United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number _____   Page _____

SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 04000515   Date Listed: June 11, 2004

Property Name: Augusta Downtown Historic District

County: Richmond   State: Georgia

___none___
Multiple Name

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

_____   ___June 11, 2004___
Signature of the Keeper   Date of Action

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Amended Items in Nomination:

Section 8. Statement of Significance
Criteria Consideration G is hereby added to reflect the contributing resources within the district that achieved significance within the past fifty years.

The Georgia State Historic Preservation Office was notified of this amendment.

DISTRIBUTION:
        National Register property file
        Nominating Authority (without nomination attachment)

NATIONAL REGISTER OF HISTORIC PLACES REGISTRATION FORM

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in "Guidelines for Completing National Register Forms" (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name   Augusta Downtown Historic District
other names/site number   N/A

2. Location

street & number   Downtown Augusta roughly bounded by 13th Street, Gordon Highway, Walton Way, and the Savannah River.

city, town Augusta		( ) **vicinity of**
county Richmond	**code** 245	
state Georgia	**code** GA **zip code** 30903	

( ) **not for publication**

3. Classification

Ownership of Property:

(x) **private**
(x) **public-local**
( ) **public-state**
(x) **public-federal**

Category of Property:

( ) **building(s)**
(x) **district**
( ) **site**
( ) **structure**
( ) **object**
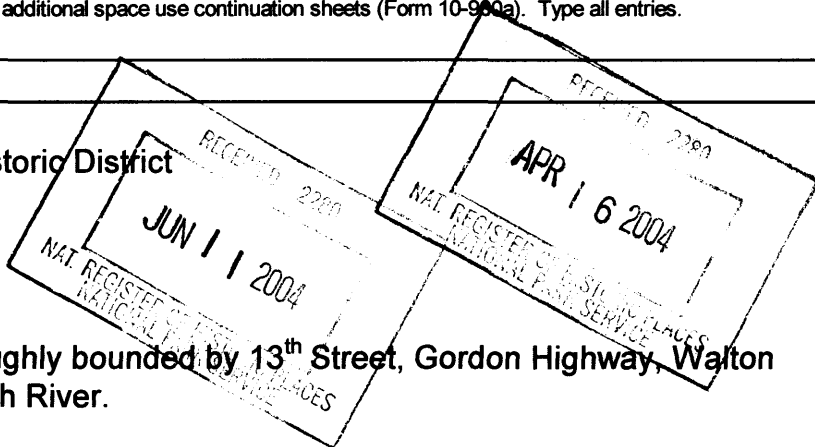
Number of Resources within Property:

	Contributing		Noncontributing
	Previously Listed	*Newly Identified*	
buildings	238	158	133
sites	0	0	147
structures	0	7	2
objects	0	15	1
total		**418**	**283**

Name of related multiple property listing: N/A

Contributing resources previously listed in the National Register: 238
Name of previous listings:

Academy of Richmond County, 540 Telfair Street, listed April 11, 1973.
Augusta Cotton Exchange Building, 32 8th Street, listed July 20, 1978.
Brahe House, 456 Telfair Street, listed April 11,1973.
Broad Street Historic District, Broad Street between 5th and 13th streets, listed April 28, 1980.
Church of the Most Holy Trinity, 720 Telfair Street, listed February 19, 1997.
Engine Company Number One, 452 Ellis Street, listed April 12, 1988.
First Baptist Church of Augusta, Greene and 8th streets, listed March 23, 1972.
First Presbyterian Church of Augusta, 642 Telfair Street, January 21, 1997.
Gertrude Herbert Art Institute, 506 Telfair Street, listed March 20, 1973.
Greene Street Historic District, Greene Street between 5th and 13th streets, listed December 3, 1980.
Lamar Building, 753 Broad Street, listed April 24, 1979.
Joseph Rucker Lamar Boyhood Home, 415 7th Street, listed June 13, 1996.
Old Medical College Building, 598 Telfair Street, listed March 16, 1972. National Historic Landmark, June 19, 1996.
Old Richmond County Courthouse, 432 Telfair Street, listed December 22, 1978.
Sacred Heart Catholic Church, Greene and 13th streets, listed March 16, 1972.
Springfield Baptist Church, 112 12th Street, June 17, 1982.
St. Paul's Episcopal Church, 605 Reynolds Street, April 11, 1973.
United States Post Office and Courthouse, 500 East Ford Street, listed January 21, 2000.
Woodrow Wilson Boyhood Home, 419 7th Street, listed February 28, 1979.

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this nomination 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 the National Register criteria. ( ) See continuation sheet.

Richard Cloues   3-22-04
Signature of certifying official   Date

W. Ray Luce
Historic Preservation Division Director
Deputy State Historic Preservation Officer

In my opinion, the property (✓) meets ( ) does not meet the National Register criteria. ( ) See continuation sheet.

Mary W. Edmonds, Deputy State Historic   3/19/04
Signature of commenting or other official   Preservation Officer   Date

S.C. Dept. of Archives and History
State or Federal agency or bureau

5. 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:

( ) see continuation sheet

Kenneth J. Kim   6/11/04

Keeper of the National Register   Date

6. Function or Use

Historic Functions:

Domestic: single dwelling, multiple dwelling.
Commerce/Trade: business, professional, organizational, financial institution, specialty store,
        department store, restaurant, warehouse
Government: city hall, fire station, government office, post office, courthouse
Education: school, college, library
Religion: religious facility, church school, church-related residence
Recreation and Culture: theater, auditorium, monument/marker
Industry/Processing/Extraction: manufacturing, industrial storage
Transportation: rail-related, road-related

Current Functions:

Domestic: single dwelling, multiple dwelling.
Commerce/Trade: business, professional, organizational, financial institution, specialty store,
        department store, restaurant, warehouse
Government: city hall, fire station, government office, post office, courthouse
Education: school, library
Religion: religious facility, church school, church-related residence
Recreation and Culture: theater, auditorium, monument/marker
Industry/Processing/Extraction: manufacturing, industrial storage
Transportation: rail-related, road-related

7. Description

Architectural Classification:

Early Republic: Federal
Mid-19th Century: Greek Revival, Gothic Revival, Exotic Revival
Late Victorian: Gothic, Italianate, Second Empire, Queen Anne, Romanesque
Late 19th and 20th Century Revivals: Beaux Arts, Italian Renaissance
Late 19th and 20th Century American Movements: Commercial Style, Bungalow/Craftsman
Modern Movement: Moderne, International Style, Art Deco

Materials:

foundation	Concrete
walls	Brick
roof	Asphalt
other	Metal

Description of present and historic physical appearance:

Summary Description:

The Augusta Downtown Historic District encompasses the historic commercial district centered on Broad Street, industrial properties along the Savannah River and the railroad, and governmental, religious, and residential resources along Greene and Telfair streets. The city was laid out in 1736 in a gridiron plan with the major streets set parallel to the river. Broad Street between 5th and 13th streets is the historic commercial corridor with rows of continuous commercial blocks and a landscaped median. Historic buildings on Broad Street date from the 1820s to the 1960s and include examples of Federal, Greek Revival, Second Empire, High Victorian Gothic, Romanesque Revival, Beaux-Arts, Art Deco, Art Moderne, and International Style architecture. Greene Street is a tree-lined boulevard with a park-like center median. The street is lined with government buildings, churches, and large houses of Augusta's 19th-century elite. Telfair Street, the third principal avenue in the historic district, includes some commercial buildings but mostly features community landmark buildings, such as the Academy of Richmond County (1802, 1856-57) and the Medical College of Georgia (1835). Ellis Street, a secondary thoroughfare, is lined with commercial buildings and provides service access to the buildings on Broad and Greene streets.

The purpose of this nomination is to include in one historic district all of the surviving intact resources associated with downtown Augusta. The Augusta Downtown Historic District includes seventeen individually listed properties, two historic districts, and one National Historic Landmark. The two listed historic districts stretch from the east end of Augusta Downtown Historic District at 5th Street to the west end at 13th Street. The Broad Street Historic District and the Greene Street Historic District are linear districts. The Broad Street district is centered on Broad Street, the city's commercial corridor. The Greene Street Historic District follows the course of Greene Street, a residential corridor with a landscaped park-like median. The historic district boundaries meander within feet from one another and cross once at 8th Street.

Description:

Augusta is among the oldest and largest cities in Georgia. The city is located directly below the Fall Line on a bluff along the Savannah River. It sits on flat land at the head of navigation. Augusta is laid out in a gridiron plan that stretches east to west along the river. Wide boulevards trend east to west and smaller, secondary streets run north to south terminating at the river. The downtown includes buildings that represent a wide breadth of human activity in the nearly 270 years since the city was first settled. The district includes the historic commercial area centered on Broad Street, industrial properties along the Savannah River and the railroad, and governmental, religious, and residential resources along Greene and Telfair streets. Several two-story attached buildings on Broad Street at 5th and 6th streets are among the oldest buildings in the district. These Federal-style brick buildings comprise commercial businesses on the first floor and dwelling space above.

Houses were built in the historic district from the early 19th century through the 1930s. The district includes buildings from the 19th and most of the 20th centuries that represent the full range architectural styles and the themes of commerce, industry, government, education, and transportation. The district includes a significant collection of International Style buildings that represent the economic boom years from the early 1950s to 1967. These buildings range in size from small downtown businesses to the 18-story Georgia Railroad and Banking Company building. Built in 1967, the bank is a black steel-and-glass Miesien skyscraper that towers above the historic district at 661 Broad Street. A section of the historic levee between 5th and 7ths streets is among the historic structures included in the district. Other structures include a historic bascule railroad bridge at 6th Street and a historic automobile bridge on 5th Street that cross the Savannah River at the small extinct town of Hamburg, South Carolina.

The following description is organized according to the city's main east-to-west trending thoroughfares, beginning with Broad Street and followed by Ellis, Greene, and Telfair streets. Walker, Watkins, and Fenwick streets and Walton Way are treated in one section. Reynolds and Jones streets are described in another section. The north-to-south numbered streets are described in sections where it is appropriate.

Broad Street

Broad Street encompasses the historic commercial center of downtown Augusta. Buildings on Broad Street are primarily commercial in use and character. They are generally one- to four-stories tall, with some buildings rising above 13 stories. The buildings are built mostly of brick and stone, front directly on the sidewalks, and share common building lines and party walls. Buildings on Broad Street represent many types and styles of commercial architecture from the 1820s through 1967. Most buildings date from the turn of the 20th century. Broad Street is a wide boulevard with a median that was largely reconfigured in the 1970s to include parking medians, landscaped medians, and the two-story Chamber of Commerce Building at 6th Street, which was built in 1976 (photos 11, 13, and 32).

Several buildings at the east end of the Broad Street are among the oldest buildings in the historic district. Built in c.1820, these two-story Federal-style commercial buildings include stores on the lower level and residential space above. Three connected buildings are located between Monument and 5th streets and another is located at the northwest corner of 6th Street (photo 32, right). Typical of the Federal style, these buildings have steeply pitched roofs with classical-style dormers and bridged chimneys. The storefronts were replaced in the 19th century with cast-iron fronts. Other early 19th-century buildings include larger structures with heavy stonework to support the storefront and plain brick upper stories (photo 33).

The Confederate Monument, which was erected by the Ladies' Memorial Association in 1878, is located in the Broad Street median at 7th Street (photos 28-29). The four lower figures represent generals Robert E. Lee, Stonewall Jackson, Thomas R. R. Cobb, and William Henry Tolbot Walker.

The statue of the private standing atop the 27-foot-tall column represents all the "men of Richmond County who died in the Cause of the Confederate States."

Most of the buildings that line Broad Street were built from the late 19th century through the first decades of the 20th century. Numerous Italianate-style buildings were built along Broad Street in the 1880s and 1890s (photos 6, background, and 8). Many of these two- and three-story buildings feature arched windows with cast-iron hoods and elaborate cornices. At the beginning of the 20th century, Classical Revival-style buildings were built on Broad Street, such as the 1924 uptown branch of the Georgia Railroad and Banking Company at the corner of Broad and 11th streets. It is monumental in scale with colossal columns flanking the classical entrance. The Goldberg Building at 1054 Broad Street by G. Lloyd Preacher was constructed in c.1918 (photo 6, center). It includes paired columns and a pedimented cornice. Preacher, who is among the state's most significant 20th-century architects, designed buildings in Augusta at the beginning of his career in the in the 1910s and 1920s. His first building in Augusta is the Fire Department Headquarters Building at the west end of Broad Street in 1909-1910 (photo 2).

The Classical-Revival-style Chronicle Building, now known as the Marion Building, was designed by G. Lloyd Preacher and first completed in 1914 and rebuilt after it was damaged by Augusta fire of 1916 (photo 29, center). Located at 739 Broad Street, the steel-framed office building rises ten stories. The classical exterior is clad in buff brick and includes a modillion cornice. The Herald Building at 725 Broad Street was designed by G. Lloyd Preacher in c.1920 (photo 26). The four-story building features classical and Sullivanesque terra-cotta ornament and it topped by a heavy, projecting cornice.

The Lamar Building at 750 Broad Street is the tallest steel-framed office building constructed in the city before World War II (photo 41, 29, and 23). Designed by G. Lloyd Preacher and W. L. Stoddard of New York, the 16-story steel-framed skyscraper was begun in 1913 and completed in 1917. The building's massing is reduced near the top with setbacks on each side. The classical façade features terra-cotta busts, shields, consoles, cartouches, and colossal Tuscan columns across the main entrance. I.M. Pei designed the concrete-and-glass rooftop addition in the 1970s.

Rows of one- and two-story commercial buildings were built on Broad Street through the 1910s and 1920s. A row of one-story commercial buildings on Broad between 5th and 6th streets includes both plain storefronts and highly ornamented classical facades (photo 34). Other examples include the two-story block on 8th Street (photo 41) and a row of two-story storefronts on Broad near 10th Street (photo 10).

G. Lloyd Preacher designed two movie theaters on Broad Street in the 1910s. The Modjeska Theater, designed in 1916, is a two-story building clad in white terra-cotta with Gothic and classical ornament (photo 19). The Imperial Theater at 745 Broad Street was completed in 1918 with an 850-seat auditorium designed for vaudeville acts and movies. The exterior is richly encrusted in Gothic-style terra-cotta ornament (photo 24). These eclectic buildings can be characterized as Oriental Revival, a popular idiom for movie palaces built in the early 20th century.

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In the 1930s and early 1940s, buildings on Broad Street were constructed in the Art Deco style. These include the Miller Theater, built in 1940 (photo 27, left), the Slusky Building (photo 7), and others (photos 1, 16, and 31). The geometric and abstract low-relief forms that ornament the façades are mostly cast in terra cotta.

Following World War II, several International Style buildings were built on Broad Street. The Rhodes Furniture building at 1051 Broad Street was built in 1950 (photo 5, right). The steel-framed brick building appears as a cube with its upper stories suspended above the glass showroom windows at ground level. The complex massing of the United States Courthouse at 985 Broad Street, built in 1960, includes overlapping geometric forms at each of its three floors (photo 9). Originally built as the First Federal Savings and Loan, the U.S. courthouse employs modern materials, such as expanses of white marble and a metal screen along its 10th Street elevation. Among the most visible modern buildings is the 18-story Georgia Railroad and Banking Company at 661 Broad Street (photos 30 and 34). It is a Miesian-style black steel-and-glass office tower that was designed by Robert McCreary and completed in 1967.

Ellis Street

Ellis Street, a small, undivided thoroughfare between Broad and Greene streets, is lined with commercial buildings and warehouses and serves as a rear alley for large commercial businesses on Broad Street. The street does not feature the plantings found on both Broad and Greene streets and the sidewalks are narrow. Commercial warehouses from the mid- to late-19th century are among the oldest buildings on Ellis Street (photos 38 and 45). These are one- and two-story brick buildings with pedestrian entrances and large openings for freight.

Numerous late- 19th and early 20th-century commercial buildings are located along Ellis Street. These include Italianate-style buildings with arched windows and elaborate brickwork around the windows and the entablature (photos 6, 8, and 121). Some of these buildings retain their cast-iron storefronts. A Renaissance Revival building includes broad arches and a rusticated lower level (photo 44, center left). A three-story High Victorian Gothic store is located on 6th Street at Ellis (photo 37). The building features a picturesque profile and constructional polychomy.

Commercial buildings on Ellis Street from the mid-20th century include the terra-cotta-tile Dodge Truck Service building, built with a bow-truss roof in 1954 and Johnston's body shop, which is located in a Quonset hut that was built on Ellis Street near 13th Street in 1954 (photo 48). The rear façade of Green's Department Store, which fronts Ellis Street, is among the most significant International Style buildings in the historic district (photo 43). Built in 1950, the four-story building features a loading dock and three warehouse floors above that are articulated by narrow bands of ribbon windows set deep in the façade. The windows are placed to one side of the façade resulting in an asymmetrical, abstract appearance

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In addition to serving as a secondary commercial corridor, Ellis Street also served as a service alley for businesses that fronted on Broad Street. The J. B. White store built a two-story pedestrian bridge over Ellis Street to a five-story warehouse (photo 44). Another pedestrian bridge over the 700 block of Ellis Street joins the early 20th-century Richmond Hotel with a parking deck constructed on the south side of Ellis (photo 40). Other businesses built parking facilities on open lots on Ellis Street.

Greene Street

Greene Street is a landscaped avenue lined with churches, public buildings, and the houses of Augusta's 19th-century wealthy elite. The road is divided into two parallel roadways by a central median which runs the entire length of the district. The street averages 168 feet in width, and the median averages 45 feet in width. Originally lined with only elm and oak trees, the median now features trees and shrubs, open greenswards, walks, benches, and 13 commemorative monuments. Trees, grass, and sidewalks border the perimeter of the street.

Buildings on Greene Street date from the early 19th century to the mid-20th century and are mostly two- to three-stories tall, built of brick or framed with wood, and share a common setback from the street. Many of these buildings are sited in rows or even entire blocks that form planned streetscapes. Some buildings, because of their size, design, or setting, stand out as landmarks.

Houses on Greene Street are among the largest and most elaborate in the historic district. Several houses were built on Greene Street in the Second Empire style (photo 71 and 76). Other popular styles include Italianate (photo 58 left), Queen Anne (photos 51, 54, and 67), Mediterranean Revival, and Craftsman style (photo 52). G. Lloyd Preacher designed an apartment building on Greene Street in c.1918 (photo 57). The Shirley House Apartments at 1001 Greene Street is a three-story apartment building designed in the Classical Revival style.

Churches were constructed on Greene Street in a variety of architectural styles. The First Christian Church was built on Greene at the corner of 7th Street in the Gothic Revival style (photo 68). Sacred Heart Church located at Greene and 13th Street was built in 1898 in the Romanesque Revival style (photo 49). The large brick church features corner towers, dome, and a high level of ornamentation. St James Methodist Episcopal Church on Greene Street east of 5th Street is a twin-towered church designed in the High Victorian Gothic style (photo 75). The First Baptist Church of Augusta, built in 1903 at Greene and 8th streets, is a Beaux-Arts-style church with a high dome and temple-front portico (photo 65).

The Colonial Revival-style Greyhound bus station on Greene Street was built in 1951 (photo 53). The brick building features quoins, flat arches, a broken pediment above the main entrance, and three dormer windows across the front of the side-gable roof. A canopy on the east side of the building provides shelter for loading and unloading passengers and baggage.

Buildings constructed after World War II in the International Style include the cruciform-shaped

Shirley House Apartments, built in 1950 at 1002 Greene Street (photo 56) and the Augusta Library, which was built at 902 Greene Street in 1960 (photo 62). The low, horizontal library building consists of a white marble slab supported by white marble *piloti*. The Augusta-Richmond County Municipal Building was built in 1957-1958 at 530 Greene Street (photo 72-73). The three-part design features a nine-story tower clad in white marble. The piers are clad in white marble and appear as abstract pilasters. Smaller modern buildings include the bus station at 638 Greene Street in 1964 (photo 70) and the 1030 Building at 1030 Greene Street (photo 51).

At the middle of the 19th century, public monuments were added to Greene Street. The Walton and Hall Monument, erected in 1848, was among the city's first public monuments (photos 71-72). The obelisk marks the burials of George Walton and Lyman Hall, two of Georgia's three signers of the Declaration of Independence. The monument is popularly known as the Signer's Monument. Subsequent monuments have honored soldiers, poets, and George Washington's visit to Augusta in 1791.

The commemorative monuments situated along the Greene Street median include:

Civil War memorial. Granite, 1884. An obelisk located across from St. James Methodist Episcopal Church honors teachers and students of St. James Sunday School and Richmond County soldiers killed in the Civil War. Photos 75-76.

Signers Memorial. Granite, 1850. An obelisk located across from the Richmond County Municipal Building. The memorial honors Georgia's three signers of the Declaration of Independence. Signers George Walton and Lyman Hall are buried in a crypt below the monument. Photos 71-72.

George Washington Memorial. Granite, 1932. Rusticated stone marker commemorates George Washington's visit to Augusta in 1791.

Paul Fitzsimmons Monument. Granite and metal, ca.1930. Stone marker and meta tablet commemorates Dr. Paul Fitzsimmons Eve, a surgeon who served in the Polish Revolution. Erected by the Polish Dental and Medical Association of America.

Poets Monument. Granite and concrete, 1913. Stone block enclosed by hipped roof and four Tuscan columns Commemorates Georgia poets Sidney Lanier, James R. Randall, Paul H. Hayne, and Father Abram Ryan. Photo 66.

Moose Lodge memorial. Granite, 1913. Stone rostrum and open book commemorates past Grand Masters of Webb Lodge, F. & A.M.

Samuel Hammond memorial. Metal and granite, n.d. Metal bust on rusticated stone base commemorates life of local Revolutionary War officer. Photo 63.

Spanish-American War memorial. Granite, 1913. Metal tablet on rock-faced stone commemorates

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local veterans of the Spanish-American War from 1898-1902.

World War I memorial. Granite, 1940. A column surmounted by an eagle commemorates Richmond County World War I veterans. Photo 122.

Memorial to casualties of World War I and World War II. Granite, n.d. A stone marker that commemorates Richmond County residents who dies in the world wars.

Memorial to war casualties. Granite, 1972. A square shaft that commemorates Richmond County veterans of World War II and all wars.

Richard Henry Wilde monument. Granite, 1898. Obelisk commemorates poet Richard Henry Wilde. Moved from the 1200 block of Greene Street to the 800 block.

James Ryder Randall monument. Marble, 1936. Photo 49.

Emily Tubman monument. Marble, 1994. Located on Greene Street at 7th Street. An inscribed entablature supported by four Ionic columns. Photo 69, right.

Telfair Street

Telfair Street is a wide, undivided boulevard that is lined with some of the city's most important public and religious institutions. Houses, some dating to the early 19th century, are located along Telfair Street. The oldest buildings are located at the east end of the street between Gordon Highway and 7th Street.

The Medical College of Georgia was designed by Charles B. Cluskey in 1835 (photo 83). The Medical College is a two-story brick building that is among the earliest Greek Revival-style buildings in the state. The exterior is covered with stucco and scored to appear like stone. The entrance is marked by a hexastyle Doric portico. A central dome signifies the interior rotunda. The Medical College was designated a National Historic Landmark in 1996. The adjacent Academy of Richmond County, which occupies most of the 500 block of Telfair Street, was first built in 1802 and remodeled in 1856-57 in the Gothic Revival style (photo 82). The three-part design features crenellated cornices and an arcade of Tudor arches supported by bundled columns. The United States Courthouse on Telfair Street at East Ford Street was built in 1911 in the Renaissance Revival style (photos 86). The courthouse, which was modeled after an Italian palazzo, is constructed of white marble with pilasters dividing the arched and trabeated openings. Opposite the courthouse in Barrett Plaza is the statue of Augusta newspaper editor Patrick Walsh, which was dedicated in 1913 (photo 87).

Two public institutions were built in the 1930s in the Art Deco style. The John S. Davidson School, located at 1114 Telfair Street, was constructed in 1934 (photo 92). Art Deco ornament, which is

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concentrated around the main entrance, includes decorative pilasters, bands of chevrons, and panels of foliated relief sculptures. The William B. Bell Memorial Auditorium, constructed at 712 Telfair Street in c.1939, is a massive brick building with ornament in the form of decorative brick pilasters concentrated above the main entrance.

Churches located on Telfair Street include two Romanesque Revival-style churches: Church of the Most Holy Trinity and the First Presbyterian Church. The Church of the Most Holy Trinity, designed by John Rudolph Niernsee in 1857 and completed in c.1863, is a five-part design with a central entrance flanked by two asymmetrical towers (photo 85). The First Presbyterian Church at 642 Telfair Street was designed by Robert Mills in 1809-12 in the Federal style. It was changed to the Romanesque Revival-style in 1847 (photo 84). The Holy Trinity Greek Orthodox Church at 953 Telfair Street was designed by G. Lloyd Preacher in 1921-22 (photo 90). The cruciform-plan church features two towers flanking the entrance and a dome above the crossing. The building is constructed with light brick and includes traditional Greek motifs, such as the saucer dome set on a low drum. The Congregation Children of Israel synagogue, built at 525 Telfair Street in 1870, is the oldest extant synagogue in Georgia (photo 81). It was designed in the form of a Roman temple, raised high on a base with a tetrastyle portico across the front. The synagogue has been incorporated into the Augusta-Richmond County Municipal Building complex on Greene Street. The interior is used as office space.

Several large Federal-style houses are located at the east end of Telfair Street, including the Old Government House at 432 Telfair Street (photo 77), the Gertrude Herbert Institute of Art at 506 Telfair Street and built in c.1818 (photo 80), and the Maguire Building at 448 Telfair Street. Later houses include the Woodrow Wilson Boyhood Home at Telfair and 7th streets and built in 1859 (photo 124), and the Brahe House, a raised cottage at 456 Telfair Street and built in c.1850 (photo 79). Italianate and Second Empire houses were built in the 600 block of Telfair, and the Classical Revival-style Trowbridge House is located at 512 Telfair Street. The Joseph R. Lamar Boyhood Home at 415 7th Street is an outstanding example of the Italianate style.

A block of two- and three-story brick commercial buildings is located on 9th Street between Telfair and Walker streets (photo 88). A southern extension of the downtown commercial district, the block of buildings features decorative brick and ironwork and cast-iron elements of the original storefronts remain intact on numerous buildings.

Walker, Watkins, and Fenwick streets and Walton Way

The historic district includes the 6th Street railroad corridor south to Walton Way where the Central of Georgia rail yard is located. Several warehouses associated with the rail yard are included as contributing properties in the historic district. The block and a half of Walker, Watkins, and Fenwick streets between 6th Street and Gordon Highway includes historic industrial and residential resources.

Walker and Watkins streets between 5th and 6th streets are lined with one- and two-story brick and

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frame houses (photos 96 and 98). These gable-front dwellings are set on narrow lots. The houses are mostly plain, though some include elements of the Italianate style (photo 97). A gable-front church associated with the historic community now serves as the Chinese Consolidated Benevolent Association (photo 95). The 500 block is the only block of Walker and Watkins streets that retains it historic residential character.

The historic district from Watkins Street south is dominated by industrial buildings. The Phoenix Oil Company, located at 625 5th Street, was built c.1920 in the Art Moderne style (photo 99). Most buildings are corrugated metal sheds (photos100-101). Although most of the rail lines that comprised the Central of Georgia rail yard have been removed, the brick depot associated with the rail yard remains intact (photos 102-103). The depot at 560 Walton Way includes the head house offices and freight shed. Large arched openings on both sides facilitated the transfer of freight from rail cars to wagons and trucks.

Reynolds and Jones streets

Reynolds and Jones streets are located between Broad Street and the Savannah River and many of the buildings built in this area are associated with river and railroad transportation. A spur line of the Seaboard Air Line (as it was known in 1900) was laid along the levee to transport cotton stored in the many brick warehouses that were built along Reynolds and Jones streets in the 1910s and 1920s. (Some of these warehouses survive but many have been demolished.) A freight depot was constructed at 505 Reynolds Street at the east end of the historic district (photo 118-119). The depot spans most of the block between 5th and 6th streets. It was constructed in the 1850s and made larger at the turn of the 20th century. The long, brick warehouse includes a head house at the east end of the shed and a rail yard to the north, which is now an unpaved parking lot.

The cotton industry is also represented by the Augusta Cotton Exchange Building at 32 8th Street (photo 113). It was constructed in 1886 by the members of the Augusta Cotton Exchange as a place to broker the sale of cotton. The Queen Anne-style building consists of brick and stone construction with a picturesque roofline and stone details throughout. The corner entrance is capped by an oriel window that is supported by a cast-iron column. The building, which was used as the cotton exchange until 1964, currently houses the city's welcome center.

A gas station built in c.1920 is located at 902 Reynolds Street (photo 112). The building is oriented to the intersection of Reynolds and 9th streets with a large canopy supported by brick columns. The office is located at the rear.

Houses located on Reynolds and Jones streets include the house at 111 10th Street. Built c.1879, it is a one- and one-half-story house clad in weatherboard, and covered with a standing-seam metal roof. The house currently serves as the offices of Historic Augusta, Inc. A row of four two-story brick houses are located on Reynolds Street between 10th and 11th streets (photo 106). The two-story gable-front houses feature side-hall plans and Italianate-style ornament.

Two churches are located on Reynolds and Jones streets, including St. Paul's Episcopal Church at the east end of Reynolds Street (photos 115-116). The gable-roofed brick church was built in 1917-1918 to replace the congregation's 1820 church that was destroyed in the Augusta fire of 1916. It includes an entrance tower combined with a Doric temple-front portico. Burials are located within the walled churchyard where the town's dead were interred from 1730s to 1817. Springfield Baptist Church at 112 12th Street served the city's nearby African-American community of Springfield (photo 105). The Springfield Baptist Church congregation acquired the 1801 Methodist Church building in 1844 when a new Methodist church was being built on Greene Street. The Springfield congregation had the building moved to their site at 12th and Reynolds streets in 1844. In 1910, the church was moved to the rear of the property when the congregation built a new brick Gothic Revival-style church with two entrance towers.

In 1991, New South Associates conducted an archeological investigation of several house sites northeast of the church as part of the Riverwalk redevelopment project. The investigation determined that the African-American community of Springfield, which stretched along the Savannah River, comprised free blacks as early as the 1840s. By the late 19th century, warehouses and rail yards replaced the houses of Springfield's black residents, who were pushed west as far as 15th Street. Although the Springfield community is important as an early black settlement in Georgia, the site (9Ri165) uncovered only a small portion of the community. The site is not included in the historic district because of its loss of integrity due to redevelopment activities and because most of the extant Springfield community is located well beyond the bounds of the historic district.

Several post-World War II buildings were constructed on Reynolds Street. These include the Electrical Workers Union building near 13th Street built in 1953 (photo 104), the WJBF television studio at 1005 Reynolds Street, which was built in 1957 (photo 107), and the small commercial building at 917 Reynolds Street, which was built in 1953 (photo 110). These International Style buildings combine bold, geometric forms, asymmetrical massing, and modern construction materials.

Two bridges across the Savannah River are included in the historic district. The Southern Railway Bridge, located on 6th Street, is a pin-connected Warren though truss bridge constructed in 1899 (photo 117). The bridge consists of six spans supported by stone masonry piers with a steel open-deck trestle approach. Five of the spans are Warren through trusses, one of which is a lift span, and one is a steel girder that supports the lift span when open. The second span from the south end of the bridge features the Scherzer Rolling Lift constructed in 1910-1911. The channel arm of the bridge is counterbalanced by a concrete counterweight carried on trusses. The Jefferson Davis Memorial Bridge across the Savannah River at the north end of 5th Street was completed in 1931 (photo 120). The concrete-and-steel plate-girder bridge was built to hasten automobile travel to South Carolina and points north.

The historic district also includes a section of the earthen levee between 5th and 7th streets. Built along the riverbank to the protect the city from high water, the levee was begun in 1913. It was 35-feet tall and stretched from the head gates of the Augusta Canal to Butler Creek over five miles to the south. The levee was repaired and improved in subsequent years by the United States Army

Corps of Engineers.

The industrial character of the riverfront has changed in recent years with the Riverwalk project. The phased project began in 1987 at 6th Street and proceeded north to 10th Street. The Riverwalk project included the creation of a paved esplanade atop sections of the levee and the construction of a riverfront park and amphitheater. The project also includes large-scale developments, such as the Augusta Riverfront Center, the Radission Riverfront Hotel, and the Port Royal Building (photos 113-114). The Riverwalk project was built on mostly open land that had previously been occupied by cotton warehouses and other industrial buildings but had long since been demolished.

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

(x) **nationally**   (x) **statewide**   (x) **locally**

Applicable National Register Criteria:

(x) **A**   (x) **B**   (x) **C**   ( ) **D**

Criteria Considerations (Exceptions): (x) **N/A**

( ) **A**   ( ) **B**   ( ) **C**   ( ) **D**   ( ) **E**   ( ) **F**   ( ) **G**

Areas of Significance (enter categories from instructions):

Architecture
Landscape Architecture
Commerce
Politics/Government
Education
Transportation
Community Planning and Development

Period of Significance:

1736 – 1967

Significant Dates:

1736 – Plan of Augusta laid out with Broad and 5th streets as the principal crossing streets.

1780 – Greene Street was added in 1786 by the Trustees of the Academy of Richmond County Plan expanded east and west.

1780 – South side of Green Street laid out.

1791 – Telfair Street added.

1858-1870 – Woodrow Wilson resided in the district at 419 7th Street. He and his family actually lived on Greene Street from 1858-1860, and moved to their new home on McIntosh Street, now 7th Street, in 1860.

1866 – A horse drawn trolley is constructed on tracks circling downtown and providing access to the Village of Summerville, making suburban commuting available to Augusta residents.

1890 – An electric streetcar replaced the horse-drawn trolleys, encouraging the middle class to move

National Register of Historic Places **Continuation Sheet**

Section 8--Statement of Significance

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to suburban Summerville while still being able to work downtown.

1916 – Great Augusta fire starts in the Dyer Building at the northwest corner of Broad and 8th Streets, and burns 25 city blocks including a large section of downtown.

1967 – Georgia Railroad and Banking Company built modern skyscraper to serve as corporate headquarters.

Significant Person(s):

Woodrow Wilson

Cultural Affiliation:

N/A

Architect(s)/Builder(s):

Cluskey, Charles B. (architect)
Goodrich, William H. (builder)
Hazard, F. Arthur (architect)
Lund, John (architect)
McCreary, Robert (architect)
Mills, Robert (architect)
Niernsee, John Rudolph (architect)
Patchen and Mingledorf (engineering firm)
Preacher, G. Lloyd (architect)
Scroggs and Ewing (architecture firm)
Wendell, Henry Ten Eyck (architect)
Wenderoth, Oscar (architect)

Statement of significance (areas of significance)

The Augusta Downtown Historic District comprises the breadth of historic resources associated with downtown Augusta. In 1980, the Broad Street Historic District and the Greene Street Historic District were listed in the National Register. These parallel road corridors run the length of the Augusta Downtown Historic District from 5th to 13th streets and include buildings that date from the 1820s to the 1960s. The district includes 17 individually listed properties and one National Historic Landmark. This nomination 1) includes these two historic districts as well seventeen individually listed properties; 2) reevaluates the National Register eligibility of each property in the historic district; 3) adds additional streets to the historic district; and 4) extends the period of significance to 1967 to include the boom years in which federal projects, such as the creation of the Savannah River Plant, the continued growth of Fort Gordon, and the construction of Clark Hill Dam, resulted in a rise in the city's population and a marked increase in building downtown. The Augusta Downtown Historic District is significant in the areas of <u>architecture</u>, <u>landscape architecture</u>, <u>commerce</u>, <u>politics/government</u>, <u>education</u>, <u>transportation</u>, and <u>community planning and development</u> with several buildings recognized as among the finest examples of their style in the state. The historic district is also significant for its association with President Woodrow Wilson.

Area of Significance—Architecture

The Augusta Downtown Historic District is significant in the area of architecture because it contains a large, intact collection of commercial, residential, governmental, institutional, and industrial buildings constructed from 1801 to 1967. Architectural styles represented in the district illustrate the evolution of architecture in Georgia from the early settlement of the Fall Line in the early 1800s through the mid-20th century. Historic buildings in the historic district include some of the state's best examples of the Federal, Greek Revival, Gothic Revival, Italianate, Second Empire, Queen Anne, Beaux Arts, Classical Revival, Craftsman, Art Deco, and International Style. Because of the state's settlement patterns, relatively few historic districts contain this wide range of architectural styles and building types, and none outside Savannah contain such large numbers of houses, commercial buildings, and community landmark buildings dating from such a broad time period.

Architecture in Augusta from c.1800 to 1950

Among the city's earliest buildings are the Federal-style rowhouses at the east end of Broad Street (photo 32). These two-story brick buildings feature the steep roofs, classical-style dormers, and bridged chimneys that are characteristic of commercial architecture of the early 19th century. Rowhouses in Georgia, which were built only in Savannah and Augusta, sometimes feature commercial storefronts on the first floor and dwelling space above. Several excellent examples of large, Federal-style houses survive on Telfair Street, including the Maguire Building at 448 Telfair Street, Old Government House at 432 Telfair Street (photo 77), and the Gertrude Herbert Institute of Art at 506 Telfair Street, which was built in c.1818 (photo 80). The Institute of Art is an especially

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good example with its two-story, semi-circular portico flanked by projecting bays. The attenuated columns, thorough use of classical ornament, and the curved, Baroque-style stairs distinguish the Institute as an excellent example of the Federal style. The Institute of Art is among the oldest buildings in the city and the state.

The Greek Revival style in Georgia is best represented by the Medical College of Georgia on Telfair Street (photo 83). Designed by master architect Charles B. Cluskey in 1835, the medical college is among the first academic examples of the Greek Revival style built in the state. The Doric temple-front portico served as a model for buildings--such as courthouses, banks, and houses--throughout the state in the 1830s, 1840s, and 1850s.

The Gothic Revival style is represented by several buildings, including the Academy of Richmond County which was constructed in 1802 and then remodeled in the Gothic Revival style in 1856-57 (photo 82). The academy is an excellent example of the style because of its crenellated cornice, drip molds around the windows, and the arcaded entrance formed by Tudor arches. Numerous churches were built in the Gothic Revival (photos 55, 68, and 105). These brick and frame buildings feature the soaring verticality of the Gothic Revival style as well as structural and decorative elements, such as pointed arches, buttresses, and rose windows.

Several churches were built in the Romanesque Revival style, including the First Presbyterian Church on Telfair Street (photo 84), and Sacred Heart Church on Greene and 13th streets (photo 49). The Romanesque Revival style emphasizes the use of the round arch. The Church of the Most Holy Trinity, completed in 1863, was built in the *Rundbogenstil*, which is a variant the Romanesque Revival style that was developed in Germany in the middle of the 19th century.

The High Victorian Gothic and Second Empire styles were popular in the United States during the late-19th-century but are rare in Georgia. These styles are well represented in buildings constructed in Augusta. St. James Methodist Church is an excellent example of the High Victorian Gothic style because of its use of constructional polychomy, the pointed arch, and its twin-towered asymmetrical façade (photo 75). The Second Empire style is seen in several houses on Greene Street (photo 71 and 76). These houses are defined by mansard roofs and classical architectural elements, such as pilasters, brackets, arched windows, and sometimes a central entrance tower.

The historic district contains several outstanding examples of the Queen Anne style of architecture that was popular in Georgia from the late 1880s to the 1910s. The Augusta Cotton Exchange Building at 32 8th Street was built in 1886 in the Queen Anne style (photo 113). The two-story brick building features a picturesque roofline with its mansard roof, large dormers and, corner tower. Queen Anne-style houses in the historic district are mostly located on Greene Street (photos 51, 54, and 67). These large houses, built in the late 19th century, feature irregular massing, eclectic ornamentation, and picturesque rooflines that are punctuated with high hip roofs, corbel-capped chimneys, and towers. Most houses include wraparound porches with turned posts, jig-sawn brackets and ornamental spindle work.

The one- to four-story commercial buildings that line Broad Street exhibit most of the architectural styles that were popular from the end of the 19th century through the first decades of the 20th century. These include the Italianate style with its round-arched windows and hoods and classical cornices (photos 6, background, and 8). An Italianate three-story commercial building in the 1200 block of Broad Street features elaborate brickwork and a modillion cornice (photo 121). Many of these buildings retain their cast-iron storefronts. Houses in the district were built in the Italianate style, including a row of four on Reynolds Street (photo 106) and a three-story house on Greene Street (photo 58, right). The district includes outstanding examples of Renaissance Revival-style buildings, such as the Young Men's Christian Association (photo 13) and the Beaux-Arts style, including the uptown branch of the Georgia Railroad and Banking Company on Broad Street (photo 5) and the First Baptist Church of Augusta at Greene and 8th streets, which was built in 1903 (photo 65).

G. Lloyd Preacher, who is among the state's most important 20th-century architects, designed numerous commercial buildings in downtown Augusta. He was reared in Augusta where he began his architectural career before moving to Atlanta in the early 1920s. In 1922, Preacher designed the Atlanta City Hall. He designed many buildings in Atlanta and throughout the Southeast. Among his designs in Atlanta are the Winecoff Hotel, the Wynne-Claughton (Carnegie) Building, the Pershing Point Apartments/Hotel, and the Medical Arts Building.

Preacher designed two movie theaters on Broad Street in Augusta in the 1910s. The Modjeska Theater, designed in 1916, is a two-story building clad in white terra cotta with Gothic and classical-style ornament (photo 19). The Imperial Theater at 745 Broad Street was completed in 1918 is richly encrusted in Gothic-style terra-cotta ornament (photo 24). The exotic appearance of both theaters represents a national trend in which large movie palaces were constructed in variations of the eclectic Oriental Revival style.

Two 20th-century skyscrapers, the Lamar Building and the Marion Building, are located at the east end of the Broad Street. The Classical-Revival-style Marion Building was designed by G. Lloyd Preacher and completed in 1914 and rebuilt after the 1916 fire (photo 28, right center). Located at 739 Broad Street, the steel-framed office building rises ten stories. The classical exterior is clad in buff brick and surmounted by a modillion cornice. The Lamar Building at 750 Broad Street is the tallest steel-framed office building constructed in the city before World War II (photo 41 and 23). Designed by G. Lloyd Preacher and W. L. Stoddard of New York, the 16-story steel-framed skyscraper was begun in 1913 and completed in 1917. The building's massing is reduced near the top with setbacks on each side and the classical façade features terra-cotta busts, shields, consoles, cartouches, and colossal Tuscan columns across the main entrance. The Lamar Building can be seen from most parts of the city, especially with its concrete-and-glass rooftop addition designed by I.M. Pei in the 1970s. These skyscrapers are exceptionally important because nowhere with the exception of Savannah and Atlanta were skyscrapers built in Georgia before World War II.

The last major architectural style constructed in Augusta before World War II was the Art Deco style. During the period between the wars, the Art Deco style emerged as the first widely popular style to break with the revivalist tradition in architecture. The polychromatic style featured low-relief

geometric designs in straight lines, zigzags, chevrons, and stylized foliated forms. After 1930, the Art Deco style was influenced by the increasing popularity of the International Style, which resulted in reduced polychromatic patterning and simpler bas-reliefs. The Art Moderne or Streamline Moderne, as this variant of Art Deco is sometimes called, was also influenced by streamlined industrial design for ships, airplanes, and automobiles. Buildings relied on bold massing and monumental forms and often featured rounded corners, horizontal stripes or bands, and sometimes porthole windows.

The Art Deco facades constructed on Broad Street are some of the best in the state. These include the Slusky Building (photo 7) and the Miller Theater, built in 1940 (photo 27, left). Monumental buildings constructed in the Art Deco style in Augusta include the two-story John S. Davison School at 1114 Telfair Street built in c.1931 (photo 92) and the William B. Bell Memorial Auditorium at 712 Telfair Street constructed in c.1939. In both buildings the ornament in the form of brick pilasters and stylized relief sculptures is concentrated around the main entrance.

The historic district includes an excellent collection of 19th- and 20th-century industrial buildings. These buildings, which provide for the storage or processing of materials or the production of goods, are distinct from commercial buildings because of their larger size, open interior spaces, and the absence of storefronts. The earliest industrial buildings include brick warehouses along Ellis Street (photos 38 and 45) and cotton warehouses along Reynolds Street. Numerous industrial buildings are clustered around the 6th Street rail corridor and the Seaboard Air Line spur along the river. These early 20th-century businesses include a meat packing plant at 906 Walker Street (photo 94), the Phoenix Oil Company at the 625 5th Street (photo 99), and a Coca-Cola bottling plant at 24 5th Street (photo 120). Many of the industrial buildings are corrugated metal sheds (photos100-101). Mid-20th-century industrial buildings include the terra-cotta tile Dodge Truck Service building at 543-539 Ellis Street, built in 1954, and Johnston's body shop located in a Quonset hut at 1249 Ellis Street (photo 48).

Modern Architecture in Augusta

The historic district is also significant because of its concentration of International Style buildings constructed from the late 1940s through the mid-1960s. These range from small, brick-and-glass stores to large, asymmetrical department stores and Miesian skyscrapers. The historic district contains over 30 representative examples of the International Style, significantly more than the other Fall Line cities of Columbus and Macon where fewer modern buildings were constructed.

The International Style, named by Phillip Johnson and Henry Russell-Hitchcock, was developed by architects in Europe in the first half of the 20th century who believed that people's needs were the same everywhere and that their needs could be served by a single architecture. The basis of the International Style was its universality—its lack of spatial and temporal references. Because the style draws nothing from the vernacular landscape, buildings in Boston, for example, may appear like those in Brazil. Ludwig Mies van der Rohe, among the principal architects of the International Style,

wrote "I am, in fact, opposed to the idea that a specific building should have an individual character."

In the years before World War II, German modernists emigrated to the United States. Walter Gropius arrived in Massachusetts in 1937 to become Dean of the Harvard Graduate School of Design. Mies arrived in that same year and was appointed director of the Architecture Department at the Illinois Institute of Technology in Chicago. These architects brought with them their mature philosophies and in turn gave prestige to the International Style in America. Through the 1950s and 1960s, the International Style came to represent the confidence, enthusiasm, and optimism of the post-war building boom. Modernism, with its emphasis on steel and glass, was right for the times because modern buildings could be built fast and inexpensively compared to traditional masonry buildings and the futuristic appearance of the International Style seemed to allude to greater prosperity and a higher standard of living in coming decades.

International Style buildings appeared like nothing that had built before them. The style's emphasis on new materials and building techniques resulted in gleaming steel structures with broad expanses of glass and white concrete. Symmetry, which had been a fundamental principle of design since antiquity, was forsaken in favor of balanced asymmetrical buildings. International Style buildings do not include references to past architectural styles or ornament of any kind. Instead, they celebrate the universal qualities of architecture, such as form, massing, and materials. The popularity of the International Style waned in the 1970s, but many of the economical construction techniques developed as part of the style remain in use today.

In the United States, the International Style was largely a post-World War II phenomenon. This is especially true for Southern states, such as Georgia, which remained devoted to classicism well into the 1950s. Rich's Store for Homes in Atlanta, designed by Henry Toombs in 1948, is considered the first major International Style building in Georgia. Its Broad Street façade, a five-story glass curtain wall, is characteristic of the International Style and influenced other architects in Georgia. The Georgia Institute of Technology in Atlanta at the middle of the 20th century was training a generation of modern architects, such as Harold Bush Brown, who reshaped the Tech campus in the International Style and later designed modern buildings throughout the South.

The Fulton National Bank Building in Atlanta, designed by Wyatt C. Hendrick (Dallas) with Wilner & Millkey Architects in 1954, is among the state's first modern tall office buildings. The 20-story brick bank building featured balanced asymmetry, bands of ribbon windows and the name of the bank in a super graphic reminiscent of the PSFS Building in Philadelphia, the nation's first modern tall office building. The Drayton Arms Apartments in Savannah, designed in 1951, is another early International Style building. The 12-story apartment block is distinguished by horizontal bands of alternating stucco and ribbon windows of blue-green-tinted Solex glass that tempered sun and glare. The steel frame permitted unsupported corners and, typical of International Style buildings, it utilizes a simple geometric form without references to past historical styles.

By the late 1950s, International Style buildings had become more common in Georgia, both in major urban centers and in small towns in rural counties. Many builders embraced the style for its

economical use of modern materials, simple massing, and lack of ornament but neglected important lessons advocated by the masters of the Modern Movement, such as craftsmanship, proportion, purity of form, and context. This is especially true for developers of small-scale buildings constructed in the state's rural areas.

In Augusta, International Style buildings were constructed downtown from the late 1940s to 1967. Several large-scale federal projects in and around Augusta resulted in substantial investment in downtown. In the early 1950s, Clarks Hill Dam was constructed above Augusta to control flooding on the Savannah River and to provide inexpensive electrical power to the growing region. The massive dam, completed in 1954, created the 100,000-acre Clarks Hill Lake and produces 53,000 kilowatts of power. New industries that opened plants in he area between 1956 and 1962 include Procter and Gamble, Babcock and Wilcox, Columbia Nitrogen, Continental Can Corporation, General Electric, and Monsanto Chemical Company. In 1948, Camp Gordon, located west of the Augusta, received the Signal Training Center and the Military Police School. With a population of 30,000, the installation was given the permanent designation of Fort Gordon in 1957.

The largest federal project in the region was the Savannah River Project, established on 202,000-acres in nearby South Carolina by the Atomic Energy Commission. The Du Pont Company built the plant with an army of workers that peaked in 1952 with 38,582 workers. The plant comprised five reactors, two chemical separations plants, a heavy water plant, a fuel and target manufacturing area, laboratories, and over 60 miles of railroad lines and 230 miles of new roads. Production of hydrogen bombs began in 1957.

During the boom years in Augusta that followed World War II, the city's population increased (by 46,000 between 1950 and 1952) and numerous infrastructure improvements were made throughout Augusta. In 1950, a new airport was opened at Bush Field and in 1957-1958 the modern Augusta-Richmond County Municipal Building was completed. Gordon Highway was built in the 1950s between 4th and 5th streets to carry motorists north and south through city. New lanes were added to Washington Road and Walton Way to improve east-west traffic to areas south and west of downtown.

This period of prosperity is marked by a large number of new buildings constructed in the popular International Style. These buildings, which are located throughout the historic district, range in size from small one-story commercial buildings to large office and apartment towers. Roughly thirty modern buildings were built in Augusta between 1948 and 1967 with two-thirds having been constructed between 1950 and 1960. Typical International Style buildings include the Rhodes Furniture building at 1051 Broad Street, built in 1958 (photo 5, right). It appears as a three-story cube with two brick upper stories hovering above the glass display windows on the first floor. Its 11th Street façade features ribbon windows screened by *brise soleils*. The Electrical Workers Home Association on Reynolds Street, designed by F. Arthur Hazard in 1953, is a two-story brick building with asymmetrical three-part massing (photo 104). The glass-and-limestone stairwell in the center balances the one-and-two-story wings. The Shirley House Apartments at 1002 Greene Street is among the largest modern buildings in the district (photo 56). Built in 1950, the ten-story building is laid out in a cruciform plan with shops at street level and apartments above. The only stylistic elements on its plain brick exterior are the dark

brick panels that tie the windows together in bands. Greene's Department Store at 870 Broad Street is most significant architecturally for its rear Ellis Street elevation (photo 43). Built in 1950, the four-story building features a loading dock and three warehouse floors above that are articulated by narrow bands of ribbon windows set deep in the façade. The windows are placed to one side of the façade resulting in an asymmetrical, abstract appearance.

Some of the most prominent public buildings were built in the International Style and clad in white marble. The Augusta-Richmond County Building on Greene Street is a three-part structure with a nine-story main block and two three-story wings (photos 72-73). The white-and-gray marble exterior includes gray spandrels that contrast with the white marble piers. The Augusta Library at 902 Greene Street, built in 1960, is a white marble slab supported by marble *piloti* (photo 62). The first floor includes bands of clerestory windows and large areas of plate glass. The complex massing of the First Federal Savings and Loan at 985 Broad Street, built in 1960, includes overlapping geometric forms at each of its three floors (photo 9). The second floor, with its white marble front and metal screen along its 10th Street elevation, projects forward over the polished-granite first floor. The third floor projects over the first and second floors.

The Georgia Railroad and Banking Company at 661 Broad Street is a Miesian-style black steel-and-glass office tower (photos 30 and 34). Designed by Robert McCreary and completed in 1967, the Georgia Railroad building is among the tallest buildings in Augusta and the only one of its type in the state. Its design is derived from a specific type of modernism made popular by Mies van der Rohe in his Lakeshore Drive Apartments in Chicago (1948-51) and the Seagram Building in New York (1954-58). These black steel-framed towers appear sleek because of their simple geometric form and their exposed framing. The Georgia Railroad building features exposed corner piers and smaller I-beams that run the building's full height and define each window bay. The monolithic effect is heightened by the black spandrel panels and the dark-tinted glass.

After World War II, as downtown competed for business with the suburban shopping centers and malls, the parking deck emerged as a new building type in downtown Augusta. These reinforced-concrete multi-level parking facilities were built to provide downtown shoppers with easily available parking and served to counter the expansive parking lots associated with the outlying shopping centers. In 1963, the Richmond Hotel on Broad Street built a two-story parking deck on Ellis Street between 7th and 8th streets (photos 40 and 66). The deck, which was joined to the hotel by an International Style pedestrian bridge, included on its uppermost level motel rooms, party rooms, and a swimming pool. Pedestrian bridges like this are very rare in Georgia and were built only in Atlanta and Augusta during this time period. The Augusta Athletic Club played handball on courts that were included in the construction of the parking deck.

Area of Significance—Landscape Architecture

The Augusta Downtown Historic District is significant in the area of landscape architecture because Greene Street, one of Augusta's three main east-west streets, is an excellent example of a late 19th-

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century urban park-like boulevard (photos 61, 63, 66, 68-69, 71, 73, and 76). It is among the state's longest intact example of such a historic landscaped avenue outside of Savannah. Few such avenues were built in Georgia. Smaller scale landscaped avenues were constructed in Macon, Columbus, Savannah, Fitzgerald, and Quitman.

Greene Street, named for Revolutionary War hero Nathaniel Greene, is a landscaped avenue divided into two parallel roadways by a central median, which runs the entire length of the district. The median was originally lined with elm and oak trees and is now shaded by oak, elm, and dogwood trees. It features open greenswards, azaleas, walks, benches, and 13 commemorative monuments. Trees, grass, and sidewalks also border the perimeter of the street.

Fronting on Greene Street are historic buildings dating from the early 19th century to the mid-20th-century. Most are residential, some are religious, and a few are commercial in nature. Almost all are two- to three-stories tall, built of brick or framed with wood, and share a common setback from the street. Most of these buildings relate to each other and in many cases work together to create rows or even entire blocks of framed streetscapes; others, because of their size, design, or setting, stand out as landmarks highlighting the district. Some houses were built on Greene Street early in the 19th century, like the Eve House, but greater prosperity brought the construction of more elaborate examples of later 19th century architecture.

The picturesque quality imparted by Greene Street's median was enhanced by the erection of numerous monuments after 1850. Greene Street was a natural setting for Augusta's first public monuments in 1848, the Walton and Hall Monument as it was called in the 19th century. The obelisk marks the burials of George Walton and Lyman Hall, two of Georgia's three signers of the Declaration of Independence. The monument has since become known as the Signer's Monument. Subsequent monuments have honored soldiers, poets, and George Washington's visit to Augusta in 1791.

Area of Significance—Commerce

The Augusta Downtown Historic District is significant in the area of commerce because its central business district located on Broad Street comprised the center of commercial activity for the city and east central Georgia. The downtown commercial buildings contribute to the historical significance of the historic district because they represent over 250 years of continuous commercial activity. Augusta includes some of the oldest and most important businesses in the state.

Broad Street was laid out in 1736 by order of James Edward Oglethorpe. In 1780, commissioners William Glascock, Daniel McMurphy, John Twiggs, George Walton, and George Wells narrowed the original width of Broad Street, and extended it as the central thoroughfare in a town plan which extended from Houston (2nd) Street to Jackson (8th). Its proximity to the riverfront and its extreme width made it an excellent marketplace. The wide streets had carriage lanes and wide tree-lined medians, making the area an amenable place to work and live. Shop homes with businesses on the

first floor and living quarters on the second and third floors were common until the early 1900s. In 1884, dwellings were scattered along the length of the street. However, the character of the street was primarily commercial. Unlike the residential neighborhoods of Pinched Gut to the east or Greene Street with its religious and governmental buildings, Broad Street served as the center for commercial development between the early 19th century and the mid-20th century. The city's commercial center dispersed to outlying suburbs with the advent of strip shopping centers and suburban shopping malls after mid-century.

Throughout its history as the commercial heart of Georgia's second oldest city, Broad Street has taken various roles in the city's development. As a river town, trade came naturally to the early settlers of Augusta. Early trade links with the Indians raised the frontier town above the status of a garrison. Skins and furs were transported down the Savannah River to the port of Savannah, where they were bartered for other goods. Later, with the influx of Virginians, tobacco was introduced to the area, and from c.1770 to 1800, it was the staple crop of Augusta. Slave labor and the presence of a cash crop spurred agricultural development, increased land values, and furnished added commodities for trade. Following the War of 1812 and the resulting westward expansion, the city capitalized on supplying necessities to backwoods people who migrated to the more distant parts of Georgia and South Carolina.

By 1820, the city's population had grown to 5,000. After the invention of the Whitney gin, cotton outstripped tobacco as the principal cash crop and became the chief export of the city until the early 20th century. Sherwood, in his mid-19th-century *Gazetteer of Georgia*, commented on the volume of trade:

> More than 250,000 bags of cotton are annually deposited here, and then carried down the river to Savannah and Charleston for European and Northern markets. From October 1, 1825, to October 1, 1826, there were 143,633 bags of cotton stored in this place. Here are 20 warehouses, large buildings from 300 to 500 feet long and 50 broad, to secure the immense quantities of produce and merchandise brought to town. Broad Street [is] where the greatest part of the produce is sold.

Broad Street is significant to the early commercial history of Augusta because it supplied with merchandise all the up-country east of the Oconee River and many areas west of the Oconee. Broad Street was instrumental in providing the city of Augusta with a solid economic base from the beginning of the 19th century and it was the largest inland export center in the state. Broad Street, from its earliest days, was also the commercial center for daily life in Augusta, the place where merchants sold goods and services to city residents. Unlike the greater economic functions of the young city, which took place in offices and warehouses, these day-to-day commercial activities were carried out mostly in small brick and frame buildings with shops on the ground floor and residences above.

The remaining buildings between Reynolds Street and the Savannah River, especially those along 8th and 9th streets, such as the Cotton Exchange building at 32 8th Street (photo 113) and the extant

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cotton warehouses, underscore the importance of the cotton trade in Augusta. The city's location in the Cotton Belt and on the Savannah River created an excellent market area. Area planters brought cotton to Augusta where it was purchased by cotton merchants. The cotton was then stored in warehouses located along the river before being transported to Savannah or Charleston. Transportation was limited to the Savannah River in the years before the railroad became the dominant form of commercial transportation. The large volume of cotton traffic made Augusta the second-largest inland cotton market in the world, second only to Memphis, Tennessee. It was this cotton trade that led to the growth of downtown, with the construction of stores along Broad Street and cotton warehouses, sheds, and factor offices along Reynolds Street.

The coming of the railroad in the 1830s strengthened both the economic role of Augusta in the region and the commercial role of Broad Street in the city. Partly in response to the needs of merchants and farmers in the area and partly to compete with developments in South Carolina, the Georgia legislature chartered the Georgia Railroad Company in 1833 for the purpose of building and operating a railroad from Augusta to Athens and eventually Atlanta. In 1835, the Georgia Railroad Company was re-chartered as the Georgia Railroad and Banking Company and in 1841 the company offices were moved from Athens to Augusta. (The Georgia Railroad was sold in 1982 to CSX Corporation. The Georgia Railroad Bank ceased to exist in about 1988 or 1989 when it was bought by First Union. First Union subsequently merged with Wachovia). Thus, Augusta's trade opportunities with the Piedmont were enhanced, and its local economy was strengthened. The establishment of the railroad more than compensated for the decline of river transportation, although the railroad pitted Augusta against newer inland trading centers such as Macon and Atlanta.

The railroad contributed to local businesses along Broad Street in other ways. When its offices were relocated in 1841, a powerful banking institution was placed on Broad Street that helped to stabilize both local and regional banking practices and provided a major source of capital for business investment. Not only did the agency enhance commerce, but it also diversified the local economy. Before and after the Civil War, Augusta banks, led by the Georgia Railroad and Banking Company, invested heavily in new business enterprises, including the Augusta Canal in the 1840s, which attracted industrial development. Thus, the Georgia Railroad and Banking Company represents the contributions of the more than 20 banks which operated along Broad Street.

Along with new industry and increased trade came additional retailing of goods and services. During the second half of the 19th century especially, these local businesses focused on Broad Street, which was in walking distance of Augusta's major residential neighborhoods. A wide variety of retail establishments lined both sides of Broad Street. Unlike antebellum commercial development, however, the later 19th-century business district was more densely developed, with retail and entertainment establishments relying on walk-in traffic at the ground floors and other retail, entertainment, and especially professional offices on the upper floors. During the first half of the 20th century, the established business traditions were continued along Broad Street. Some of the older buildings were replaced by newer structures. The appearance of the automobile seems to have had little effect on Broad Street during this period, except for the street paving, road widening and provisions for parking. Initially, the automobile strengthened Broad Street's role as a business

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center.

The early 20th century brought three new developments to Broad Street: the skyscraper, the department store, and the movie theater. During the 1910s, two skyscrapers, the Lamar or Southern Finance Building and the nearby Marion Building, were built in the center of the business district. These tall buildings represent a dramatic increase in downtown office space and indicate the intensity of business in downtown Augusta. The department stores or consolidated retail stores occupied all or most of a business block with uniform retail activities distributed over several floors. These department stores, which catered to both regional and local markets, represent a significant departure from 19th-century retailing practices. The 1951 extension to the J. B. White's department store is also an important commercial building in the expanded district. J. B. White's originated in downtown Augusta in 1874 along Broad Street and in 1951 expanded with a five-story warehouse on Ellis Street that is connected to the main store by a two-story pedestrian bridge. Movie theaters, represented by the Modjeska, the Imperial, and the Miller, introduced a new form of entertainment to Broad Street. The skyscrapers, department stores, and movie theaters were all located downtown near one another and helped shape the city's early 20th-century central business district.

Since the end of World War II, Broad Street has been competing for business with the new "strip" shopping centers and suburban malls. Several department stores and numerous shops have relocated to these outlying facilities. Daniel Village Shopping Center on Wrightsboro Road opened in 1955, National Hills Shopping Center on Washington Road opened in 1963, the Augusta Mall on Wrightsboro Road near Interstate 20 opened in 1978, and Regency Mall on Gordon Highway opened in 1978. Private and public investment continued downtown into the 1960s with small and large International Style commercial buildings and modern public buildings, including the county courthouse, federal courthouse, and public library. Downtown business owners sought to "update" the appearance of some downtown stores with the addition of modern-looking facades. In 1963, the Richmond Hotel built a concrete parking deck on Ellis Street to provide suburbanites with convenient downtown parking. In the 1970s, the median on lower Broad Street was redesigned to accommodate parking and compete with the malls that offered easy, unlimited parking.

Area of Significance—Politics/Government

The Augusta Downtown Historic District is significant in the area of politics and government as the county seat of Richmond County and because of the presence of buildings and structures directly related to the functions of the local county government and the federal government. Throughout much of Georgia's history, the county has been the most important and powerful unit of government. County governments made and enforced laws; provided essential public services, such as building and maintaining roads, water and sewer systems, and other utility services; administered important aspects of the legal system including courts, birth and death records, taxes, wills and probate, and property deeds; and provided public education throughout the county by way of county school boards. County commissioners, sheriffs, and judges were traditionally the most important local political figures. These important governmental functions and the politics that directed them are

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represented by the county courthouse, often on a courthouse square, the county jail, and sometimes auxiliary offices.

In the Augusta Downtown Historic District, county and state government is represented by the Augusta-Richmond County Municipal Building. The courthouse that was built in 1820 was demolished in 1957 to make way for the current building, which includes the county's court functions. The federal government is represented by the United States Courthouse, built c.1911 on Telfair Street, and the United States Courthouse (originally built as the First Federal Savings and Loan) at 985 Broad Street, constructed in 1960. The monumental size and scale of these buildings reflects the importance of government in Augusta throughout the 20th century.

The Augusta Downtown Historic District is also significant for its association with the young Woodrow Wilson, who became the 28th president of the United States. The Woodrow Wilson Boyhood Home at 419 7th Street is the house that is significant as the boyhood home of Woodrow Wilson between 1860 and 1870. The Wilson Family moved to Augusta in 1858, but lived in a house on Greene Street until the First Presbyterian Church bought the new manse on McIntosh (7th) Street in 1860. The house is located diagonally across the street from the First Presbyterian Church where Wilson's father served as pastor.

When the Reverend Joseph R. Wilson was installed as pastor of the First Presbyterian Church in January 1858, he moved his family, including his two-year old son, Thomas Woodrow, from Staunton, Virginia to Augusta. The house was built in 1859 and purchased as a manse for the Presbyterian minister in 1860. In December 1860, while Wilson was pastor, the General Assembly of the Presbyterian Church in the Confederate States was organized in Augusta with Dr. Wilson as Permanent Clerk of the Assembly. In the summer of 1863, Dr. Wilson, acting under the Board of Home Missions, served as an army chaplain. During the fall of that year his church was used as a hospital when casualties arrived after the Battle of Chickamauga. In 1870, Dr. Wilson resigned his position and moved his family to South Carolina where he accepted the chair of Pastoral Theology in the seminary in Columbia.

Between 1860 and 1870, the young Woodrow Wilson grew to nearly fourteen years of age in the manse on 7th Street. His boyhood room, which was large with a high ceiling, was located at the top of the stairs in the back of the house. Wilson, in a speech on Abraham Lincoln in 1909, said "My earliest recollection is of standing at my father's gateway in Augusta, Georgia, when I was four years old, and hearing someone pass and say that Mr. Lincoln was elected and there was to be a war. Catching the intense tones of his excited voice, I remember running in to ask my father what it meant." The young Wilson also witnessed the tragic events surrounding the Civil War and Reconstruction during the decade his family lived in the manse. As a result of the war, schools were closed and young Woodrow did not start school until the age to nine.

The manse is a brick dwelling with a broad central hall flanked by a formal parlor full of "prim" furniture and the minister's study. The two-story Georgian-plan house features four main rooms divided by a central stair hall. The brick house is covered with a side-gable roof that includes four

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prominent chimneys. The kitchen and other service spaces were contained in a separate kitchen/servants building to the rear of the house. Interior rooms feature high ceilings, high-relief wood trim, molded plaster cornices, and marblized mantles.

Area of Significance—Education

The Augusta Downtown Historic District is significant in the area of <u>education</u> because the of presence of three historic schools, two of which have statewide importance. The Academy of Richmond County is among the first educational institutions established in Georgia. The Medical College of Georgia building, listed as a National Historic Landmark in 1996, represents the state's first efforts to advance the understanding of human anatomy and physiology and train physicians in the practice of medicine. The John S. Davidson School represents the development of the public school system in Augusta and Richmond County.

The Academy of Richmond County is a monument to the first act of legislation regarding public education in Georgia. Reference to the academy is found in an act for "laying out reserve land in the town of Augusta into acre lots, the erecting of an academy or seminary of learning . . . July 31, 1783." In order to obtain the funds for such an undertaking so soon after the Revolutionary War, the town commissioners were directed to lay out these reserve lands into lots and sell them. The proceeds from these sales were to include an academy. The Academy, which opened March 25, 1785, was visited by George Washington in 1791.

The first academy building located on Bay Street deteriorated and was closed until a new academy building was built on Telfair Street. The new academy building opened in 1802 and operated continuously until the Battle of Chickamauga, when the Confederate army used the academy building as a hospital. The academy reopened in 1868 and operated until 1926. Between 1929 and 1960, the Young Men's Library Association occupied the ground floor of the building. The collections of the Augusta Museum were displayed on the upper floors. The entire building has since been given over to the Augusta Museum.

The Medical College of Georgia was built on land conveyed by the adjacent Richmond Academy. Trustees of the Academy conveyed the land to several pioneer teachers "of the healing art in consideration of privileges to be granted the students." In 1833, the Georgia legislature appropriated $10,000 for a medical college building. Construction began the following year. Charles B. Cluskey was hired to design the new school building. Cluskey was a leading architect in Savannah and had designed the domed Greek Revival-style Governor's Mansion in Milledgeville. Cluskey's Medical College building in Augusta is a masterpiece of the Greek Revival style because of its informed use of the Doric order as seen in its temple-front portico.

From 1835 to 1911, the Medical College building served as the Medical College of Georgia, except from 1861 to 1865 when it became part of a hospital complex during the Civil War. The medical college doctors helped during the war in the treatment of the wounded. Dr. Louis Dugas devised an

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antiseptic solution of pine tar to combat gangrene, knowing nothing of Lister's or Pasteur's theories of germs.

In 1881, the Medical Bulletin of the college described the building as a "large and commodious structure with all the appointments of the first order, a valuable Anatomical Museum, a Library of 5,000 volumes, a convenient Dissecting Hall, and an extensive Physico-Chemical Laboratory." Staff at that time included a dean, eight professors, three demonstrators, and a janitor. By 1905, the college had been made a four-year school, and the faculty and student body had outgrown the building. In 1911, the Medical College moved to a new site and deeded the property back to the Trustees of the Richmond Academy.

The Richmond County public school system was established in 1870. In the elections that were held the next year, John S. Davidson was elevated to President of the School Board. Davidson has been called the "Father of Public Education" in Richmond County because of his important contributions to the city's school system. Named for President Davidson, the Davidson Grammar School at 1114 Telfair Street was built in 1885. It was a two-story frame building with the Augusta Canal along the rear property line.

During the 19th century, superintendents campaigned to get children out of the mills and into the schools. After a strike in 1886, Superintendent Evans reported that enrollment dropped by 200 students. The Davison School was opened to lure children away from nearby Enterprise Mill. The grammar school was demolished to make way for a new and he larger John D. Davidson School. The new two-story brick high school was built in the Art Deco style. During desegregation in 1960, Davidson high school was closed to white students and opened to African-American students. The Davidson elementary school served as an elementary school until recently, when it was converted to a fine arts magnet school. As a magnet school, it included both middle and high school grades. It moved to a new campus between 12th and 13th Streets in 1996. The 1934, building, which is currently vacant, is significant as a school where public education was provided to both white and black children in Augusta.

Area of Significance—Transportation

The Augusta Downtown Historic District is significant in the area of transportation because the city, at the head of navigation on the Savannah River, served as an important shipping link between the port of Savannah and hinterlands of Georgia and South Carolina. Later, the city served as a major hub that brought commerce by rail to Augusta from the 1830s through the first half of the 20th century. Automobiles shaped Augusta's urban landscape shortly after the turn of the 20th century and an automobile bridge was built across the Savannah River. New building types that cater to the automobile were built throughout in the city during the first decades of the 20th century.

The importance of transportation in Augusta began with river-related transportation when the city was established in 1736 and continued for nearly two hundred years. Boats traveling up the

Savannah River in the 18th and early 19th centuries brought provisions to the frontier city and returned to the port of Savannah with skins and other products of the hinterlands. River trade continued to have an impact on life in Augusta when cotton began to dominate the local market in the 1800s. Even as rail transportation superceded river trade in the 19th century, shipping continued to exert influence in Augusta. The significance of shipping is evident by the addition of a Scherzer Rolling Lift in 1910-11 to the Southern Railway Bridge at 6th Street to enable boats to continue north past the bridge. Except for this bridge, the Augusta Downtown Historic District does not include any river-related transportation resources, although it is highly likely that currently unknown underwater archaeological resources related to river trade and transportation exist along the riverbanks.

The railroads were a major part of the city's economy and Augusta was served by two major lines: the Central of Georgia Railroad and the Seaboard Air Line. The Central of Georgia was chartered as the Georgia Railroad Company in 1833 for the purpose of building and operating a railroad from Augusta to Athens and eventually Atlanta. By 1837, the railroad was opened for part of its length, and by 1845, it had reached Atlanta (then known as Terminus). In 1841, during construction of the main line, the office of the railroad company was moved from Athens to its current location on Broad Street in Augusta. In 1967, the Georgia Railroad and Banking Company built an office tower as its new headquarters building at 661 Broad Street.

The Central of Georgia rail line enters the city from the south, proceeds north down the center of 6th Street, and crosses the Savannah River into South Carolina. The unusual placement of the railroad in the middle of a city street dramatically illustrates the importance of rail transportation in Augusta. The Central of Georgia rail yard is located on the south side of the historic district between Walton Way and Gwinnett Street. Though many of the spur lines that formed the yard are no longer present, several large freight warehouses survive (photo 102-103).

The Central of Georgia crosses the Savannah River on what is known as the Southern Railway Bridge, located on 6th Street (photo 117). It is a steel, pin-connected, Warren though-truss bridge constructed in 1899. The bridge consists of six spans supported by stone masonry piers that extend across the river for a total length of 1,193 feet. The bridge features a steel open deck trestle approach. Five of the spans are Warren through trusses, one of which is a lift span, and one a steel girder that supports the lift span when open. The second span from the south end of the bridge features the Scherzer Rolling Lift constructed in 1910-1911. The channel arm of the bridge is counterbalanced by a concrete counterweight carried on trusses. When power is applied, the structure rolls back on a fixed, horizontal track. The bridge rotates upward at an angle sufficient for boats to clear the channel. The lift was originally manually operated but electric power has since been installed. The frame operator's house located on the eastern side of the lift span was removed.

The Southern Railway Bridge is significant for engineering because it employs a Warren through truss, which along with the Pratt through truss, was the most commonly used bridge truss in America between 1850 and 1925. The bridge is also significant because it features the Scherzer Rolling Lift. The lift was a major development in bascule bridge construction because it permitted the efficient raising and lowering of a section of the bridge to allow river traffic to pass. The Scherzer Rolling Lift

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is unique in Georgia.

The Seaboard Air Line is laid through the city from the northwest to the southeast along the Augusta Canal. It crosses the Central of Georgia line south of downtown at Gwinnett Street. A spur line, which ran between Reynolds Street and the levee, served the cotton warehouses along Reynolds. The freight warehouse at 505 Reynolds Street spans most of the block between 5th and 6th streets (photo 118-119). Constructed parallel to 5th Street in the 1860s and made larger at the turn of the 20th century, the long, brick warehouse includes a head house at the east end and a rail yard to the north, which is now an unpaved parking lot. Reynolds Street also contains brick cotton warehouses that were built along the rail spur in the 1910s and 1920s. These warehouses contained cotton that was purchased by merchants and then transported by rail to Savannah, Charleston or points north. Examples of warehouses include buildings at 600-604 Reynolds Street, 612 Reynolds Street, 520 and 540 Reynolds Street, and 105 and 109 Fifth Street. The best examples of remaining cotton warehouses are on the east side of Ninth Street between Reynolds Street and the levee. They have been converted to restaurants, shops and offices.

The rise of the automobile in Augusta at the beginning of the 20th century is represented by several buildings and structures in the historic district. The city's gridiron plan, which was first laid out in the 18th century, was modified to accommodate the automobile. The streets were paved and widened in places and reorganized to allow parallel and diagonal parking. The Jefferson Davis Memorial Bridge across the Savannah River at the north end of 5th Street was completed in 1931. The plate-girder bridge was built to hasten automobile travel to South Carolina and points north.

By the 1930s, automobile dealers devised a building type in which large plate-glass windows made cars in the showroom readily visible to passersby. Several early automobile dealerships are located at the west end of Telfair Street, including the Augusta Auto Clinic with its curved corner to the street (photos 91). Several automobile service garages are located in the district. These include the Dodge Truck Service building at 543-539 Ellis Street, built in 1954, and Johnston's body shop located in a Quonset hut at 1249 Ellis Street. The gas station is another building type that developed with the rise of automobiles. Three c.1920 gas stations are located at 120 Fifth Street, 902 Reynolds Street (photo 112) and Broad Street (photo 3). Travel by bus is another important mode of travel during the 20th century. Bus stations were located across the state in large cities and in small towns. The Colonial Revival-style Greyhound bus station at the west end of Greene Street was built in 1951(photo 53). After World War II, downtown businesses constructed parking decks to compensate for the limited parking in the commercial district. The Richmond Hotel built a parking deck on Ellis Street that included motel rooms and a pedestrian bridge to the main hotel on Broad Street (photo 40). J.B. White department store also built a pedestrian bridge over Ellis Street. Augusta and Atlanta remained the only cities in the state to build parking decks with pedestrian bridges in the decades following the Second World War.

Area of Significance—Community Planning and Development

The district is significant in the area of community planning and development because its gridiron plan, known as the Augusta plan, features the courthouse set on a major street as was common when a courthouse was added to an existing town plan. Named for the Georgia city where it first appears, the Augusta plan is well documented. It is described in Darlene R. Roth's "Georgia Community Development and Morphology of Community Types" (1989) and in Joan Niles Sears's Ph.D. dissertation, "First Hundred Years of Town Planning in Georgia" (1977).

The plan of Augusta is defined by wide boulevards trending east to west and smaller, secondary streets runing north to south terminating at the river. The east-to-west boulevards are defined by distinctly different activities. Broad Street served as the city's commercial district, Greene Street was a residential corridor for the city's wealthy elite, and Telfair Street accommodated numerous churches and civic buildings. Industrial districts were located near the river on Reynolds and Jones streets, which are lined with cotton warehouses, and Walker, Watkins, and Fenwick streets, which include a steel works, meat packing plant, oil company, and the Central of Georgia Railroad yard.

The city of Augusta was founded by General James Edward Oglethorpe in 1736, three years after he founded the colony of Georgia at Savannah. He ordered that a town be constructed at the head of navigation on the Savannah River. Oglethorpe named the town in honor of Princess Augusta, wife of Frederick, Prince of Wales. The frontier town served as a defensive stronghold and as a trading center until the end of the Revolutionary War. Oglethorpe laid out the town in a gridiron plan similar to that of Savannah. There were 40 one-acre lots with Broad Street and Center Street (now called 5th Street) as the main crossing streets. A legislative act of 1780 established a new local government for Augusta and extended the city's grid of streets beyond its colonial limits. The act provided for the division and sale of the Town Common south of Greene Street and required new lot owners to build houses of minimum dimensions under penalty of foreclosure. Larger lots on the Town Common were reserved for a public cemetery, city hall, jail, and churches (Haltermann 4).

After the American Revolution in 1783, the Georgia legislature appointed five Trustees of the Richmond Academy to carry out the act of 1780 and to "lay out the town, sell specific public lands, operate a ferry, reconstruct St. Paul's Church, and establish a seminary for learning." Royal land grants held in Augusta contained a provision that the purchaser should improve the property within a given time, or the lot would revert to the king. Many lots that had not been improved were confiscated by the Trustees and, together with the Public Reserve (original Town Common), were sold. Proceeds were used to rebuild St. Paul's Church and build and support an academy of learning, which became the Academy of Richmond County.

Greene Street, added in 1786, was principally a residential corridor for the city's wealthy elite along with mainline churches and schools. The street featured a landscaped, park-like median (unique for its time in Georgia), rows of large mansions, and the Richmond County Courthouse, which was constructed in 1820 between 5th and 6th streets. The courthouse was demolished in 1958 after the nine-story Augusta-Richmond County Municipal Building was built in front it. Greene Street and

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parts of Broad Street are among the best surviving examples of landscaped medians in Augusta. Central and Henry streets in Summerville are later Augusta examples.

A portion of the Town Common south of Greene Street was laid out in 1791 and named Telfair Street, in honor of Edward Telfair who was then the governor of Georgia. Telfair was the first governor of Georgia after the ratification of the United States Constitution and he was governor when Augusta served as the state capital. The first buildings constructed after Telfair was laid out were built near 5th Street. Institutional buildings on Telfair Street include the Old Government House at 432 Telfair Street, which was constructed in 1801, the Medical College of Georgia at 598 Telfair Street, designed by Charles B. Cluskey and completed in 1835 (photo 83), Congregation Children of Israel at 525 Telfair Street and built in c.1869 (photo 81), and the Academy of Richmond County at 540 Telfair Street, which was built in 1802 and remodeled in 1856-1857 (photo 82). Additional churches on Telfair include the First Presbyterian Church at 542 Telfair Street, built in 1809-1812 and remodeled in 1847, the Church of the Most Holy Trinity at 720 Telfair Street, built 1857-1863, the United States Courthouse, 500 East Ford Street at the corner of Telfair, built c.1914, and Holy Trinity Greek Orthodox Church, 953 Telfair Street, built in the 1920s.

According to Charles C. Jones in *Memorial History of Augusta*, from 1809 to 1811, the city limits were again enlarged. A new street named Walker Street was added to the south side of the city, parallel to Telfair Street. Walker Street was named after Freeman Walker, a distinguished lawyer and U.S. Senator. Watkins Street to the south, named for Robert Watkins, was laid out a few years later in 1816. A nephew of George Walton, Robert Watkins was a native Augustan who compiled "Watkins' Digest," the earliest compilation of Georgia laws. Walker and Watkins streets feature some residential areas but are mostly devoted to industrial enterprises.

National Register Criteria

A – The Augusta Downtown Historic District is significant in the area of commerce because it represents the city's importance as a regional center of commerce. The district is significant in the area of community planning and development because for its gridiron plan that was laid out in the 18th century. The district is also significant in the areas of politics/government because it is seat of government for Richmond County and it is significant in the area of education because of the important educational institutions that survive intact in the historic district. The district is significant in the area of transportation because of its systems of railroads and roads and the bridges that facilitated transportation thought the city and across the region.

B – The Augusta Downtown Historic District is significant for its association with the young Woodrow Wilson, who became the 28th president of the United States. The Woodrow Wilson Boyhood Home at 419 7th Street is the house that is significant as the boyhood home of Woodrow Wilson between 1860 and 1870.

C –The Augusta Downtown Historic District is significant in the area of architecture because the

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architectural styles and building types of buildings are representative of buildings built in prosperous Georgia cities from the end of the 19th century through the middle of the 20th century. The district also contains an extraordinary collection of mid-20th-century commercial buildings. The district is also significant because its designed landscape along Greene Street is an exceptional historic landscape in Georgia.

Criteria Considerations (if applicable)

N/A

Period of significance (justification)

The period of significance begins in 1736 when the Augusta's gridiron plan was laid out and ends in 1967 to include the boom years in which federal projects, such as the creation of the Savannah River Plant, the continued growth of Fort Gordon, and the construction of Clark Hill Dam, resulted in a rise in the city's population and an increase in building downtown. This period of significance includes the unbroken period when modern buildings were constructed beginning in the late 1940s and ending in 1967. The year 1967 represents the construction of the 18-story Miesien-style Georgia Railroad and Banking Company building, which is the last major office building constructed in downtown Augusta.

Contributing/Noncontributing Resources (explanation, if necessary)

Contributing resources in the historic district are those constructed during the historic period that are significant in the areas of architecture, landscape architecture, commerce, politics/government, education, transportation, and community planning and development and that retain historic integrity. These resources include residential properties, commercial buildings, and community landmark buildings, such as schools, churches, and government buildings. The seven contributing structures are the city plan, the two historic bridges, the two rail lines through downtown, the section of levee between 7th and 5th streets, and the parking deck on Ellis Street. There are 15 contributing objects: 13 monuments along Greene Street, the Confederate Monument on Broad Street, and the Patrick Walsh monument on Barrett Plaza in the 800 block of Telfair Street between East and West Ford Streets.

Noncontributing resources are those constructed after 1967 (photos 21 and 126, right) and those that have lost their historic integrity due to significant alterations that have destroyed or obscured important architectural features (photo 14 and 17). The buildings that have been constructed as part of the recent Riverwalk project are noncontributing resources (photo 114). The noncontributing structures are the communications tower on Greene Street (photo 59), and the Broad Street median that was mostly built in the 1970s (photos 11-13, 27-29, and 32). A small segment of the Augusta Canal between 9th and 11th streets is located within the bounds of the historic district. This segment was excluded from the Augusta Canal Industrial District that was listed in 1976 and has not been evaluated for this nomination. The Emily Tubman monument built on Greene Street in 1994 is a

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noncontributing object (photo 69, right). Properties that were once occupied by buildings but are now vacant are counted as noncontributing sites.

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Previous documentation on file (NPS): (x) **N/A**

( )   preliminary determination of individual listing (36 CFR 67) has been requested
( )   preliminary determination of individual listing (36 CFR 67) has been issued
       date issued:
(x)   previously listed in the National Register
( )   previously determined eligible by the National Register
(x)   designated a National Historic Landmark (Old Medical College Building)
(x)   recorded by Historic American Buildings Survey # GA-241, GA-223, GA-224, GA-229, GA-231, GA-239, GA-241, GA-262, GA-265, GA-269, GA-269, GA-273A-C, GA-297, GA-2112, GA-2113, GA-2115, GA-2117, GA-2128, GA-2175, GA-2181
( )   recorded by Historic American Engineering Record # GA-10

Primary location of additional data:

(x)   State historic preservation office
( )   Other State Agency
( )   Federal agency
( )   Local government
( )   University
(x)   Other, Specify Repository: Historic Augusta, Inc.

Georgia Historic Resources Survey Number (if assigned): N/A

10. Geographical Data

Acreage of Property   Approximately 300 acres

UTM References

A)	Zone 17	Easting 409360	Northing 3704900
B)	Zone 17	Easting 411440	Northing 3704460
C)	Zone 17	Easting 410680	Northing 3702960
D)	Zone 17	Easting 410810	Northing 3703630

Verbal Boundary Description

The boundary of the proposed nomination is indicated on the attached maps by a heavy black line.

Boundary Justification

The historic district boundary includes the intact historic downtown between the Savannah River and Walton Way and between Gordon Highway and 13th Street. The historic district includes the surviving, intact historic downtown, including resources associated with the themes of architecture, landscape architecture, commerce, politics/government, education, transportation, and community planning and development. The historic district includes a segment of the levee, the Southern Railway Bridge on 6th Street, and Jefferson Davis Memorial Bridge on 5th Street. The boundary extends to South Carolina to include the entire length of the bridges.

State Historic Preservation Office

name/title Steven Moffson, Architectural Historian
organization Historic Preservation Division, Georgia Department of Natural Resources
mailing address 156 Trinity Avenue, S.W., Suite 101
city or town Atlanta　　　**state** Georgia　　　**zip code** 30303
telephone (404) 656-2840　　　**date** February 1, 2004
e-mail steven_moffson@dnr.state.ga.us

Consulting Services/Technical Assistance (if applicable) ( ) not applicable

name/title Erick Montgomery, Executive Director
organization Historic Augusta, Inc.
mailing address 111 Tenth Street, P.O. Box 37
city or town Augusta **state** GA **zip code** 30903
telephone (706) 724-0436
e-mail N/A

( ) **property owner**
( ) **consultant**
( ) **regional development center preservation planner**
( ) **other:**

National Register of Historic Places **Continuation Sheet**

Photographs

Name of Property: Augusta Downtown Historic District
City or Vicinity: Augusta
County: Richmond
State: Georgia
Photographer: James R. Lockhart
Negative Filed: Georgia Department of Natural Resources
Date Photographed: June 2001

Description of Photograph(s):

Number of photographs: 123

Broad Street

1. Commercial buildings, photographer facing south.

2. Fire Department Headquarters Building, photographer facing northwest.

3. Commercial buildings, photographer facing northwest.

4. Commercial buildings, photographer facing south.

5. Commercial buildings, photographer facing northwest.

6. Commercial buildings, photographer facing southwest.

7. Slusky Building, photographer facing northwest.

8. Commercial buildings, photographer facing south.

9. First Federal Savings and Loan, photographer facing northwest.

10. Commercial buildings, photographer facing south.

11. Broad Street median, photographer facing southwest.

12. Commercial building, photographer facing south.

13. Young Men's Christian Association (left), photographer facing northwest.

14. Commercial buildings, photographer facing west.

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15. Commercial buildings, photographer facing south.

16. Commercial buildings, photographer facing north.

17. Commercial building, photographer facing north.

18. Commercial buildings, photographer facing south.

19. Modjeska Theater, photographer facing north.

20. Commercial buildings, photographer facing northwest.

21. Commercial Building, photographer facing northwest.

22. Commercial buildings, photographer facing southwest.

23. Lamar Building, photographer facing north.

24. Imperial Theater, photographer facing north.

25. Commercial buildings, photographer facing southwest.

26. Herald Building, photographer facing north.

27. Broad Street median with Miller Theater (left) and Confederate Monument, photographer facing southwest.

28. Broad Street with Confederate Monument, photographer facing west.

29. Broad Street with Confederate Monument, photographer facing west.

30. Commercial Building with Georgia Railroad and Banking Company Building (background), photographer facing northwest.

31. Commercial building, photographer facing north.

32. Chamber of Commerce (left), Georgia Railroad and Banking Company Building (center), Federal style-commercial building (right), photographer facing northwest.

33. Commercial buildings, photographer facing southwest.

34. Commercial Buildings with the Georgia Railroad and Banking Company Building (center),

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photographer facing west.

35. Engine Company No. 1, photographer facing southwest.

Ellis Street

36. Dwellings, photographer facing southwest.

37. Commercial buildings, 6th Street, photographer facing east.

38. Warehouse, photographer facing southwest.

39. Warehouse, photographer facing east.

40. Commercial buildings with pedestrian bridge, photographer facing northwest.

41. Commercial buildings with Lamar Building (background), 8th Street, photographer facing north.

42. Commercial buildings, photographer facing north.

43. Green's Department Store, photographer facing east.

44. Commercial and industrial buildings, photographer facing east.

45. Warehouses, photographer facing west.

46. Commercial building, photographer facing northeast.

47. Commercial buildings, photographer facing northwest.

48. Quonset hut, photographer facing northwest.

Greene Street

49. Sacred Heart Church, photographer facing north.

50. Commercial building, photographer facing north.

51. Greene Street Presbyterian Church (left) and houses, photographer facing northwest.

52. Houses, photographer facing northeast.

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53. Greyhound bus station, photographer facing southwest.

54. House, photographer facing northwest.

55. 1030 Building and Union Baptist Church, photographer facing southwest.

56. Shirley House Apartments, photographer facing southwest.

57. Shirley House Apartments, photographer facing northwest.

58. Greene Street median/houses, photographer facing south.

59. Communication tower, photographer facing northwest.

60. Commercial building, photographer facing south.

61. Greene Street median, photographer facing southeast.

62. Augusta Library, photographer facing southwest.

63. Greene Street median with the Bust of Samuel Hammond, photographer facing southwest.

64. Commercial buildings, photographer facing north.

65. First Baptist Church, photographer facing southwest.

66. Greene Street median with the Georgia poets monument, photographer facing north.

67. House, photographer facing south.

68. First Christian Church, photographer facing southwest.

69. Greene Street median, photographer facing north.

70. Presstech drycleaners, photographer facing southwest.

71. Signer's Monument, photographer facing northwest.

72. Augusta-Richmond County Municipal Building, photographer facing south.

73. Augusta-Richmond County Municipal Building, photographer facing west.

National Register of Historic Places **Continuation Sheet**

Photographs

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74. Greene's, photographer facing west.

75. Civil War monument and St. James Methodist Episcopal Church, photographer facing north.

76. Houses and Civil War monument, photographer facing west.

Telfair Street

77. Old Government House, photographer facing south.

78. Moved house, photographer facing south.

79. House, photographer facing south.

80. Gertrude Herbert Institute of Art, photographer facing south.

81. Congregation Children of Israel, photographer facing northwest.

82. Academy of Richmond County, photographer facing southwest.

83. Medical College of Georgia, photographer facing south.

84. First Presbyterian Church, photographer facing south.

85. Church of the Most Holy Trinity, photographer facing south.

86. United States Courthouse, photographer facing southeast.

87. Barrett Plaza with Patrick Walsh statue (foreground) and the United States Post Office (background), photographer facing southwest.

88. Commercial buildings, 9th Street, photographer facing south.

89. Automobile dealership, photographer facing west.

90. Holy Trinity Greek Orthodox Church, photographer facing northeast.

91. Automobile dealership, photographer facing northeast.

92. John S. Davidson High School, photographer facing west.

National Register of Historic Places **Continuation Sheet**

Photographs

Walker Street

93. Commercial building, photographer facing northeast.

94. Industrial buildings, photographer facing west.

95. Church, photographer facing south.

96. Houses, photographer facing west.

97. Houses, photographer facing southeast.

98. House, Watkins Street, photographer facing west.

99. Phoenix Oil Company, 5th Street, photographer facing southwest.

100. Industrial building, Watkins Street, photographer facing south.

101. Industrial building, 6th Street, photographer facing southwest.

102. Railroad depot, 6th Street, photographer facing southwest.

103. Railroad depot, 6th Street, photographer facing north.

Reynolds Street

104. Electrical Workers Union building, photographer facing south.

105. Springfield Baptist Church, photographer facing northeast.

106. Houses, photographer facing west.

107. WJBF television studio, photographer facing northwest.

108. House/Historic Augusta, Inc., Jones Street, photographer facing northwest.

109. House, Jones Street, photographer facing north.

110. Commercial building, photographer facing north.

111. Commercial buildings, 9th Street, photographer facing north.

National Register of Historic Places **Continuation Sheet**

Photographs

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112. Commercial buildings, photographer facing west.

113. Augusta Cotton Exchange, photographer facing northeast.

114. Riverwalk, photographer facing north.

115. St. Paul's Church, photographer facing north.

116. St. Paul's Church, photographer facing southwest.

117. Southern Railway Bridge, photographer facing north.

118. Levee (left), railroad depot (right), photographer facing southeast.

119. Railroad depot, photographer facing northwest.

120. Jefferson Davis Memorial Bridge and Coca-Cola bottling plan, photographer facing north.

121. Commercial buildings, Broad Street, photographer facing south.

122. Greene Street median, Greene Street, photographer facing north.

123. Woodrow Wilson Boyhood Home, 7th Street, photographer facing north.

(HPD WORD form version 11-03-01)