

**United States Department of the Interior**  
National Park Service

# National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

## 1. Name of Property

Historic name: Lee Residence

Other names/site number: \_\_\_\_\_

Name of related multiple property listing:

N/A

(Enter "N/A" if property is not part of a multiple property listing)

## 2. Location

Street & number: 2131 17<sup>th</sup> Street

City or town: Sacramento State: California County: Sacramento County

Not For Publication:  Vicinity:

## 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this \_\_\_ nomination \_\_\_ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property \_\_\_ meets \_\_\_ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

\_\_\_ national      \_\_\_ statewide      \_\_\_ local

Applicable National Register Criteria:

\_\_\_A      \_\_\_B      \_\_\_C      \_\_\_D

<p>_____  <b>Signature of certifying official/Title:</b></p>	<p>_____  <b>Date</b></p>
<p>_____  <b>State or Federal agency/bureau or Tribal Government</b></p>	

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In my opinion, the property ___ meets ___ does not meet the National Register criteria.	
<hr/>	
<b>Signature of commenting official:</b>	<b>Date</b>
<hr/>	
<b>Title :</b>	<b>State or Federal agency/bureau or Tribal Government</b>

**4. National Park Service Certification**

I hereby certify that this property is:

- \_\_\_ entered in the National Register
- \_\_\_ determined eligible for the National Register
- \_\_\_ determined not eligible for the National Register
- \_\_\_ removed from the National Register
- \_\_\_ other (explain:) \_\_\_\_\_

\_\_\_\_\_  
Signature of the Keeper

\_\_\_\_\_  
Date of Action

**5. Classification**

**Ownership of Property**

(Check as many boxes as apply.)

- Private:
- Public – Local
- Public – State
- Public – Federal

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**Category of Property**

(Check only **one** box.)

- Building(s)
- District
- Site
- Structure
- Object

**Number of Resources within Property**

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
_____ 1 _____	_____	buildings
_____	_____	sites
_____	_____	structures
_____	_____	objects
_____	_____	Total

Number of contributing resources previously listed in the National Register \_\_\_\_\_

**6. Function or Use**

**Historic Functions**

(Enter categories from instructions.)

- \_\_\_\_ DOMESTIC/single dwelling \_\_\_\_\_
- \_\_\_\_\_
- \_\_\_\_\_

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### Current Functions

(Enter categories from instructions.)

DOMESTIC/single dwelling

\_\_\_\_\_

\_\_\_\_\_

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## 7. Description

### Architectural Classification

(Enter categories from instructions.)

MODERN MOVEMENT

Streamline Moderne

**Materials:** (enter categories from instructions.)

Principal exterior materials of the property: Stucco

Metal

\_\_\_\_\_

### Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

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### Summary Paragraph

The building at 2131 17<sup>th</sup> Street is located in a residential neighborhood in the center of Sacramento that is characterized by single-family residences and small apartment buildings constructed between the late 19<sup>th</sup> century and the late 20<sup>th</sup> century. The property is located northeast of the intersection of 17th and V streets. The house is set back twenty-five feet from V Street and just a few feet from 17<sup>th</sup> Street behind a lawn punctuated by a set of concrete steps leading to the primary (west) façade. Although the building is roughly rectangular in plan, multiple two-story volumes are connected by a curved single-story volume at the corner, creating asymmetrical massing. Ornamental features include curved details, metal balustrades, banded and curved entry canopy, curved corner with glass block, repeated circular motifs, and an elaborate metal screen door with Art Deco inspired gazelle pattern. Originally constructed by the Lee family in 1941, the building has been used for many years as a residence.

The building reflects the character-defining features of Streamline Moderne architecture with Art Deco details and is considered among the finest examples of the style in Sacramento. The building at 2131 17<sup>th</sup> Street has been altered only slightly and retains integrity.

### **Detailed Description**

The two-story Streamline Moderne building at 2131 17<sup>th</sup> Street features a rectangular plan with asymmetrical massing and a flat roof with narrow coping. It is clad in textured stucco. The irregular front (west) façade has a slightly projecting two-story volume in the center. A projecting curved canopy with horizontal grooves on the main (west) façade shelters the main entrance, which is fitted with a flat wood door with a round window and glass-brick sidelights. It is accessed via a low set of concrete steps; the porch has a brick balustrade that repeats the curve of the canopy and has decorative metal at the front exhibiting scrolled and circular motifs. The second-floor façade above the porch is blank except for vertical glass blocks that respond to the sidelights below. Both single-story side wings have rooftop decks enclosed with railings of plain metal piping adorned with decorative circular motifs. The north volume has a two-car garage fitted with a metal rollup door and human-scale entrance fitted with an elaborate metal screen door featuring an Art Deco inspired gazelle design and circular motif. The single-story south volume has a curved corner with glass block. It is accessed via a second-story door that faces south. Fenestration consists of steel casement windows with second story corner windows and glass block accents as well as one hexagonal window on the main façade. An attached garage on the north elevation is one-story and has a deck with a matching decorative metal balustrade above it. The garage has a wide roll-up metal garage door and decorative metal gate next to the house. There is a two-story chimney on the south elevation. The rear (east) elevation has a projecting volume at its center and several areas of glass block.

### **Integrity**

#### *Development History*

The house at 2131 17<sup>th</sup> Street in Sacramento was built by Lawrence and McCarthy in 1941, when it first appeared on the city directory. The first owners were Percy L. and Mae Wong Lee.

The integrity of 2131 17<sup>th</sup> Street is assessed below by assessing the seven principal aspects of integrity that affect its significance.

#### *Location*

The house at 2131 17<sup>th</sup> Street has not been moved so it retains integrity of location.

#### *Design*

The Lee house's design is expressed through its Streamline Moderne architecture. Character-defining features include its asymmetrical massing, smooth surfaces, grooved and curved features referencing streamlined vehicles, steel casement windows, and flat roof. Ornamental elements of the design include metal piping, banded canopy, repetition of circular motifs, glass blocks, and Art Deco motifs executed in metal. No substantial alterations have been performed to its design outside the period of significance. Therefore, it retains integrity of design.

#### *Setting*

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The residential neighborhood surrounding 2131 17<sup>th</sup> Street has retained many of its historic-period buildings as well as the overall character present during the property's period of significance. The house at 2131 17<sup>th</sup> Street therefore retains sufficient integrity of setting to convey its significance.

#### *Materials*

The property at 2131 17<sup>th</sup> Street's glass block, steel casement windows, decorative metal features, brick porch, and metal piping dates to the period of significance. Except for replacement of the original garage door and use of textured stucco, no alterations are apparent, and the house conveys its historic identity through its materials.

#### *Workmanship*

The building's workmanship dates from its original construction in 1941 and it conveys its historic identity through its workmanship.

#### *Feeling*

The building at 2131 17<sup>th</sup> Street exhibits the character-defining features of Streamline Moderne architecture and strongly evokes the aesthetic sense of the early 1940s. The property retains sufficient significant physical characteristics from its period of significance to convey its historic qualities and therefore retains integrity of feeling.

#### *Association*

2131 17<sup>th</sup> Street's retains its important original physical features and thus conveys its association with the early 1940s and the Streamline Moderne architectural style. Therefore, the building retains integrity of association.

The property conveys its architectural significance through all seven aspects of integrity.

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## **8. Statement of Significance**

### **Applicable National Register Criteria**

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

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

**Criteria Considerations**

(Mark "x" in all the boxes that apply.)

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

**Areas of Significance**

(Enter categories from instructions.)

Architecture  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Period of Significance**

1941  
\_\_\_\_\_  
\_\_\_\_\_

**Significant Dates**

1941  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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**Significant Person**

(Complete only if Criterion B is marked above.)

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**Cultural Affiliation**

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**Architect/Builder**

Lawrence and McCarthy (builder)

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**Statement of Significance Summary Paragraph** (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The building at 2131 17<sup>th</sup> Street is eligible for the National Register of Historic Places under Criterion C at the local level for its architecture. Its period of significance is 1941, the year it was completed. Its design deploys varied heights and setbacks to create a sophisticated blend of asymmetry and harmony, with curved and round details rescuing the strictly rectilinear building from a cold austerity. By the mid-1990s, it had been identified as the finest local example of pre-World War II Streamline Moderne residential architecture. The smooth surfaces, glass block, rounded motifs, and curved corners all evoke the streamlining of airplanes and other vehicles of the era. Its design is further elevated by the ornate Art Deco screen door with its round and botanical motifs as well as a detailed rendering of a gazelle leaping over hills. For these reasons, the building exhibits the important character-defining elements of Streamline Moderne architecture.

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**Narrative Statement of Significance** (Provide at least **one** paragraph for each area of significance.)

**Sacramento**

The Nisenan, a branch of the Maidu people, occupied the area near the confluence of the American and Sacramento Rivers before the arrival of Europeans. The Spanish explored but did not settle in the region, and the first permanent non-native resident was Swiss immigrant John Sutter, who arrived in 1839. Sutter's Fort, approximately ¾ mile northeast of Richmond Grove,



became a way station for immigrants travelling overland to California in the 1840s. When Sutter's employees discovered gold near the end of the decade, Sam Brannan and other speculators laid out Sacramento near Sutter's Fort. A dry winter in 1848-49 allowed Sacramento's founders to ignore the great drawback of the site: its position in the flood plain. Surveyors platted an enormous three-mile area, giving the east-west streets letter names and numbering the north-south streets. Sacramento became the gateway to California's gold fields. Its influence was made enduring in 1854, when Sacramento became the permanent state capital. Completion of the transcontinental railroad in 1869 further established Sacramento as a hub for commerce. As the nineteenth century progressed, agriculture began to overtake mineral extraction as the most important economic pursuit in the Sacramento Valley.<sup>1</sup>

California's first successful rail line was the Sacramento Valley Railroad (SVRR), which began service from Sacramento to Folsom in 1856. Theodore Judah was SVRR's chief engineer, and while working on it devised a plan for a transcontinental railroad with its terminus in Sacramento. In 1861, he recruited Collis P. Huntington, Mark Hopkins, Leland Stanford, and Charles Crocker (the "Big Four") to the Board of Directors of the Central Pacific Railroad (CPRR). When Stanford became governor later that year, he was able to push legislation that favored railroad construction in California, and the CPRR broke ground in 1863. Despite political and technical difficulties as well as Judah's premature death in 1863, the transcontinental railroad was completed in 1869. Sacramento was positioned as a hub for products of the mines and California's growing agricultural sector. Travel to and from Sacramento, which had declined as the gold rush petered out, increased substantially after the railroad's completion. In 1865, the CPRR purchased the SVRR, folding the local line into its transcontinental system. The CPRR then merged with potential rail competitor Southern Pacific (SP) and took on its name. The SP shops in Sacramento became the city's largest employer and remained so for many years even after management moved to San Francisco.<sup>2</sup>

As Sacramento matured from a frontier tent encampment to a permanent city, it became clear that flooding would be a recurring problem. Beginning in 1862, Sacramento undertook a series of flood control projects that were considerably more ambitious than initial attempts to build levees. Civic leaders raised streets just east of the Sacramento River and re-channeled the mouth of the American River. A flood in 1878 prompted the creation of the first comprehensive flood control plan for the Sacramento Valley in 1880. The first structure of note in the southern part of Sacramento was the R Street levee, initially constructed from Front to 19<sup>th</sup> Streets in order to

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<sup>1</sup> "Sacramento Bird's Eye View," *The Daily Record-Union and Weekly Union*, 1890s; *Sacramento Daily Union*, 6 October 1881, 3 col.1; Sanborn Insurance Maps, Sacramento, California, 1895; Steven M. Avella, *Sacramento, Indomitable City* (Charleston: Arcadia Publishing, 2003), 31-32, 41, 49, 58.

<sup>2</sup> William L. Willis, *History of Sacramento County, California: With Biographical Sketches* (Los Angeles: Historic Record Company, 1913), 183; Richard Orsi, *Sunset Limited: The Southern Pacific Railroad and the Development of the American West, 1850 – 1930* (Berkeley: University of California Press, 2005), 7, 12-18; William Burg, *Sacramento's Streetcar* (Charleston: Arcadia Publishing, 2006), 7; Steven M. Avella, *Sacramento, Indomitable City* (Charleston: Arcadia Publishing, 2003), 58.

protect downtown from floods. The R Street levee acted as a de facto barrier to the development of the southern portion of city limits.<sup>3</sup>

Despite its huge street grid, early Sacramento development was concentrated near the waterfront. The State Capitol on 10<sup>th</sup> Street and the rail yards to the northwest stimulated West End development during the nineteenth century. Commercial activity was concentrated at the western end of K Street and near the rail yards. Establishment of streetcar service allowed residential development to push eastward along the streetcar lines beginning in the 1870s. During the nineteenth century, many residences were in the Homes District east of the Capitol as well as mixed with businesses along K Street. As Sacramento's population grew around the turn of the century, K Street became a robustly commercial area, and single-family residences were pushed out. During the first two decades of the twentieth century, development densified the West End with multi-story retail, office, hotel, and apartment buildings replacing many smaller nineteenth century buildings. The Homes District to the east became a middle-class enclave. Sacramento's population growth was further stimulated as new levees lessened flood danger and streetcars were electrified, and by 1910, the city had nearly 45,000 residents.<sup>4</sup>

After the turn of the century, the entire southern part of the Sacramento street grid was opened to development when the city demolished the R St. levee in response to advocacy from the Southside Improvement Club. More areas were opened to development in 1911, when annexation of areas east and south of the original grid added 6,000 acres of land and further boosted population. Growth slowed during World War I, but by the 1920s a booming economy was fueling rapid development and population expansion in Sacramento. The built environment was reshaped with the addition of institutional buildings like lodges, churches, Memorial Auditorium, and a new hospital as well as substantial downtown commercial development. Commercial expansion fueled population growth, which necessitated new residential neighborhoods as well as schools and a junior college. The onset of the Great Depression in 1930 halted most construction and began an era of hardship for Sacramento. The railyards and canneries, major local employers, laid off workers in considerable numbers. Population growth, however, continued, along with continued development of educational buildings in the 1930s.<sup>5</sup>

The entry of the US into World War II in 1941 prompted the establishment or reactivation of three military installments in Sacramento County: Mather Field, McClellan Supply Depot, and Sacramento Signal Depot. The bases, located outside city limits, stimulated suburban

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<sup>3</sup> Sacramento Area Flood Control Agency, *Sacramento Area Flood History*, SAFCA, 2008, <http://www.safca.org/history.html>, accessed 6 February 2014; Sacramento Archives and Museum Collection Center and the Historic Old Sacramento Foundation, *Sacramento's Midtown* (Charleston: Arcadia Publishing, 2006), 71.

<sup>4</sup> Environmental Science Associates, "Historical Resource Impact Analysis Report, Sacramento Entertainment and Sports Complex," prepared by JRP Historical Consulting, October 2013, 13.

<sup>5</sup> William Burg, *Midtown, Sacramento: The Creative Soul of a City* (Charleston: The History Press, 2014); *The Sacramento Bee*, October, 25, 1944, 6; Steven M. Avella, *Sacramento, Indomitable City* (Charleston: Arcadia Publishing, 2003), 80, 90-92.

commercial and residential development and drew new residents to the area. Development also signaled a shift from an economy based on agriculture and the railroad to one where military bases and government offices were the biggest local employers. As California's population exploded during and after World War II, state government grew, and the City of Sacramento expanded far outside its original boundaries into former agricultural areas. Between 1946 and 1955, twenty-seven annexations added ten square miles to Sacramento's urban footprint. The shift toward the personal automobile in the post-war period facilitated this trend, making commutes outside the traditional street grid feasible; by 1960, the population of Sacramento's suburbs had surpassed that within city limits. Completion of the Elvas Freeway (Business 80) in 1955, US 50/99 in 1961, and interstates 5 and 80 in the late 1960s further encouraged development in Sacramento County's rural areas. The 1960s and 1970s saw more substantial annexations, after which growth slowed but did not stop.<sup>6</sup>

Redevelopment beginning in the 1950s led to the destruction of much of Sacramento's original urban fabric, including its historic Japantown. Meanwhile, continued suburban development and the intrusion of freeways into historic neighborhoods led to disinvestment and population loss in much of the original city grid. The 1980s brought the decline of Sacramento's most significant, long-standing industries: the railyards, canneries, and military bases. Loss of these industries was only partially offset by growth of the technology sector and the ongoing employment provided by state government. By 2013, the City of Sacramento encompassed nearly 100 square miles and by 2019, the metropolitan area had over half a million residents.

### **Percy Lym Lee and Mae (May) Wong Lee**

Percy L. Lee (1899-1974) was a native of San Francisco and became internationally known for his calligraphy, a hobby that started when he was a child. He was heavily involved in the Chinese community of Sacramento, and he owned and managed several hotels in Sacramento before the area was redeveloped. Lee was proprietor of a medicinal herb store. He was the founder and vice president of the Wo Yik Import-Export Company in San Francisco from 1969 until his death. He was a grand elder of both the Lee Family Association and the Bing Kong Chinese Masons. He lived at the residence with his wife, Mae (May) Fong Wong Lee (1902 – 1984). They had a son, Albert Harvey Lee (b.1926) and a daughter, Ethel Lee (b. 1923). Albert Harvey Lee served in World War II before graduating from University of Southern California and returning to Sacramento to work as a pharmacist while living in the house. Ethel Lee worked as a postal clerk before relocating to Los Angeles to pursue acting. By the mid-1950s she had also returned to Sacramento and was living in the house with her family. Percy Lee died in 1974, and Mae a decade later. The house has remained in the Lee family.<sup>7</sup>

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<sup>6</sup> City of Sacramento, General Plan Technical Background Report, Prepared by Ascent Environmental, August 2014, 81-82, 94, 113; County of Sacramento, County History, 2018, accessed 28 November 2018, <http://www.saccounty.net/Government/Pages/CountyHistory.aspx>; Norwood, 2004.

<sup>7</sup> *Sacramento Bee*, "Percy Lym Lee, Active in Chinese Affairs," Nov. 22, 1974, 26; *Sacramento Bee*, "Chinese Girl Here Would Share Estate," Apr. 13, 1927, 35.

Percy Lym Lee died in 1974 and was buried in the Sacramento East Lawn Cemetery.<sup>8</sup>

### **Lawrence and McCarthy**

Lawrence & McCarthy are listed on the 1941 City of Sacramento building permit as the building contractors for the project. Research has not revealed a definitive identity for either partner, although Lawrence is probably Carl K. Lawrence (1901 – 1974), a prolific local builder who formed Lawrence Construction Company in 1936 in partnership with his father Charles H. Lawrence. Born in Canada, Carl Lawrence relocated to Sacramento with his family as a child and studied architecture at the University of California. By 1930, he was a practicing architect and in 1936 he married Marjorie McGlashan of Clarksburg; the couple moved to Sacramento where Carl Lawrence went into partnership with his father, who was already an established contractor. Early projects include buildings and structures at Sacramento Air Depot. The Percy Lee House, constructed in 1941, was also an early project, and may have been designed by Carl Lawrence. In 1950, the company constructed the Caleb Greenwood School (designed by George Sellon). In the late 1940s, the company began expanding the scope of their projects when they developed a \$6 million subdivision northwest of the intersection of Stockton Boulevard and Fruitridge Road. The firm later developed a gas station, grocery store, and other commercial buildings in the vicinity, which were designed by various architects. Lawrence Drive and Lawrence Playground were named for the Lawrences. After his father's death in 1955, Carl Lawrence continued to operate the firm.<sup>9</sup>

### **Criterion C: Conclusion**

The property is eligible for the NRHP under Criterion C, the CRHR under Criterion 3, and the Sacramento Register under Criteria a.iii-v. The property is an excellent example of Streamline Moderne architecture with Art Deco details, and widely considered one of the best examples of the style in Sacramento. Streamline Moderne, which was inspired by Finnish architect Eliel Saarinen, is closely related to its precursor style, Art Deco. Popular nationwide from about 1920 through 1940, after 1930 the streamlined appearance of airplanes and ocean liners began to be incorporated into the style. It was typically used for commercial and institutional buildings, and residential examples are rare. The Percy Lee House is a late example of the style; its design utilizes varied heights and setbacks to create a harmonized asymmetry, with curved and round details rescuing the strictly rectilinear building from a cold austerity. The smooth surfaces, glass block, rounded motifs, and curved corners all evoke the streamlining of airplanes and other vehicles of the era. Its design is further elevated by the ornate Art Deco screen door with its round and botanical motifs and a detailed rendering of a gazelle leaping over hills. The building exhibits the important character-defining elements of Streamline Moderne architecture and is eligible for historic listing.

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<sup>8</sup> *Sacramento Bee*, "Percy Lym Lee, Active in Chinese Affairs," Nov. 22, 1974, 26.

<sup>9</sup> Architect and Engineer, February 1950, 44; *Sacramento Bee*, Builder's Will Names Daughter, son main heirs, December 30, 1955.

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## 9. Major Bibliographical References

**Bibliography** (Cite the books, articles, and other sources used in preparing this form.)

### Books

Avella, Steven M. *Sacramento, Indomitable City*. Charleston: Arcadia Publishing, 2003.

Burg, William. *Sacramento's Streetcar*. Charleston: Arcadia Publishing, 2006.

Burg, William. *Midtown, Sacramento: The Creative Soul of a City*. Charleston: The History Press, 2014.

Orsi, Richard. *Sunset Limited: The Southern Pacific Railroad and the Development of the American West, 1850 – 1930*. Berkeley: University of California Press, 2005.

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Willis, William L. *History of Sacramento County, California: With Biographical Sketches*. Los Angeles: Historic Record Company, 1913.

### Online Sources

Architect and Engineer, February, 1950.

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County of Sacramento. *County History*. 2018. Accessed November 28, 2018.  
<http://www.saccounty.net/Government/Pages/CountyHistory.aspx>.

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Sacramento Area Flood Control Agency. *Sacramento Area Flood History*. SAFCA. 2008.  
<http://www.safca.org/history.html>. Accessed February, 6, 2014.

Sanborn Insurance Maps, Sacramento, California, 1895.

### Newspapers and Periodicals

*Sacramento Bee*.

28 February 1958.

13 April 1927.

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14 September 1946.  
23 October 1942.  
25 October 1944.  
30 December 1955.  
22 November 1974.

*Sacramento Daily Union.*  
6 October 1881.

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**Previous documentation on file (NPS):**

preliminary determination of individual listing (36 CFR 67) has been requested  
 previously listed in the National Register  
 previously determined eligible by the National Register  
 designated a National Historic Landmark  
 recorded by Historic American Buildings Survey # \_\_\_\_\_  
 recorded by Historic American Engineering Record # \_\_\_\_\_  
 recorded by Historic American Landscape Survey # \_\_\_\_\_

**Primary location of additional data:**

State Historic Preservation Office  
 Other State agency  
 Federal agency  
 Local government  
 University  
 Other  
Name of repository: \_\_\_\_\_

**Historic Resources Survey Number (if assigned):** \_\_\_\_\_

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**10. Geographical Data**

**Acreage of Property** 0.07

Use either the UTM system or latitude/longitude coordinates

**Latitude/Longitude Coordinates (decimal degrees)**

Datum if other than WGS84: \_\_\_\_\_  
(enter coordinates to 6 decimal places)

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**Verbal Boundary Description** (Describe the boundaries of the property.)

The limits of the property are the parcel boundaries of 2131 17<sup>th</sup> Street.

**Boundary Justification** (Explain why the boundaries were selected.)

The property boundaries are the limits of the parcel as defined by the Sacramento County Assessor and the legal description of the parcel.

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**11. Form Prepared By**

name/title: Kara Brunzell  
organization: Brunzell Historical  
street & number: 1613 B Street  
city or town: Napa state: California zip code: 94559  
e-mail kara.brunzell@yahoo.com  
telephone: 707-290-2918  
date: May 3, 2019

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**Additional Documentation**

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- 
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

**Photographs**

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer,

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photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.



Photograph 1: 2131 17<sup>th</sup> Street, west and south elevations, camera facing northeast, June 15, 2021.



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Photograph 2: 2131 17<sup>th</sup> Street, north and west elevations, camera facing southeast, June 15, 2021.



Photograph 3: 2131 17<sup>th</sup> Street, south and east elevations, camera facing northwest, June 15, 2021.



Photograph 4: 2131 17<sup>th</sup> Street entrance, west elevation, camera facing east, June 15, 2021.

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.