building going on which, with the now abundant means of transportation, will draw many families from the more thickly populated districts.*<sup>186</sup>

Developer J.C. Carly planned part of the subdivision of West Curtis Oaks, and in 1911, planned for residents to have all the amenities of the time: “macadam oil streets, cement curbs, gutters and sidewalks, water, electricity and gas.”<sup>187</sup> After purchasing a lot from Carly, people would then contract to have a house built.

*Often developers assisted buyers by making plans or plan books available and recommending contractors. The repetition of certain house designs with minor modifications suggests that this may...have been the case in West Curtis Oaks.*<sup>188</sup>

Most of the lots that were laid out had access to a service alley at the rear. This was to keep out of view the “unsightly carriage houses and utilitarian activities” that were indicative of the horse-drawn transportation of the time.<sup>189</sup> Within a few years, owners were adding narrow driveways and garages to their properties as automobiles replaced

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<sup>186</sup> Sacramento City and County Directory, 1889/1890, 24.

<sup>187</sup> Roland-Nawi Associates, *West Curtis Oaks Historic District Survey* (Prepared for the City of Sacramento, April 2003), D-8, 5.

<sup>188</sup> Roland-Nawi Associates, D-8, 6-7.

<sup>189</sup> Murphy, 21-22.



horse-drawn carriages.<sup>190</sup> Larger garages, reflecting the trend of multi-car ownership, later replaced the early single-car garages.<sup>191</sup>

In 1906, Western Pacific Railroad, the hard-won competitor to Southern Pacific, announced its intended route through Sacramento, which would run approximately parallel to what is now the western boundary for Curtis Park, Freeport Boulevard. Land developers purchased a portion of what was then Curtis Ranch, getting a right of way for street railway service. Within days of the purchase, the developers filed a subdivision map.<sup>192</sup> Part of this area later became South Curtis Oaks, now a part of the Curtis Park neighborhood. This part of Curtis Park was built in the 1920s and took the automobile into consideration at the time of construction. There are no rear alleys; driveways and garages are typical.

In the summer of 1919, the developers planned to donate a large area in the southern portion of the land for a public park. By November the same year, the city became the owner of Curtis Park, a large tract of land dividing two parts of the Curtis Park neighborhood with towering old trees and a vast expanse of parkland and recreational amenities.<sup>193</sup>

In 1926, the last area to really see development was St. Francis Oaks, marketed as “Spanish Town.”<sup>194</sup> By the time the Depression hit, most of the area had already been developed with the few remaining areas built out by the 1940s.

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<sup>190</sup> Roland-Nawi Associates, C-4, 2.

<sup>191</sup> Roland-Nawi Associates, D-8, 6.

<sup>192</sup> Murphy, 33.

<sup>193</sup> Murphy, 57.

<sup>194</sup> Murphy, 58.

Much of the literature about Curtis Park discusses its array of architectural styles. The neighborhood is particularly noted for the strong presence of the California Bungalow style of architecture, built between 1910 and 1942, which “contributes significantly to the character of the neighborhood.”<sup>195</sup> West Curtis Oaks contains Post World War I constructed American Colonial Revival and English Cottage style homes which were “popularized through the small house movement which was very active in Sacramento in the 1920s.”<sup>196</sup> Curtis Park contains at least two examples of Bungalow Court type of apartments.

### *East Sacramento*

East Sacramento was bound approximately by B Street on the north, Folsom Boulevard on the south, 30<sup>th</sup> Street/Alhambra Boulevard on the west, and 48<sup>th</sup> Street on the east during the early part of the Streetcar Suburb era. By 1945 though, the eastern boundary for East Sacramento extended out to Elvas Avenue. This vast area is made up of a myriad of neighborhoods. The Fabulous Forties, roughly between H Streets and Folsom Boulevard, and 38<sup>th</sup> to 47<sup>th</sup> Street, is made up of large, lavish houses designed to accommodate upper-class clientele, and were built from the 1910s through the 1930s. The curvilinear-designed McKinley Boulevard Tracts One and Two, bounded by D Street to the north, McKinley Boulevard to the south, Santa Ynez Way to the west, and 39<sup>th</sup> Street to the east were built for the middle- to upper-middle classes.

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<sup>195</sup> Roland-Nawi Associates, D-8, 1 and 7.

<sup>196</sup> Roland-Nawi Associates., D-4, 2.

Much of East Sacramento, roughly west of 48<sup>th</sup> Street is made up of smaller homes for the working class. Architecture is quite varied in the area with examples that include, but are not limited to Period-Revival styles, minimal traditional style, and the California Bungalow style.<sup>197</sup>

The jewel in East Sacramento's crown is McKinley Park, called "East Park" at its inception. The park welcomes visitors entering the area from the west coming from H Street. Always looking for new ways to increase ridership on their lines, the streetcar company who ran the H Street streetcar line, Sacramento Street Railway, purchased land to the east of the 31<sup>st</sup> Street city boundary. They developed the land into a large park and built a building with a tavern and viewing area from the balconies above. It contained an area for lawn tennis, a zoological garden as well as a flower garden, a deer park and picnic grounds. An additional portion later added to the park served as more picnic grounds as well as a baseball field, a shooting gallery, and a zoo. The park was then called "East Park."<sup>198</sup>

East Sacramento was generally developed in the first half of the twentieth century. Streetcar lines initially serviced the area but much of East Sacramento was built during a transitional time when the automobile was just coming into use. For that reason, construction in the area was influenced by the growing use of the automobile. Most houses have a garage, often detached and set far behind the house.<sup>199</sup> East Sacramento

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<sup>197</sup> Sean McBride de Courcy, "McKinley Boulevard Tracts One and Two Historic District Survey" (master's thesis, California State University Sacramento, 2010), 24-25.

<sup>198</sup> Historic Environmental Consultants, *McKinley Park Rose Garden: Evaluation Significance* (Prepared for City of Sacramento Preservation Office, June 2009), 3-6.

<sup>199</sup> McBride de Courcy, 30.

residents continued to use the streetcar lines until the 1940s. The J Street streetcar line for example, was the main mode of transportation to the central city until buses predominated public transportation and automobiles became a main source of travel.<sup>200</sup> East Sacramento contains at least six bungalow courts.

### *Registration Requirements*

Bungalow courts built in downtown or Midtown Sacramento, Oak Park, Curtis Park, or East Sacramento during the *Streetcar Suburb* era, from 1889 to 1947, may be significant under National Criteria A, State Criteria 1 or Sacramento Criteria i, as an example of a bungalow court built during that era if they are found to have been near an existing streetcar line that was functioning when the bungalow court was built, and do not have garages or garages original to the building. A bungalow court built during this era may also be found significant under National Criteria B or C, State Criteria 2 or 3, or Sacramento Criteria ii, iii or iv. Bungalow court must retain integrity of location, design, setting, materials, workmanship, and association.

### **Theme: Early Automobile suburbs, 1908-1945**

#### *Land Park*

Land Park is the park and middle- to upper-middle class neighborhood originally bound by Broadway on the north, Sutterville Road on the south, the railroad tracks along the river on the west, and Freeport Boulevard on the east. Land Park was an early suburb

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<sup>200</sup> Lee M.A. Simpson, ed. *East Sacramento* (Charleston: Arcadia Publishing, 2004), 7.

of Sacramento south of the central city. The neighborhood is generally north of the park of the same name that was a gift to the city of Sacramento in the form of a generous donation by a former mayor and hotel owner, William Land.<sup>201</sup> The park itself was developed in 1923 and the land to the north was subdivided shortly thereafter. Before there were any houses in the area, Riverside Baths was a pool and recreational facility that was accessible by a streetcar line that connected it to the central city during the 1920s. Later this became the Land Park Plunge, and it was the area's streetcar attraction.

Streetcars serviced the area in this regard in the 1920s and 1930s, and while there was some development of houses then, the neighborhood and houses of Land Park were not earnestly developed until the early 1940s. By this time, automobiles were the main source of transportation for most Sacramentans, evident by the garages built onto or behind most Land Park houses. Land Park does not contain any bungalow court type of housing.

### *North Sacramento*

The area north of the American River was once a part of Rancho del Paso. It was sold off early in the century and subdivided around 1910. Developers and speculators launched a marketing campaign to lure easterners to the area by calling it a "Garden of Eden."<sup>202</sup> The City of North Sacramento was incorporated in 1924 and was serviced by an interurban rail line connecting it to Sacramento. By 1929, its population was around 10,000. It was not until 1964 however, that North Sacramento was annexed to

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<sup>201</sup> Burns, *Sacramento: Gold Rush Legacy, Metropolitan Destiny*, 96.

<sup>202</sup> Historic Environmental Consultants, *Historic Architecture Survey Report: Arden-Garden Connector Project, City of Sacramento, Sacramento County, California* (August 1992), 6-7.

Sacramento.<sup>203</sup> The Sanborn Fire Insurance Maps from 1952 show that North Sacramento may have had up to ten bungalow courts at one time. Currently, there are approximately eight, but all except one lack integrity.

### *Registration Requirements*

Bungalow courts built in downtown or Midtown Sacramento, Oak Park, Curtis Park, or East Sacramento during the *Early Automobile Suburb* era, from 1908 to 1945, may be significant under National Criteria A, State Criteria 1, or Sacramento Criteria i, as an example of a bungalow court built during that era if they were built with garages and the overall bungalow court retains integrity of location, design, setting, materials, workmanship and association. A bungalow court built during this era may also be found significant under National Criteria B or C, State Criteria 2 or 3, or Sacramento Criteria ii, iii or iv. The condition of the garage is of particular concern. Many bungalow courts in Sacramento have garages that are accessible from the alley behind the court. Unfortunately, many of these garages no longer function as garages and/or they no longer retain integrity, or perhaps have been demolished. However, given the relative scarcity of the bungalow court property type in Sacramento, if a court has overall integrity with exception to the garage, it would be sensible to consider nominating the resource regardless of the condition of the garage.

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<sup>203</sup> Avella, *Sacramento and the Catholic Church: Shaping a Capital City*, 193-196.

**Identifying Theme for Evaluating Sacramento's Bungalow Courts  
Related to National Criteria C; California Criteria 3;  
or Sacramento Criteria iii or iv.**

**Theme: Architecture: Type: Bungalow Courts of Sacramento, 1918-1947**

Southern California is thought to be the birthplace of the bungalow court and this type of housing is found in many cities in California and other states as well. Sacramento contains numerous examples of this type of housing built from 1918 to 1947 in its first-ring suburbs. Bungalow courts fulfilled the need for multi-family housing in Sacramento's first suburbs while maintaining the feel of the single family home. Property owners could maximize their potential income by building the bungalow court on a lot meant for a single-family home. Zoning laws that were just coming into use and societal norms may have had part in the trend away from large-scale apartment buildings. Bungalow court architectural styles may reflect the architectural revival styles that were popular at the time as a result of the *Small House Movement* that lasted from 1919-1945. Incidentally, the era of the *Early Automobile Suburb* roughly coincides with the *Small House Movement*. Bungalow courts in Sacramento were generally built during two overlapping eras, the era of the *Streetcar Suburb, 1889-1947* and of the *Early Automobile Suburb, 1908-1945*. Most of the bungalow courts in Sacramento accommodate the automobile by incorporating garages at the end of the court – often making the “U” shape of U parti courts.

### *Registration Requirements*

Bungalow courts built in downtown or Midtown Sacramento, Oak Park, Curtis Park, East Sacramento, and North Sacramento, between 1918, when Sacramento's first bungalow court was built, through 1947, when the last known bungalow court was built, were forms of multifamily housing that may reflect local zoning ordinances. Bungalow courts built during this period of time should be evaluated for significance under National Criteria C, State Criteria 3, and/or Sacramento Criteria iii – generally of architectural significance, or embodies the distinctive characteristics of a type, period, or method of construction – if the court development adheres to a period architectural style, appropriate landscaping style and retains overall integrity of location, design, setting, materials, workmanship, and association.

As the courtyard was the focal point for this type of housing, landscaping of the court will be of importance and features such as fountains, mature trees, and architectural details that remain from its original design should be considered in the integrity evaluation of the courts' significance. Absence or presence of automobile accommodation may help define the court temporally in the *Streetcar Suburb* era or the *Early Automobile Suburb* era, as garages may have been added after the date of original construction.

A bungalow court that may be significant under these Criteria and was built during the streetcar suburb or early automobile suburb eras should also be evaluated for significance under National Criteria A, State Criteria 1, or Sacramento Criteria I – generally associated with the broad patterns of the development of the city – so long as



bungalow court retains integrity of location, design, setting, materials, workmanship, and association.

***Note on Criteria C, 3, or iv – representing the work of a master:***

Individual bungalow courts that are discovered to have been the work of a master may also be significant. Architects or builders of bungalow courts in Sacramento are unknown as of the writing of this context statement, but may figure in to the significance of an individual court.

***Note on Criteria B, 2 or ii – associated with the life of a person significant in the past:***

Bungalow courts were usually rental properties and there is the possibility that research into city directories of an individual court may reveal an inhabitant who was significant to the history of Sacramento, and the court may then be found significant under National Criteria B, State Criteria 2, and/or Sacramento Criteria ii.

Appendix B: RECONNAISSANCE SURVEY

3246 Marshall Way



Address	APN	Approximate Year Built	Neighborhood/ Historic District	Shape or Parti Type	Number Of Units
3246- 3262 Marshall Way	013- 0133- 024	1918	Oak Park Historic District	U Parti	10 units (eight unattache d units, one 2- story attached unit at rear)
<b>Garage</b>		<b>Resource Information</b>		<b>DPR Form Recommended</b>	
parking in rear alley, no garage		Craftsman Bungalow style. Composition roof, horizontal wood siding, exposed roof beams with triangular knee braces. Glazing is single- or double-hung, multi-paned over single pane. May be oldest remaining example of a Bungalow Court in Sacramento. 8 brick garages built in 1919, demolished in 2005.		Yes	

2217 V Street



Address	APN	Approximate Year Built	Neighborhood/ Historic District	Shape or Parti Type	Number Of Units
2217- 2221 V St	010- 0104 -015	1920	Midtown: Poverty Ridge Historic District	U Parti	8 or10
<b>Garage</b>		<b>Resource Information</b>		<b>DPR Form Recommended</b>	
8 garages with alley access		Minimal Traditional style. Composition roof with front and side gables, vergeboards under gables, and stucco exterior. Single- or double-hung single-pane glazing; modified front glazing with decorative louver set-in between window casing. Courtyard is concrete with ivy in front and through metal gate, small shrubs around each dwelling unit, and in center of court. Several medium sized trees down center of courtyard. 8 garages with alley access, 7 are functional. Bungalow court and garage units have many modifications, lack overall integrity.		No	

3228 Marshall Way



Address	APN	Approximate Year Built	Neighborhood/ Historic District	Shape or Parti Type	Number Of Units
3228-3244 Marshall Way	013-0133-023	1925	Oak Park Historic District	Double bar	10 units (four attached units, two unattached)
<b>Garage</b>		<b>Resource Information</b>		<b>DPR Form Recommended</b>	
parking in rear alley, no garage		Mission Revival with elements of Craftsman Bungalow, decorative roof element, arched doorway, multi-pane glazing over single pane. Garages demolished in 1998.		Yes	

1332 37<sup>th</sup> Street



Address	APN	Approximate Year Built	Neighborhood/ Historic District	Shape or Parti Type	Number Of Units
1332-1346 37th St	008- 0251- 003	1925	East Sacramento	Double bar	8
<b>Garage</b>		<b>Resource Information</b>		<b>DPR Form Recommended</b>	
No		<p>Elements of more than one architectural style. Cross-gabled composition roof, vents under gables fenced by decorative wrought iron feature, stucco siding. Glazing is multi-pane single- or double-hung glazing, multi-pane leaded glass casement windows and tripartite multi-pane leaded glass glazing facing courtyard. Concrete walkway leads to each unit and through center of court. Center of court features decorative round stone (possible fountain remnant) in center of court; path circles around this feature. Landscaping features small grass lawn and shrubbery near each unit, 4 mature trees, one in front of each unit on right side of courtyard. No garages.</p>		Yes	

2615 E Street



Address	APN	Approximate Year Built	Neighborhood/ Historic District	Shape or Part Type	Number Of Units
2615 E, Units A,B,C; (2609)	003-0145-020; (003-0145-021)	1926	Midtown: New Era Park	Single bar	3
<b>Garage</b>		<b>Resource Information</b>		<b>DPR Form Recommended</b>	
3 modified garages		Minimal Traditional with elements of Tudor Revival. Side-gabled roof with composition shingles, half-timbering below gables, stucco siding, single- or double-hung glazing, decorative wood element along porch covering. Landscaping consists of front and side lawn with shrubs, long concrete walkway leads to front, middle and rear units. 3 modified garages with alley access.		Possibly; check for integrity.	

3400 H Street



Address	APN	Approximate Year Built	Neighborhood/ Historic District	Shape or Parti Type	Number Of Units	
3400 H St	007- 0061- 006	1928	East Sacramento	Double bar	12	
<b>Garage</b>		<b>Resource Information</b>			<b>DPR Form Recommended</b>	
No		<p>Spanish Colonial Revival style. Red tile roof, decorative bird holes at gable, stucco exterior, and multi-pane casement glazing. Wood door with mail-slot and two decorative, vertical, wood spindles over small rectangular glazed “peep hole;” Units placed at angle in relation to courtyard; all units appear to be slightly different in design. Red tile walkway surrounds perimeter of courtyard lawn.</p> <p>Courtyard is wide expanse of lawn with large, mature tree in center; shrubbery at front of courtyard just behind decorative wrought-iron gate, contributes to court’s privacy. No garages; off site covered parking accessed through side driveway as per tenant.</p>			Yes	

2117 O Street



Address	APN	Approximate Year Built	Neighborhood/ Historic District	Shape or Parti Type	Number Of Units
2117- 2121 O St	007- 0251- 017	1929	Midtown: Winn Park Historic District	U Parti	10
<b>Garage</b>		<b>Resource Information</b>		<b>DPR Form Recommended</b>	
8 garages with alley access; lack integrity/not usable.		Tudor Revival style, good example of decorative leaded glass windows. Overall courtyard has integrity, garages do not.		Yes	



## 1809 G Street



Address	APN	Approximate Year Built	Neighborhood/ Historic District	Shape or Parti Type	Number Of Units
1809- 1815 G St	003- 0171- 018	1929	Midtown: Washington School Historic District	U Parti	12 (ten unattach ed units, one attached)
<b>Garage</b>		<b>Resource Information</b>		<b>DPR Form Recommended</b>	
8 modified garages with alley access		Composition tile, cross-gabled roof, newer stucco siding. Craftsman-style single- or double-hung decorative pane glazing appears original, fully glazed doors with decorative panes. Courtyard has garden setting with fountain, statues, well-kept shrubbery, small redwood tree and large, mature redwood tree near back of court. 8 modified garages.		No	

2309 H Street



Address	APN	Approximate Year Built	Neighborhood/ Historic District	Shape or Parti Type	Number Of Units
2309-2315 H St	003-0186-014	1929	Midtown: Boulevard Park Historic District	U Parti	8 or 10
<b>Garage</b>		<b>Resource Information</b>		<b>DPR Form Recommended</b>	
8 garages with alley access; lack integrity/not usable.		Tudor Revival style. "Camellia Court" iron sign archway over walkway. Wood shake roof with slight overhang, sloped front gable that arches up to front point, overlapping gables with shorter gable at side of unit (facing street). Single hung glazing, front units have decorative large single pane glazing with gothic arch and decorative brick surround. Wood doors with multi-pane leaded glazed peephole. No gated entry. Courtyard has small patches of lawn surrounding small groups of shrubs around each unit's entry. Camellia bushes are abundant. Concrete path leads from entry to rear of court, where there appears to be an architectural element – recessed wall(?). 8 garages with alley access, lack integrity, probably function as storage, not garages.		Yes	

## 3949 M Street



Address	APN	Approximate Year Built	Neighborhood/ Historic District	Shape or Parti Type	Number Of Units
3949- 3959 M St	008- 0197- 012	1930	East Sacramento	Double bar	12
<b>Garage</b>		<b>Resource Information</b>		<b>DPR Form Recommended</b>	
8 garages with alley access; lack integrity/not usable.		Queen Anne or Shingle style and other architectural styles represented. Steep hipped roof with gables at front and side, brick chimneys with brick siding on lower quarter of exterior walls, stucco siding, octagonal bay windows with decorative, leaded, multi-pane glazing and Palladian arch over tripartite glazing. Doors appear to be wood with small, rectangular glazing; roof over door has decorative stucco braces. Courtyard contains 3 lampposts with brick bases, 2 large, very mature evergreen trees at either end of courtyard, birdbath feature in center of courtyard surrounded by ivy, small shrubs along walls of dwelling units, concrete paths line either side of lawn. Large expanse of lawn to one side of the court has garages to one side accessible via alley, possible double lot.		Yes	

1815 H Street



Address	APN	Approximate Year Built	Neighborhood/ Historic District	Shape or Parti Type	Number Of Units
1815 H Street	003-0172-017	1935	Midtown	Single bar	4
<b>Garage</b>		<b>Resource Information</b>		<b>DPR Form Recommended</b>	
4 garages with alley access		Composition (?) roof with front and side gables, stucco siding. Glazing is decorative, leaded, casement glazing as well as single- or double-hung glazing with wood shutters. Porch covering has decorative edges. Courtyard has lawn and small gardens around individual units, well-kept shrubbery, small trees, and one large redwood. 4 garages with alley access. Garage door modified but structure may be original. **Contractor: Frank P. Williams** (as per permit)		Yes	

## 2308 Castro Way



Address	APN	Approximate Year Built	Neighborhood/ Historic District	Shape or Parti Type	Number Of Units
2308-2316 Castro Way	013-0022-018	1935	Curtis Park	U Parti	5
<b>Garage</b>	<b>Resource Information</b>			<b>DPR Form Recommended</b>	
6 garages, only 5 are functional.	Tudor Revival style. Steep-pitched composition tile, side-gabled roof with decorative vertical half-timbering in side of gable; bird holes in gables; shed roof over door. Stucco exterior, brick chimneys. Multi-pane casement glazing with decorative wood element over casing and decorative wood shutters. Courtyard has front lawn and small courtyard lawn on either side of concrete path leading from front to rear of court; large and small shrubs through court. 6 modified garages at rear; only 5 are functional as garages.			Yes	

2617 V Street



Address	APN	Approximate Year Built	Neighborhood/ Historic District	Shape or Parti Type	Number Of Units
2617-2623 V St	010-0116-016	1935	Midtown: Newton Booth Neighborhood	U Parti	8 (six unattached units, one 2-story attached unit)
<b>Garage</b>		<b>Resource Information</b>		<b>DPR Form Recommended</b>	
8 garages with alley access		Minimal Traditional. Modified, lacks overall integrity.		No	

2424 Capitol Avenue



Address	APN	Approximate Year Built	Neighborhood/ Historic District	Shape or Parti Type	Number Of Units
2424-2432 Capitol Ave	007-0162-007	1936	Capitol Mansions Historic District	Picturesque	6 (four unattached units, one attached)
<b>Garage</b>		<b>Resource Information</b>		<b>DPR Form Recommended</b>	
Yes		Minimal traditional with elements of Tudor Revival. Decorative vertical board on balcony wall, window awnings and porch covering have matching decorative element, casement windows with wood shutters. Some units have garages on ground floor below balcony.		Yes	

1725 H Street



Address	APN	Approximate Year Built	Neighborhood/ Historic District	Shape or Part Type	Number Of Units
1725 H St	002-0176-013	1936	Midtown	U shape/ Picturesque	10 (four unattached units, one attached unit, one fourplex)
<b>Garage</b>		<b>Resource Information</b>		<b>DPR Form Recommended</b>	
Approximately 9 garages		Minimal Traditional style. Units have varying elements: hip roof and front gable roof, stucco siding, some wood balconies over garages, multi-pane and double casement glazing, glazing on some rear units are modified, wood shutters. Some front doors open towards courtyard, some towards street. Approximately 9 garages. Landscaping in courtyard consists of lawn, variety of shrubs, small and large trees.		Yes	



1911 El Monte Avenue



Address	APN	Approximate Year Built	Neighborhood/ Historic District	Shape or Parti Type	Number Of Units
1911 El Monte	275-0034-014	1936	North Sacramento	U Parti	6
<b>Garage</b>		<b>Resource Information</b>		<b>DPR Form Recommended</b>	
unknown		Court has been modified beyond recognition of original construction; lacks integrity.		No	

2319 T Street



Address	APN	Approximate Year Built	Neighborhood/ Historic District	Shape or Parti Type	Number Of Units	
2319-2325 T St	010-0036-013	1936	Midtown: Poverty Ridge Historic District	U Parti	10 (four attached units, one 2-story attached unit)	
<b>Garage</b>		<b>Resource Information</b>			<b>DPR Form Recommended</b>	
9 garages with alley access		Tudor Revival style. "Mirabella Court" Front gable, composition tile roof (rear unit may have wood shake roof), overlapping gables, half timbering in gables stucco exterior; half timbering on side of house in shape of lightening bolt. Gabled dormer window Bay casement windows and casement windows throughout; example of decorative leaded glass window with colored glass. Lawn in front of gate with mature shrubs near gate and around dwellings. Concrete path leads from front to rear of courtyard, then splits around lawn at rear. Small maple tree near front of courtyard, mature shrubbery and well-kept landscaping throughout.			Yes	

## 2507 T Street



Address	APN	Approximate Year Built	Neighborhood/ Historic District	Shape or Parti Type	Number Of Units
2507,250 9,2511 T St	010- 0044- 015	1937	Newton Booth Neighborhood	Single bar	3
<b>Garage</b>		<b>Resource Information</b>		<b>DPR Form Recommended</b>	
3 garages with alley access.		Minimal Traditional style. Composition roof with wood siding under gable, stucco siding, modified windows with wood shutters, modern window boxes at rear of units. Landscaping is lawn on either side of concrete path that leads from front of court to rear garage units; small shrubs. Probably lacks overall integrity.		No	

2622 U Street



Address	APN	Approximate Year Built	Neighborhood/ Historic District	Shape or Parti Type	Number Of Units
2622 U St	010-0116-009	1937	Newton Booth Neighborhood	Single bar	3
<b>Garage</b>		<b>Resource Information</b>		<b>DPR Form Recommended</b>	
3 garages with alley access.		Minimal traditional. Some modifications. Lacks overall integrity.		No	

## 3141 McKinley Boulevard



Address	APN	Approximate Year Built	Neighborhood/ Historic District	Shape or Parti Type	Number Of Units
3141-3149 McKinley Blvd	003-0163-023	1938	East Sacramento	U parti	10
<b>Garage</b>	<b>Resource Information</b>			<b>DPR Form Recommended</b>	
There is a car port with alley access.	Tudor Revival style. "McKinley Courtyard" written into iron gate at front of property. Composition roof with front and side gables, stucco exterior with brick one third down from ground. Leaded glass casement glazing with some wood shutters (front left unit has modified metal casement glazing). Each unit has octagonal bay window and arched doorway. Front units are unattached. Other units may be attached. Courtyard is strip of manicured lawn with small tree and shrubs along the front of dwelling units and rear of courtyard. No garages, carport only, but year of construction and placement of bungalow courts indicate there may have been garages at one time.			Yes	

## 2313 T Street



Address	APN	Approximate Year Built	Neighborhood/ Historic District	Shape or Parti Type	Number Of Units
2311,2313 2315,2317 T St	010- 0036 -014	1938	Midtown: Poverty Ridge Historic District	U Parti	8 (four attached units)
<b>Garage</b>		<b>Resource Information</b>		<b>DPR Form Recommended</b>	
7 garages with alley access		Tudor Revival style. Side gables and front overlapping gables with composition tile roof, brick and stucco walls with half timbering; front units have double-hung windows with some wood shutters, rear units have casement windows, perhaps built later; decorative wooden header over door. Front has lawn, strip of concrete in center leads down center of courtyard with lawn on both sides, mature shrubs. 7 garages with alley access.		Yes	

2517 T Street



Address	APN	Approximate Year Built	Neighborhood/ Historic District	Shape or Parti Type	Number Of Units
2517-2523 T St	010-0044-013	1938	Newton Booth Neighborhood	U Parti	8 (four attached units)
<b>Garage</b>		<b>Resource Information</b>		<b>DPR Form Recommended</b>	
8 car garage at rear with alley entrance		Minimal Traditional. Composition shingle hip roof; stucco siding. Louvre awning over windows. 8 car garage at rear with alley access. Modified, lacks overall integrity.		No	

## 2217 T Street



Address	APN	Approximate Year Built	Neighborhood/ Historic District	Shape or Parti Type	Number Of Units
2217-2219 T St	010- 0034- 016	1938	Midtown: Poverty Ridge Historic District	Double Bar	6
<b>Garage</b>		<b>Resource Information</b>		<b>DPR Form Recommended</b>	
6 garages with alley access		Minimal Traditional. Composition roof, side gable with hip, stucco exterior, single- or double-hung multi pane glazing, wood shutters. Doors obscured by metal screen. Porch cover has decorative vertical wood along one edge. Courtyard fenced in with metal gate, lawn in front of each court has small and large shrubs, small-medium size trees. 6 garages with alley access, probably original structure with modified garage doors. Probably has overall integrity.		Possibly	



## 2417 W Street



Address	APN	Approximate Year Built	Neighborhood/ Historic District	Shape or Parti Type	Number Of Units
2417 W St, Units A,B,C	010- 0171- 018	1939	Midtown	Single bar	3
<b>Garage</b>	<b>Resource Information</b>			<b>DPR Form Recommended</b>	
No longer functioning (alley access)	Lacks overall integrity.			No	

## 1415 U Street



Address	APN	Approximate Year Built	Neighborhood/ Historic District	Shape or Parti Type	Number Of Units
1415- 1419 U St	009- 0145- 023	1940	Downtown: South Side Park Historic District	U Parti	6
<b>Garage</b>		<b>Resource Information</b>		<b>DPR Form Recommended</b>	
6 manual garages with alley access.		Minimal traditional; lacks overall integrity.		No	

2619 O Street



Address	APN	Approximate Year Built	Neighborhood/ Historic District	Shape or Parti Type	Number Of Units
2619-2621 O St	007-0265-013	1940	Midtown: Winn Park Historic District	U Parti	12-14 units (appears to be 6 attached units, but two of them may be unattached units); rear unit is 2-story attached units
<b>Garage</b>		<b>Resource Information</b>		<b>DPR Form Recommended</b>	
12 garages with alley access		Minimal Traditional style. Cross-gable on hipped roof with composition shingles, stucco exterior. Casement and corner casement glazing, multi-paneled wood door. Courtyard has lawn down center with shrubs and 2 large, mature, evergreen trees, one at either end of court, and one smaller tree partway down court lawn; small and large shrubs surround individual units; 2 concrete paths on either side of lanw lead from front of courtyard to rear. Good example of mature landscaping in courtyard. 12 garages with alley access.		Yes	

## 1904 El Monte



Address	APN	Approximate Year Built	Neighborhood/ Historic District	Shape or Parti Type	Number Of Units
1904- 1912 El Monte	275- 0093- 001	1942	North Sacramento, Ben Ali Neighborhood	U Parti	14
<b>Garage</b>		<b>Resource Information</b>		<b>DPR Form Recommended</b>	
possibly		Composition roof, stucco siding, double hung windows with wood shutters that have heart-shape cutout. Large lot, attached bungalow court, 4 additional attached units to one side of main bungalow court. Sanborn map shows parking for eight vehicles in rear – unverified at physical location. May retain some integrity in design and materials.		Possibly. May be only court in North Sac that still has elements of integrity; probably largest courtyard in Sacramento.	

1212 V Street



Address	APN	Approximate Year Built	Neighborhood/ Historic District	Shape or Parti Type	Number Of Units
1212- 1220 V Street	009- 0206- 028	1943	Downtown: South Side Park (outside of District)	Triple bar	10 units (6 unattache d, 2 attached units)
<b>Garage</b>		<b>Resource Information</b>		<b>DPR Form Recommended</b>	
10 garages with alley access.		Minimal traditional, landscaping is appropriate; citrus trees. Bungalow court cottages are part of a larger housing group of similar houses on the corner of 12th and V. Court is obscured by tall fences.		Yes	

## 1209 U Street



Address	APN	Approximate Year Built	Neighborhood/ Historic District	Shape or Parti Type	Number Of Units
1209- 1213 U St	009- 0141- 017	1945	Downtown: South Side Park Historic District	U Parti	8
<b>Garage</b>		<b>Resource Information</b>		<b>DPR Form Recommended</b>	
8 garages with alley access; not usable as garages.		Minimal traditional; further investigation needed to assess integrity.		Possibly	

2309 2<sup>nd</sup> Avenue



Address	APN	Approximate Year Built	Neighborhood/ Historic District	Shape or Parti Type	Number Of Units
2309- 2325 2 <sup>nd</sup> Avenue	010- 0344- 011	1946	Curtis Park	U Parti	6
<b>Garage</b>		<b>Resource Information</b>		<b>DPR Form Recommended</b>	
6 garages at rear with alley access.		Minimal Traditional. "LeMaster Manor" on front step (owner/contractor). Dwellings are modified, lack integrity. Courtyard opens to street, concrete path leads from steps to rear of court. Court has mature magnolia tree, several smaller trees, mature shrubs.		No	

## 3610 I Street



Address	APN	Approximate Year Built	Neighborhood/ Historic District	Shape or Parti Type	Number Of Units
3610-3624 I St	008-0031-025-0000	1947	East Sacramento	U Parti	8 (four attached units)
<b>Garage</b>		<b>Resource Information</b>		<b>DPR Form Recommended</b>	
Garages at rear with side entrance		Minimal Traditional style. Hip roof, stucco exterior, brick chimneys with brick façade on lower half of exterior, casement windows with wood shutters, doors may be wood. Courtyard landscaping has wide strip of lawn between units and in front of units, small shrubs, concrete walkway starts at front then splits around lawn for access to individual units. Side driveway leads to 8 garages at rear of court.		Yes	



2712 4<sup>th</sup> Avenue

Address	APN	Approximate Year Built	Neighborhood/ Historic District	Shape or Parti Type	Number Of Units
2712- 2718 4th Ave	013- 0092- 005	1949	Curtis Park	U Parti	6 or 8
<b>Garage</b>		<b>Resource Information</b>		<b>DPR Form Recommended</b>	
7 garages with alley access		Minimal Traditional style. Deep lot; courtyard has large lawn with small-medium shrubs, mature tree at rear. 7 garages with 2 units above garage. Lacks overall integrity.		No	

620 39<sup>th</sup> Street

Address	APN	Approximate Year Built	Neighborhood/ Historic District	Shape or Parti Type	Number Of Units
620-630 39th St	004- 0283- 002	1950	East Sacramento	Double bar	4 units (two attached units)
<b>Garage</b>		<b>Resource Information</b>		<b>DPR Form Recommended</b>	
Yes; courtyard is an auto court rather than a garden court		Minimal traditional; may be a later court, probably lacks integrity.		No	

## 2381 Fairfield Avenue



Address	APN	Approximate Year Built	Neighborhood/ Historic District	Shape or Parti Type	Number Of Units
2381- 2391 Fairfield	275- 0035- 018	unknown	North Sacramento	“Triple” bar	12 (according to Sanborn Map)
<b>Garage</b>		<b>Resource Information</b>		<b>DPR Form Recommended</b>	
unknown		Spanish Eclectic with elements of Monterey style; lacks integrity.		No	

## 3310 Ivy Street



Address	APN	Approximate Year Built	Neighborhood/ Historic District	Shape or Parti Type	Number Of Units
3310 Ivy Street	252-0262-034	unknown	North Sacramento, Hagginwood Area	Double bar	6 attached units
<b>Garage</b>		<b>Resource Information</b>		<b>DPR Form Recommended</b>	
carports at rear		Modified, lacks integrity; each "bar" is similar, but updated differently. Court is reminiscent of an auto-court or motel.		No	

## 160 Santiago



Address	APN	Approximate Year Built	Neighborhood/ Historic District	Shape or Parti Type	Number Of Units
160 Santiago	263- 0216 -009	unknown	North Sacramento	U Parti	4
<b>Garage</b>		<b>Resource Information</b>		<b>DPR Form Recommended</b>	
unknown		Lacks integrity.		No	

2349 Beaumont Street



Address	APN	Approximate Year Built	Neighborhood/ Historic District	Shape or Parti Type	Number Of Units
2349 Beaumont Street	275- 0104- 007	unknown	North Sacramento	U Parti	7
<b>Garage</b>		<b>Resource Information</b>		<b>DPR Form Recommended</b>	
unknown		Lacks integrity.		No	

## 1031 Alamos Avenue



Address	APN	Approximate Year Built	Neighborhood/ Historic District	Shape or Parti Type	Number Of Units
1031- 1049 Alamos	265- 0121- 020	unknown	North Sacramento, Ben Ali Neighborhood	Double bar	9
<b>Garage</b>		<b>Resource Information</b>		<b>DPR Form Recommended</b>	
unknown		Lacks integrity; each "bar" is a different style. Driveways inside court; court is reminiscent of an auto-court or motel.		No	

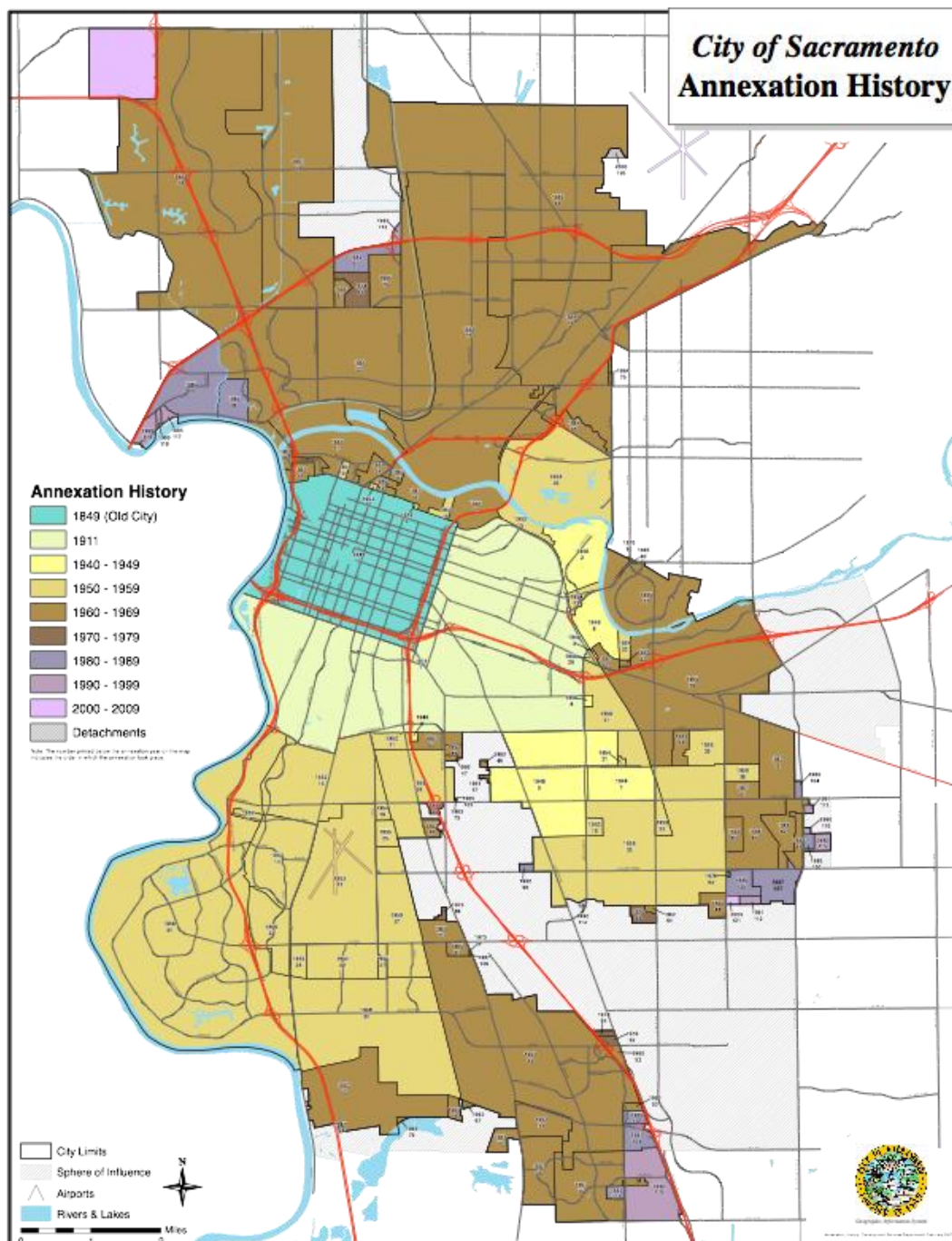
1808 South Avenue



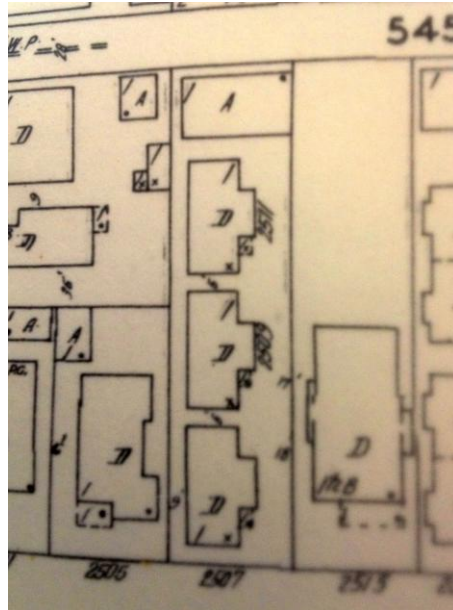
Address	APN	Approximate Year Built	Neighborhood/ Historic District	Shape or Parti Type	Number Of Units
1808 South Avenue	252- 0221- 002	unknown	North Sacramento, Hagginwood Area	Double bar	8
<b>Garage</b>		<b>Resource Information</b>		<b>DPR Form Recommended</b>	
car ports at rear		Lacks integrity; court is reminiscent of an auto- court or motel.		No	



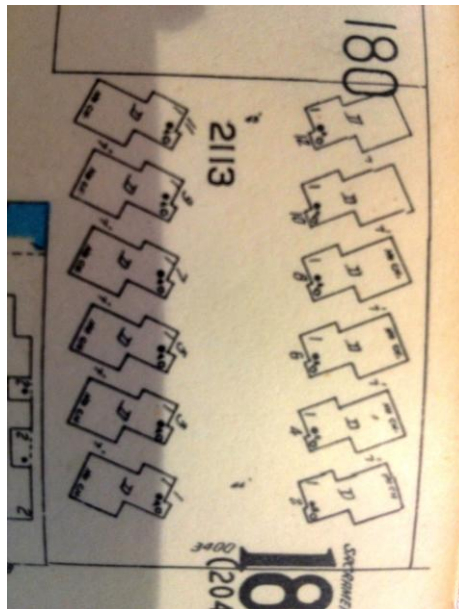
Appendix C: ANNEXATION MAP OF SACRAMENTO



Appendix D: EXAMPLES OF COURTYARD PARTI SHAPES

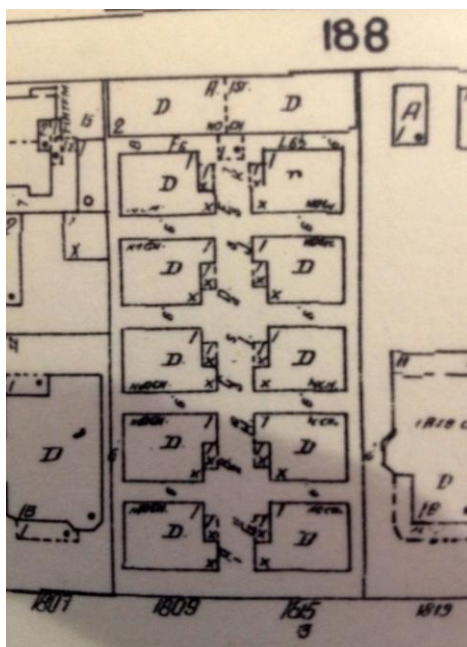


2507 T Street, Sacramento. Example of a Single bar parti as shown in 1952 Sanborn Fire Insurance Map book.

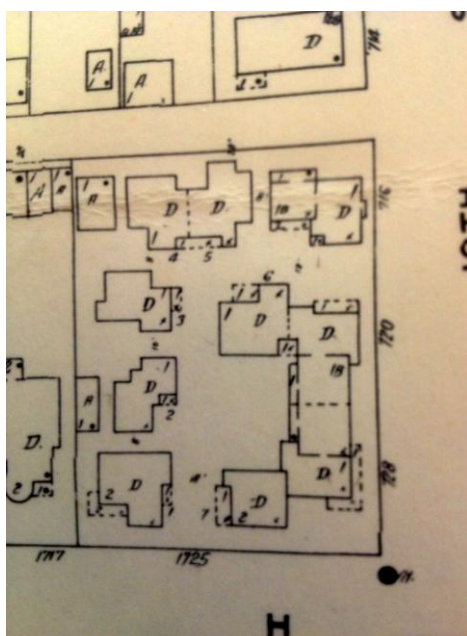


3400 H Street, Sacramento. Example of double-bar parti as shown in 1952 Sanborn Fire Insurance Map book.

## Appendix D: page 2

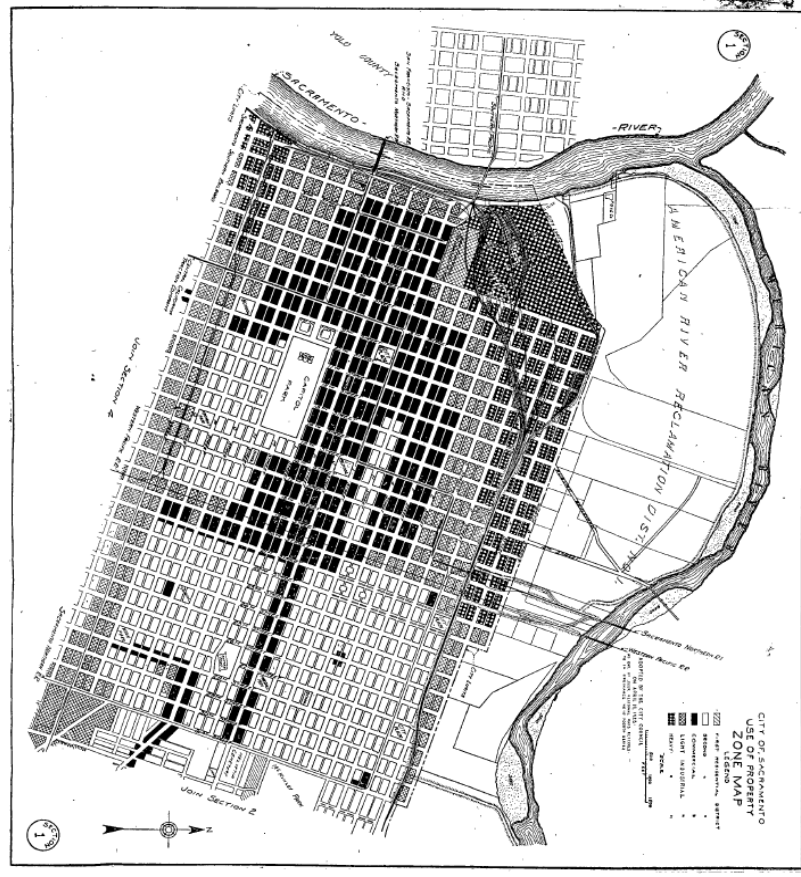


1809 G Street, Sacramento. Example of a U parti as shown in 1952 Sanborn Fire Insurance Map book.



1725 H Street, Sacramento. Example of a Picturesque court as shown in 1952 Sanborn Fire Insurance Map book.

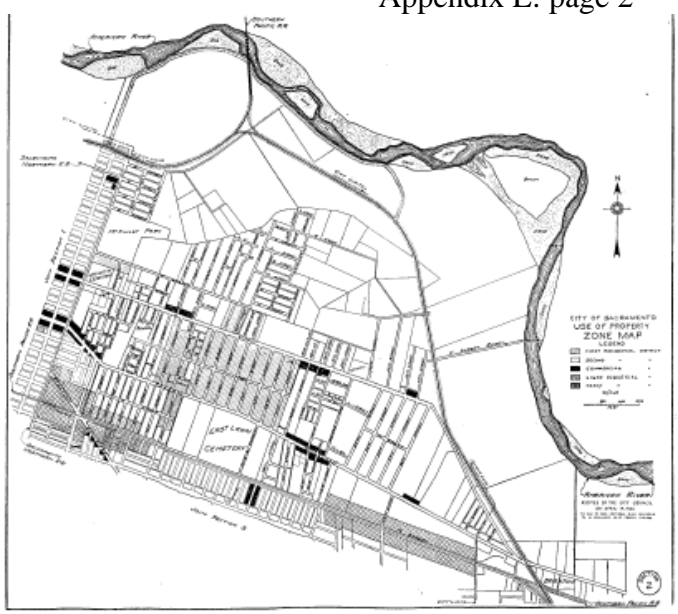
Appendix E: FIRST ZONING MAPS FOR CITY OF SACRAMENTO, 1923



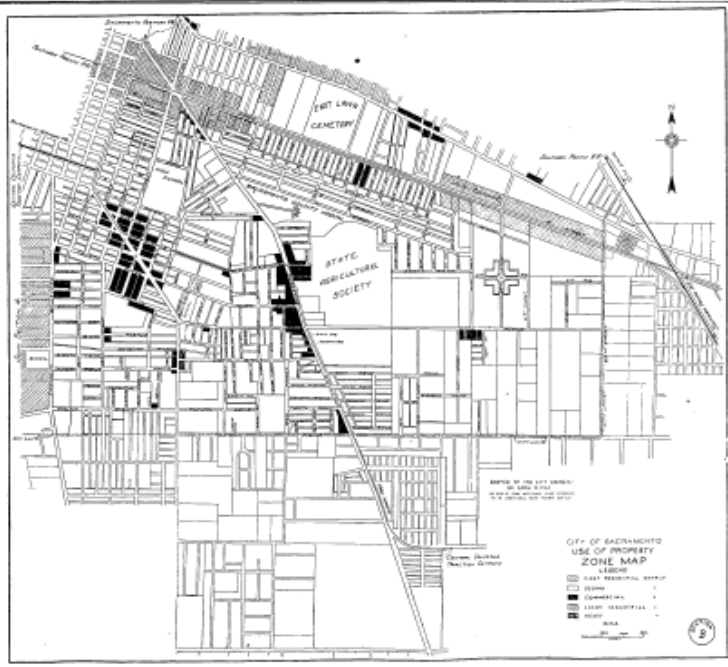
ORDINANCE NO. 117

OR1923-0117 "Relating to dividing the City of Sacramento into five districts..."  
City of Sacramento, Zone Map, Section 1.

Appendix E: page 2



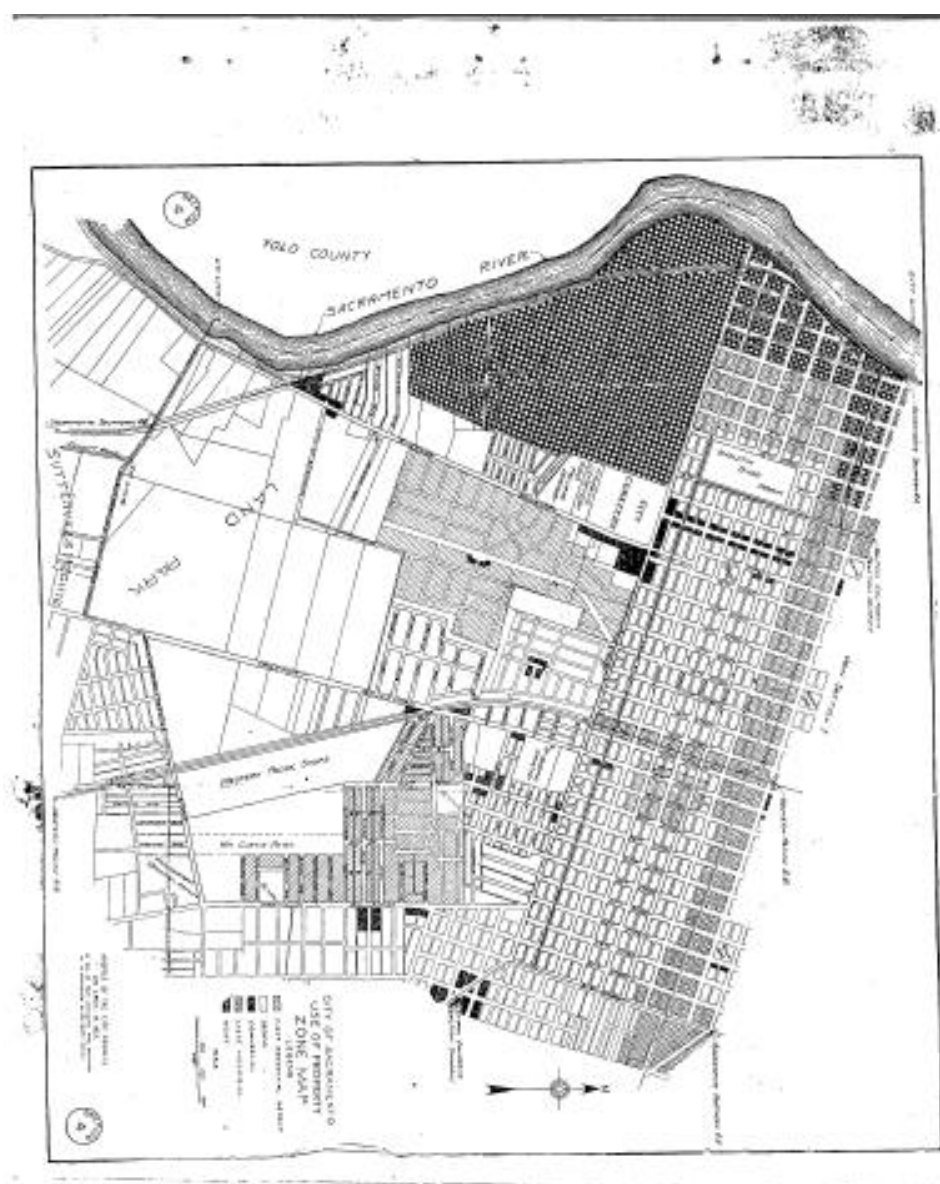
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ORDINANCE NO.

OR1923-0117, "Relating to dividing Sacramento into five districts..."  
City of Sacramento Zone Map, Sections 2 and 3.

Appendix E: page 3



ORDINANCE No. 117

OR1923-0117 "Relating to dividing the City of Sacramento into five districts..."  
City of Sacramento Zone Map, Section 4.

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