

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. **Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).**

1. Name of Property



historic name Lawrence Warehouse

other names/site number CADA (Capital Area Development Authority) Warehouse

2. Location

street & number 1108 R Street

not for publication

city or town Sacramento

vicinity

state California

code _____

county Sacramento

code _____

zip code 95608

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

Signature of certifying official/Title

Date

State or Federal agency/bureau or Tribal Government

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official

Date

Title

State or Federal agency/bureau or Tribal Government

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

Lawrence Warehouse
Name of Property

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5. Classification

Ownership of Property
(Check as many boxes as apply.)

Category of Property
(Check only **one** box.)

Number of Resources within Property
(Do not include previously listed resources in the count.)

- private
- public - Local
- public - State
- public - Federal

- building(s)
- district
- site
- structure
- object

Contributing	Noncontributing
1	buildings
	district
	site
	structure
	object
1	Total

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

Number of contributing resources previously listed in the National Register

n/a

n/a

6. Function or Use

Historic Functions
(Enter categories from instructions.)

COMMERCE/Commercial Warehouse

Current Functions
(Enter categories from instructions.)

WORK IN PROGRESS

DOMESTIC/Multiple dwelling

COMMERCE/TRADE/work in progress

7. Description

Architectural Classification
(Enter categories from instructions.)

Early Twentieth Century Industrial,
very minor Classical and Bauhaus influences

Materials
(Enter categories from instructions.)

foundation: Reinforced concrete

walls: Reinforced concrete

(former clay tile wall infill replaced by
reinforced concrete)

roof: concrete

other: Metal framed industrial windows

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Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

Summary Paragraph

The Lawrence/CADA Warehouse building is one of the earliest reinforced concrete buildings in Sacramento. When completed in 1915, it was widely celebrated as one of Sacramento's first "fireproof" buildings. The six-story (with basement) industrial type building was designed by one of northern California's notable early twentieth century architects, Clarence Cuff.

The former warehouse building occupies the entire parcel on the south side of R Street between 11th and 12th Streets, adjacent to railroad tracks. Its form is that of a concrete cube-like block with multiple steel framed windows on the north and south elevations. The east and west elevation walls were originally infilled with clay tile which has been removed during current rehabilitation and is being replaced with metal framing. The east and west walls will be replaced with solid concrete walls surfaced with cement plaster and multiple windows evoking the image of those on the north and south elevations.

Narrative Description

The building has a flat roof surrounded by a parapet wall, which has a slightly projecting, corbelled brick cornice. The parapet wall is several feet higher at the two front corners of the building, resembling low corner towers. The increased height of the wall on the northeast corner serves to screen the elevator equipment room. The opposite corner is merely raised to match and balance the other corner. Centered on the façade and projecting above the parapet was a tall wood flagpole. There is a rectangular reinforced concrete frame structure on the east side of the roof which was formerly used to support water tanks. The Sanborn map (updated to 1952) indicates that the two wood tanks were "gravity" tanks and the two steel tanks were 10,000 gallon capacity each and were pressurized to support the automatic fire sprinkler system. The concrete structure with metal tanks will remain.

The front façade contains twenty five banks of multi-paned windows, five per each of the upper five floors. The three central banks of windows on each floor contain 55 lights with three sections each of nine panes that open. The two outer (east and west) wall portions of the façade contain slightly smaller banks of the same multi-paned metal-frame windows with 45 lights each on each of the upper five floors. Four large original first floor openings contained roll-up freight doors, while the fifth bay contained a man door and window. One original roll up door remains above the freight elevator opening on the far east end of the façade. This opening provided access to a large multi-ton freight elevator. The windows on that end of the façade illuminate the elevator shaft. The original 'truck' openings will be infilled with a window/door system in the rehabilitation work.

The openings in the upper five floors contain tripartite metal sash, multi-light windows with awning openings. A raised concrete loading dock runs the full width of the front elevation and extends to the west past the east end of the north elevation of the Rochdale Building, (1801 11th Street.) The edge line of the original dock can be seen in the concrete surface as well as the extension, which was added in 1944. A concrete stairway leads from street level to the loading dock on the west end of the loading dock. The original windows on both the north and south elevations will be repaired and remain in place as part of the rehabilitation of the building. The loading dock will remain.

The east and west elevations were essentially blank walls displaying the overall reinforced concrete structural framework and the hollow tile infill. The hollow clay tile has been removed as part of the rehabilitation work (as noted above) and will be replaced with concrete with cement surfacing and window banks resembling those on the north and south original elevations.

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The Rochdale building abuts the west elevation of the warehouse. This former warehouse, the Rochdale building, the CADA warehouse and another warehouse (now demolished), which abutted the CADA building on the east elevation, were all at one time owned by the State of California. The Rochdale building and the adjacent former single story building on the west, both had former openings that allowed access to the CADA warehouse.

The rear (south) elevation does not have the red brick facing of the front. It consists of unpainted reinforced concrete. It lacks the facades' raised roof parapet walls on the east and west corners. It has three freight doors in the center that match the pattern of windows, but there is no loading dock. There is another freight door on the east end which extends to alley level. On the west end there is a single pedestrian door, whose stairway has been removed. The windows in the rear are the same type as those in the front but they are not the same size. The middle bank of windows and the two at either end of the elevation utilize the same systems as the front. The second floor windows on the west end have had metal ventilation grates installed in their formerly operable sections. There is a metal fire escape on the east end of this elevation that will remain.

The interior of the building is a series of almost identical floors consisting of open spaces punctuated by orderly rows of octagonal concrete posts. These posts have widely flared "capitals" that transition into a square form where they meet the ceiling. The columns diminish in circumference on the upper floors, becoming essentially four-sided and slimmer. With the exception of the floors, which have been smoothed and "finished," the ceilings of each floor show the distinct markings of the 1x 6 inch wood planking form modules that were used in alternating patterns to form the ceiling. This is an original feature which will remain as will the columns after the rehabilitation.

The basement was accessed by a stair that descended along the west wall somewhat near the front of the building. The stair and anteroom accessing the basement have been removed for the rehabilitation. As mentioned previously, the freight elevator in the northeast corner of the building was originally used to access all floors but is currently not working. The new residential elevator will be incorporated into the existing one, portions of which may be retained. Across the front of the basement was a set of storage cubicles composed of sparse wood framing covered with chicken-wire that have been removed for this work. This type of former storage enclosure was found throughout the building. These impermanent features have been removed.

The first floor at the front (north) had a series of modified office cubicles that appear to have been the administrative core of the building. On the east wall, there were two non-original wood frame storage rooms enclosed by plywood sheets and large sliding doors that have been removed. The remainder of the floor space is open. The west wall contains a sliding door which used to access the single-story warehouse on the west, but the opening has been sealed. The wood stairway to the second floor on the northeast corner of the ground floor has been removed.

The second floor had an office/storage compound with a lockable door that has been removed. The floor is now just open space. A small enclosed cubicle on the west wall that served as a toilet and washroom has been removed. There were similar washrooms on all of the other floors. In the southwest corner of this floor was a small enclosure of hollow red clay block that had the remnants of HVAC equipment that has been removed.

The stair from the second to the third floor and floors above was an unenclosed steep metal stair. At the top of the landing on the third floor were wood double doors leading to a series of four office/cubicles with windows. These have been removed and the floor is now vacant.

The fourth floor contains open space. On the north end there were several non-original storage areas partitioned with chain link fence that have been removed. The same is true for the fifth floor. The sixth floor has support columns that are noticeably more slender than those on lower floors. The space formerly contained a few frame and chicken wire enclosures that have now been removed. There is evidence on this floor of water leakage from above. This floor has two skylights.

The roof is flat, with features that have been mentioned elsewhere.

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The warehouse building was essentially unaltered until the current approved rehabilitation. The original loading dock was minimally extended to the west and north at some previous time. The original truck size openings at the loading dock level are still in place and will remain. The large freight elevator is still in place. Some portions of it will be removed to allow the placement of a new residential elevator within the space. Some wood, sheetrock and/or wire partitioned office spaces that were installed by the State during its use of the building and were not original, have been removed. Exact locations of any original office divisions are somewhat conjectural due to various modifications over time, and would not have been dominant since the building was constructed primarily to provide public storage spaces.

Integrity

Substantial efforts have been made to retain significant original features of the building during its rehabilitation and conversion to residential use. The building has lost some integrity of materials along the secondary facades in the form of the hollow clay tile utilized in between the concrete frame, but these walls were originally intended to become parti walls with adjacent buildings, essentially flat walls with no window openings or architectural features. The building's primary façade retains a high degree of integrity of materials, and as the most prominent design feature of the building, high integrity of design and workmanship. The property retains integrity of location, feeling and association, as an industrial property located in a corridor of similar industrial properties alongside an early 20th century residential neighborhood. The street in front of the property no longer features a working railroad, but a street resurfacing project in 2012 utilized metal rails set into a concrete street surface to maintain a sense of the streetscape when R Street was an industrial corridor.

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

Areas of Significance

(Enter categories from instructions.)

Commerce/Trade

Period of Significance

1915 - 1940

Significant Dates

1915, 1940

Significant Person

(Complete only if Criterion B is marked above.)

n/a

Cultural Affiliation

n/a

Architect/Builder

Cuff, Clarence

Criteria Considerations

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

Property is:

- 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.

Period of Significance (justification)

The building was completed in 1915 and used as a public warehouse until 1940 when the State of California moved into the building. The building continued use as a warehouse under the new owner but was not used as a commercial distribution warehouse, representing a change in function.

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Criteria Considerations (explanation, if necessary)

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance and applicable criteria.)

The Lawrence Warehouse was built in 1914-15, adjacent to Southern Pacific Railroad's R Street industrial corridor at 1108 R Street to serve as a warehouse for the shipping, receiving and storage of a variety of goods. The Lawrence Warehouse is eligible for the National Register of Historic Places under Criterion C, due to its design by master architect Clarence Cuff, and as one of an increasingly rare remaining building type for its age, and Criterion A, constructed in the early 1900s to accommodate Sacramento's substantial early 20th century growth, during its evolution into statewide significance as a major railroad transportation hub and distribution center. As an example of a type, the Lawrence/CADA warehouse building is one of the earliest reinforced concrete buildings in Sacramento. When completed in 1915, it was widely celebrated as one of Sacramento's first "fireproof" buildings. The property is significant at the local level with a period of significance of 1915-1940.

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

Criterion C: Architecture—Clarence Cuff

The building was designed by prominent Sacramento architect Clarence Cuff, whose design influence has been significant to the community and state. He designed at least 16 buildings in Northern California, among them the Traveler's Hotel in Sacramento which is listed in the National Register. He also designed another notable and early 20th century warehouse in Sacramento – the Thomson Diggs warehouse – that also still stands, currently rehabilitated into State of California offices. The building was designed with an elegant utilitarianism that belies its functional origins. The warehouse is eligible for listing at the local level under Criterion C.

Architect Clarence C. Cuff was born in Canada in Toronto in 1871. Early in his career, he worked for an architect in Toronto who guided him through a formative period of his career. Later he spent 3 years of studying at the Toronto School of Architecture graduating with substantial honors. As a young man, he was one of the contractors for some of the buildings for the United States Military Academy at West Point. He entered the office of an architect in Buffalo, remaining for 5 years, then traveled and worked as an employee for different architects in different states. When in Buffalo, he was exposed to the Guaranty Building, designed by the notable Chicago firm of Louis Sullivan and Dankmer Adler. The influence of the Prairie School style of architecture and architectural details partially generated by their work, was displayed in the same signatory details of Cuff's design of the Merrium Apartments in Sacramento (since demolished), and is still existing in former Senator Diggs's residence, now substantially remodeled.

After his arrival in the west in 1905, he worked with an architect in San Francisco for a year before coming to Sacramento, to work in the office of the State Architect. This is probably where he met George Sellon, the first State Architect, and later a partner in some projects. Before that time, he formed a partnership with M.I.Diggs to complete the grammar school in Marysville, the Traveler's Hotel in Sacramento (listed in the National Register of Historic Places) and the El Dorado County Courthouse at Placerville. The California Hospital in Sacramento, a model of its kind, the warehouse of Thomson, Diggs Co., and the residences of D.W. Carmichael, C.B. Dewees and Senator Diggs are monuments to his originality and skill. He was a member of the Architectural League of Sacramento and an Associate member of the American Institute of Architects.

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Cuff worked as architect for 60 years from the time he received his license in 1909 until his death at 94. His designs ranged from schools on the Hoopa Indian Reservation in Humboldt County to a courthouse in El Dorado County and a church in Santa Cruz County. Much of his work focused on Sacramento buildings, including St. Mary's Church, the Greek Orthodox Church on Alhambra, and the Bethel Temple on 21st Street (since removed.) He was an associate architect under Rudolph Herold (designer of Sacramento City Hall) on Sacramento's Sisters of Mercy Hospital, and with George Sellon on the Sacramento Hotel (since demolished). He designed the Diepenbrock Theater Building in Sacramento, also since demolished, the First Church of Christ, Scientist on 23rd Street in Sacramento, now a synagogue, and Catholic schools in Oroville and Susanville. He was also the architect for the Providence Hospital and nurses home in Oakland.

His work with Herold may have contributed Secessionist influences to his work, since Herold had spent some time in Europe associating with architects of that movement. Remaining original elements of the Diggs residence reflect minor references to such influences. Cuff's work also appears to have influenced the designs of other architects and their Sacramento works. The heavy cornice above the Bel-Vue apartment building by George Sellon reflects the overhang that existed on the façade of the Merrium Apartments that Cuff designed. Sellon may have borrowed the dramatic overhang design from Cuff's Merrium image when he designed the Bel Vue apartments.

In turn, Cuff may have been inspired to create the elaborate cornice on the Merrium Apartments by a similar feature of the Guaranty Building in Buffalo to which he was exposed before he came west. Sellon and Cuff collaborated on other buildings in Sacramento such as the Sacramento Hotel. Cuff had a strong interest in Chicago and Prairie School style architecture and widely extolled the use of reinforced concrete buildings as safe and fireproof. Cuff designed the Traveler's Hotel, a notable example of the Chicago School style, originally with an interior lobby containing a large skylight, marble floors and an elegant fountain. The basement restaurant was surfaced with marble.

He also designed a twenty story bank building that didn't get built but was recognized by the publication Architect and Engineer of California in 1913 that he "...enjoys the enviable distinction of being the first architect in Sacramento to design a building of ten stories or more."

Cuff's body of work covered a wide range from residential to "pretentious Skyscraper" according to The Architect and Engineer of California and included:

St. Mary's Church, Sacramento
Greek Orthodox Church, Sacramento
First of Christ Scientist, Sacramento
Catholic School, Oroville
Catholic School, Susanville
Grammar School, Marysville
Providence Hospital, Oakland
Schools on Hoopa Indian Reservation, Humboldt County
Thomson and Diggs Warehouse, Sacramento
El Dorado County Courthouse, Placerville
Golden West Motors, Sacramento
Traveler's Hotel, Sacramento
California Hospital, Sacramento
White Hospital, Sacramento
Theatre Diepenbrock, Sacramento
Sacramento Warehouse Co., Sacramento (fireproof)

Residential clients included Senator Marshall Diggs, Daniel Carmichael, prominent local land developer and City and County Treasurer, C.B.Deweese, and C.L.Nelson of Woodland. In 1914, in a The Architect and Engineer of California article entitled "The Development of the Modern Home," Cuff's work was included among other such

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prominent California architects as Bliss and Faville, Louis Mullgardt, Sidney Newsom, Louis Hobart, Sylvanus B. Marston, MacDonald and Applegarth, Seadler and Hoen, Willis Polk, R.A. Herold, Myron Hunt and Elmer Grey... a testimony to his recognition and significance as an important early 20th century architect. According to his Sacramento Bee obituary, entitled "Capital's Senior Architect Dies," Cuff practiced architecture for 60 years and left his creative "signature ... in brick and stone across Northern California"

The two warehouses Cuff designed were built at a time when the Arts and Crafts movement in England was helping generate the beginnings of European architectural movements in reaction to the mechanization of the Industrial Revolution and the lack of individual art and craftsmanship creativity it allowed. The manufacture of mass produced items and construction elements produced a strong public reaction to the demise of individualistic art and craftsmanship accomplishments that led to a re-examination of the traditional elite teachings of art schools and the outdated apprentice-system for crafts and architectural training. In Germany, the *Werkbund* formed from a group of artists and industrialists aimed at the improvement of manufactured goods and whose aim was the reconciliation of art, craft, industry and trade.

This ultimately led to the establishment of the Bauhaus school with goals to revive individual creativity and art in craftsmanship and architecture in its teachings. Some of its early practitioners produced new industrial designs in an effort to reintegrate the arts and individuality with utilitarian "functional" architecture.

These movements directly affected international concepts regarding design, and Herold with his Austrian Secessionist experience may have been particularly attuned to its evolution in Sacramento. Unconsciously or not, Cuff may have been influenced by such major concepts in his designs for the warehouses in Sacramento, with their utilitarian rather factory-like images. While the Thomson-Diggs warehouse now serving the State has been altered and expanded from the original, the placing and proportion of window banks and the overall image of the building is retained. Cuff's design for the CADA Warehouse demonstrates a sense of elegant design order in the proportions of window banks to wall surfaces, with a nod to aesthetics and composition with the projecting building corners and projecting shallow arches. He created a balanced and sensitive composition reflecting the genre of early Bauhaus tradition.

Criterion A: Commerce/Trade

The Lawrence Warehouse building is also a significant remnant of the era when Sacramento was the most important transportation hub in northern California, generating the need for large storage facilities to assist that growth as well as to visually enhance the City's image. Large warehouses for distribution and storage within the city's industrial areas were in demand at that time. The Lawrence Warehouse appears eligible at the local level under Criterion A.

The Lawrence Warehouse stands prominently alongside the south side of the rail tracks on R Street between 11th and 12th Streets abutting the raised loading dock that extends across the front of the building. Historically, R Street has played an important role in the evolution of Sacramento. From 1854 to 1856, R Street became the route of the Sacramento Valley Railroad (SVRR), the first steam railroad in California, constructed from the Sacramento waterfront to the city of Folsom 22 miles east. SVRR was constructed to carry goods eastward to the gold mining regions of California, and later to the silver mines of the Nevada Comstock Lode, returning shipments of gold and silver to the Sacramento waterfront and from there to San Francisco via riverboat. The railroad was built along a trestle to keep it above flood waters, and the trestle was later filled to become a levee intended to protect the city from flooding coming from the south. This trestle later became a point of contention when a flood from the American River to the north filled the city, and the SVRR levee blocked the path of the water flowing southward.

SVRR was acquired by Central Pacific Railroad in 1865, and later became part of Southern Pacific Railroad. The R Street right of way met higher ground on the eastern end of the city, and industrial facilities alongside the right of way, including lumber mills, breweries and wineries, were served by railroad spurs alongside the tracks. The R Street levee became a de facto southern border to Sacramento's city limits closer to the waterfront, as the streets south of R were not protected from floods. As the gold and silver rushes receded, this portion of Southern Pacific Railroad shifted to general

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freight carriage, including granite, wine grapes, grain, hops, fruit and vegetables, and materials related to large-scale gold dredging operations in eastern Sacramento County. In 1888 it was determined that this levee was a limitation to urban development, and in approximately 1900 a new levee was constructed along Y Street. The R Street levee was removed and the tracks relaid at ground level. This change spurred a wave of industrial development along the R Street corridor, as the new street-level tracks could easily add spurs to serve these industries. In 1907-1910, Western Pacific Railroad completed construction through Sacramento. To serve Sacramento's industries, Western Pacific created a second industrial spur from their main line between 19th and 20th Streets via "Whitney Avenue," the alley between Q and R Street 160 feet south of R Street. This spur, like R Street, ended at the Sacramento municipal docks along the Sacramento River waterfront. As the site of two railroads' Shops facilities, the largest city in the Sacramento Valley and center of a major agricultural region, and the hub of northern California's interstate railroad network, Sacramento experienced a high demand for new industrial facilities. The R Street route was prime land for industrial development.

The existence of two transcontinental railroads encouraged the construction of industrial buildings along the corridor due to freight access. These industrial uses included canneries, box factories, lumber mills, wineries, breweries, dairies, stone and metal fabrication, and cold storage. The construction of storage and warehouse distribution facilities was a 'given' in an industrial district, including the Lawrence Warehouse, used to store products varying from rice to Model T automobiles, and the Thompson-Diggs warehouse, a hardware distributor also designed by the same architect. The relocated levee also facilitated rapid growth of housing south of R Street, creating a new neighborhood called Southside Park whose residents often worked in the nearby R Street industrial district.

There were other small storage buildings and larger industrial buildings such as wineries, breweries, and dairy facilities built along R Street from the late 1800s but none of the size and design quality of the Lawrence and Thompson Diggs buildings that have survived. Prices of land within the city caused new warehouse construction in the 1940s and after to move to less costly areas. Subsequent redevelopment and demolition have removed most traces of R Street's history as an industrial corridor.

The Lawrence Warehouse is a significant and rare example of an architectural type important in the substantial early 20th century transportation and freight distribution functions in the City of Sacramento. The building has retained integrity of design, materials, workmanship, setting, location, association and feeling. The loading dock was constructed within the period of significance. When constructed, the building was hailed as one of the city's first fireproof buildings. It is a handsome building designed by one of the City's master architects of that era. It is one of the largest and most imposing buildings of its type and design remaining in the city.

Developmental history/additional historic context information (if appropriate)

9. Major Bibliographical References

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

Anderson, Christy, R Street Report, 2002

Architect & Engineer Magazine: Vol. #35(Issue #1) pp49-57; 36(3) p.110; 38(2)pp.66,70; 85(2) p.85;

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Curtis, William J.R., Modern Architecture since 1900, Prentice-Hall, Englewood Cliffs, NJ, 1987.

Jordy, William H., The Impact of European Modernism in the Mid-Twentieth Century, Oxford University Press, New York, 1972.

McAlester, Virginia & Lee, A Field Guide to American Houses, Alfred A. Knopf, New York, 1984.

Roland, Carol, *Resources Evaluation Report for the R Street Improvement Project 10th-13th Streets*, May 2007, revised October 2007
by M.L. Maniery

Roland, Carol, California DPR Form 523, CADA Warehouse, 10/23/2006.

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Sacramento Bee: 5/7/1912, p. 5; 7/9/1913, p. 11; 5/6/1914, p. 12; 3/6/1915, p. 28; 3/13/1915, p. 12; 8/14/1915 p. 12; 6/1/1917, p. 13;
1/19/1918, p. 4; 1/11/1927, p. 22; 1/14/1965;
Sacramento City Directories
Sacramento County Assessor's Office Records
Sanborn Fire Insurance Maps
Thomas Brothers Map Books 1937-1941
Willis, William, History of Sacramento County, California, Clarence C. Cuff, pp. 820-822
Wingler, Hans, The Bauhaus, MIT Press, Cambridge, MA, 1978.

Previous documentation on file (NPS):

Primary location of additional data:

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 # _____

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

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreage of Property .89 acres

(Do not include previously listed resource acreage.)

UTM References

(Place additional UTM references on a continuation sheet.)

1 _____
Zone Easting Northing

3 _____
Zone Easting Northing

2 _____
Zone Easting Northing

4 _____
Zone Easting Northing

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

The building occupies the full footprint of the parcel 009-0075-009-0000, its original parcel.

Assessor Parcel No. 009-0075-009-0000

Boundary Justification (Explain why the boundaries were selected.)

The proposed boundary of the property is the original boundary of the original parcel currently occupied by the building.

11. Form Prepared By

name/title Paula Boghosian

Lawrence Warehouse

Sacramento, Sacramento

Name of Property

County and State

organization Paula Boghosian and Don Cox

date June 2013

street & number 5420 Home Court

telephone 916 488-2887

city or town Carmichael

state CA

zip code 95608

e-mail historicconsultants1977@gmail.com

Additional Documentation

Submit the following items with the completed form:

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

Photographs:

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

Name of Property:	Lawrence Warehouse
City:	Sacramento
County:	Sacramento
State:	CA
Name of Photographer:	Don Cox
Date of Photographs:	5/7/2012; 8/23/2012; 8/25/2012; 4/3/2013; 5/8/2013;
Location of Original Digital Files:	5420 Home Court, Carmichael, CA 95608

Photo #1 of 14 (CA_Sacramento_CADA_Warehouse_0001) Principal (north) façade facing R Street, with camera facing south.

Photo #2 of 14 (CA_Sacramento_CADA_Warehouse_0002) Alley façade (south), with camera facing north.

Photo #3 of 14 (CA_Sacramento_CADA_Warehouse_0003) Original west façade (left) and alley façade (right) with camera facing to the northeast.

Photo #4 of 14 (CA_Sacramento_CADA_Warehouse_0004) West façade (left) under construction and alley façade (right) with camera facing to the northeast.

Photo #5 of 14 (CA_Sacramento_CADA_Warehouse_0005) Original east façade with camera facing west.

Photo #6 of 14 (CA_Sacramento_CADA_Warehouse_0006) East façade (left) under construction and principal façade (right) with camera facing southwest.

Photo #7 of 14 (CA_Sacramento_CADA_Warehouse_0007) General interior view, pre-construction. Second floor with camera facing to northwest.

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Photo #8 of 14 (CA_Sacramento_CADA_Warehouse_0008) General interior view under construction. Second floor with camera facing to south.

Photo #9 of 14 (CA_Sacramento_CADA_Warehouse_0009) General interior view under construction. First floor with camera facing to south.

Photo #10 of 14 (CA_Sacramento_CADA_Warehouse_0010) Detail view of windows, interior of alley façade, with camera facing to south.

Photo #11 of 14 (CA_Sacramento_CADA_Warehouse_0011) Detail view of original freight elevator located in northeast corner of the building, with camera facing north.

Photo #12 of 14 (CA_Sacramento_CADA_Warehouse_0012) Detail interior view pre-construction. Non-original roll-up door located on north façade, first floor, with camera facing north.

Photo #13 of 14 (CA_Sacramento_CADA_Warehouse_0013) General view of roof showing principal elevation parapet wall, flagpole (center) and elevator equipment house (right) with camera facing to north.

Photo #14 of 14 (CA_Sacramento_CADA_Warehouse_0014) Detail roof view showing original concrete support rack for water tanks, with camera facing to the southeast.

Property Owner:

(Complete this item at the request of the SHPO or FPO.)

name Cyrus Youssefi
street & number 1001 Sixth Street, Suite 200 telephone 916 446-4040
city or town Sacramento state CA zip code 95814

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 18 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.

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Figure 1: Historic photo of Lawrence Warehouse circa 1923