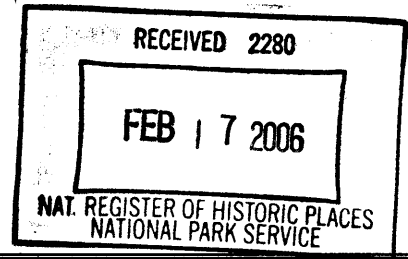


United States Department of the Interior  
National Park Service



### NATIONAL REGISTER OF HISTORIC PLACES REGISTRATION FORM

#### 1. Name of Property

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

#### 2. Location

street & number Intersection of U.S. Highway 31 and Alabama Highway 25 not for publication N/A  
city or town Calera vicinity N/A  
state Alabama code AL county Shelby code 117 zip code 35040

#### 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this  nomination  request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property  meets  does not meet the National Register Criteria. I recommend that this property be considered significant  nationally  statewide  locally. ( See continuation sheet for additional comments.)

Elizabeth Ann Brown Deputy State Historic Preservation Officer 10 Feb 2006  
Signature of certifying official/Title Date

Alabama Historical Commission (State Historic Preservation Office)  
State or Federal agency and bureau

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

\_\_\_\_\_  
Signature of commenting or other official Date

\_\_\_\_\_  
State or Federal agency and bureau

#### 4. National Park Service Certification

I, hereby certify that this property is:

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

Edson H. Beall 3/29/06

Jan Signature of Keeper Date of Action

**5. Classification**

Ownership of Property (Check as many boxes as apply)	Category of Property (Check only one box)	Number of Resources within Property	
		Contributing	Noncontributing
<input checked="" type="checkbox"/> private	<input type="checkbox"/> building(s)	<u>25</u>	<u>8</u> buildings
<input type="checkbox"/> public-local	<input checked="" type="checkbox"/> district	_____	_____ sites
<input type="checkbox"/> public-State	<input type="checkbox"/> site	_____	_____ structures
<input type="checkbox"/> public-Federal	<input type="checkbox"/> structure	_____	_____ objects
	<input type="checkbox"/> object	<u>25</u>	<u>8</u> Total

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

**Number of contributing resources previously listed in the National Register:**  
0

**6. Function or Use**

**Historic Functions** (Enter categories from instructions)

Cat: <u>Domestic</u>	Sub: <u>Single dwelling</u>
<u>Domestic</u>	<u>Hotel</u>
<u>Commerce/trade</u>	<u>Financial institution/bank</u>
<u>Commerce/trade</u>	<u>Specialty store</u>
<u>Social</u>	<u>Fraternal organization</u>
<u>Government</u>	<u>City Hall</u>
<u>Health care</u>	<u>Medical business/pharmacy</u>
<u>Recreation &amp; culture</u>	<u>Movie theater</u>

**Current Functions** (Enter categories from instructions)

Cat: <u>Domestic</u>	Sub: <u>Single dwelling</u>
<u>Commerce/trade</u>	<u>Specialty store</u>
<u>Social</u>	<u>Fraternal organization</u>
<u>Education</u>	<u>Library</u>
<u>Vacant/not in use</u>	_____
<u>Commerce/trade</u>	<u>commercial storage</u>
<u>Religion</u>	<u>Religious facility/mission</u>
_____	_____

**7. Description**

**Architectural Classification** (Enter categories from instructions)

Other: free-standing commercial, temple front commercial, one- and two-part commercial block, I-house, L- and T- cottages, central passage, and saddle bag.

**Materials** (Enter categories from instructions)

foundation: concrete, brick

roof: asphalt, asbestos, metal

walls: brick, concrete, weatherboard, metal

other: \_\_\_\_\_

**Narrative Description** (Describe the historic and current condition of the property on one or more continuation sheets.)

**8. Statement of Significance**

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

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

Criteria Considerations (Mark "X" in all the boxes that apply.)

- A owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or a grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance (Enter categories from instructions)

Transportation \_\_\_\_\_  
Commerce \_\_\_\_\_  
Architecture \_\_\_\_\_  
\_\_\_\_\_

Period of Significance 1884-1955

Significant Dates N/A

Significant Person (Complete if Criterion B is marked above) N/A

Cultural Affiliation N/A

Architect/Builder N/A \_\_\_\_\_  
\_\_\_\_\_

Narrative Statement of Significance (Explain the significance of the property on one or more continuation sheets.)

**9. Major Bibliographical References**

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

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

Primary Location of Additional Data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository: \_\_\_\_\_

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**10. Geographical Data**

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Acreeage of Property approx. 22 acres

UTM References (Place additional UTM references on a continuation sheet)

	Zone	Easting	Northing	Zone	Easting	Northing	
1	<u>16</u>	<u>522980</u>	<u>3662540</u>	4	<u>16</u>	<u>523050</u>	<u>3661970</u>
2	<u>16</u>	<u>523200</u>	<u>3662460</u>	5	_____	_____	_____
3	<u>16</u>	<u>523200</u>	<u>3661960</u>	6	_____	_____	_____

Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet.)

Boundary Justification (Explain why the boundaries were selected on a continuation sheet.)

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**11. Form Prepared By**

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name/title Sally Moore

organization \_\_\_\_\_ date 10/27/2005

street & number P.O. Box 1140 telephone 205-755-7739

city or town Clanton state AL zip code 35046-1140

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**Additional Documentation**

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Submit the following items with the completed form:

**Continuation Sheets**

**Maps**

- A USGS map (7.5 or 15 minute series) indicating the property's location.
- A sketch map for historic districts and properties having large acreage or numerous resources.

**Photographs**

Representative black and white photographs of the property.

**Additional items** (Check with the SHPO or FPO for any additional items)

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**Property Owner**

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

name multiple

street & number \_\_\_\_\_ telephone \_\_\_\_\_

city or town \_\_\_\_\_ state \_\_\_\_\_ zip code \_\_\_\_\_

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United States Department of the Interior  
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NATIONAL REGISTER OF HISTORIC PLACES  
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Section 7 Page 1 name of property: Calera Downtown Historic District  
county and State Shelby County, AL

7. Narrative Description

Calera, a rapidly growing community of 5130 people, is situated in south Shelby County, just thirty miles south of Birmingham, the state's largest urban center. Located at the intersection of two nineteenth century railroads and two early-twentieth century highways and approximately one mile west of a mid-twentieth century north/south interstate highway, the community traces its development to the evolution of the state's transportation and iron industries. As the railroad has given way to the highway and the iron industry to concrete, the community faces the challenge of maintaining its central business district and eliminating the noise and congestion of heavy truck traffic.

Geographically, Shelby County is located at the southern end of the Appalachian Ridge and Valley province and bears the northeasterly/southwesterly shape of its physical terrain. County elevations range from 430 feet to 1400 feet above sea level, being generally more rough and hilly to the northwest, rolling to hilly on the east, and gently rolling on the south. The Cahaba Coal field lies in the northwest and the Coosa Coal field in the central region. Portions of the northwestern boundary with Jefferson County are formed by the narrow Cahaba River, while the larger Coosa River along the southeast denotes Shelby's border with Talladega and Coosa Counties. Double Oak Mountain geographically separates the Cahaba and the Coosa Valley regions. Calera lies in the lower Coosa Valley, in an area first settled as small farms. Abundant deposits of limestone have been significant to the late-nineteenth century development of the community. (Caldwell, p. 1-3; Owen, p.1242-1243; Roberts, p. 1-2, 17; Rogers, et. al., p. xviii).

The Calera Downtown Historic District (NRHP) contains 33 buildings comprising the core of the city's historic commercial center and depicting a range of vernacular commercial, residential, governmental and social architecture dating from the late-nineteenth to the mid-twentieth centuries. District boundaries are generally defined as the southwest intersection of the Norfolk Southern and CSX Rail lines, roughly bounded on the north by Alabama Highway 25 East (Sixteenth Avenue), on the east by the CSX Rail line, on the south by Alabama Highway 25 West (18th Avenue), and on the west by Thirteenth Street. More specifically, the district contains the greatest concentration of National Register-eligible buildings within the recently surveyed historic downtown area, including 25 contributing and 8 non-contributing buildings.

Of the 33 nominated resources, 25 are considered to be contributing elements of the district: 15 commercial, 8 residential, 1 governmental, and 1 fraternal structure. Overall, the commercial area is centered on U.S. Highway 31, with the residential buildings to the east and southeast, along the CSX rail line. Commercial fabric is predominantly brick, and residential construction is wood. The ambiance of the district is created by the cluster of one-part commercial block businesses located on U.S. 31, between AL Highway 25 East and 17<sup>th</sup> Avenue, and it is highlighted by landmark buildings situated at key intersections on the north and south ends of the main street. These strategic resources include the temple-front Central Bank Building (#3) and the freestanding Masonic Lodge (#18), as well as the three-story Wade Hotel (#13) located adjacent to its later non-contributing counterpart (#14). Though all are vernacular resources, each stylistically strives to articulate its role in the community. In addition, the City Hall (#28), a smaller scale mid-twentieth century building, is situated on Seventeenth Avenue on the site of an earlier town hall.

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Section 7 Page 2 name of property: Calera Downtown Historic District  
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Eligible buildings in the district date from three general periods of construction reflecting the town's historic development: the railroad era (c.1880-1910); the automobile period (c.1911-1945); and the post-World War II decade (1946-1955). The railroad era buildings reflect the establishment of community, and include the previously-listed 1884 Masonic Lodge (#18), a two-story brick free-standing parapet-front commercial building maintained close to its original appearance and previously recognized by individual listing on the Alabama Register of Landmarks and Heritage (Coward Drug Store, listed 2/15/1977); and the Wade Hotel (#13), a three-story two-part commercial block and only remaining turn-of-the-century hotel; and the small collection of 7 residences depicting vernacular forms of the saddlebag, I-house, central passage, and T- and L-cottages(#s 23, 25, 26, 30, 31, 32, and 33) .

From the automobile era, the primary landmark structures are the Central State Bank (#3), an early-twentieth century temple-front brick structure situated on a key northeast corner location on US Highway 31, a number of one-part commercial blocks (#s 6, 8, 10, 11, 12) and one residential bungalow (# 24).

Representative mid-twentieth-century examples include the traditional (#s 4, 7 and 17) and contemporary (#s 1 and 5) one-part commercial blocks, two free-standing commercial buildings (#s 2 & 20), and the only remaining gasoline station in the district (#22). In addition, the City Hall (#28) represents a vernacular interpretation of the Colonial Revival.

Non-contributing buildings include several inappropriately altered historic resources: the Annex Downtown (#9), the corner portion of the Wade Hotel (#s 14, 15, and 16), Bowden's Discount Furniture (#19), and one residence (#29). Recently constructed non-contributing buildings include the Discount Food Mart (#21) and the commercial storage unit (#27).

The district is largely commercial in use, with the historic buildings increasingly threatened by modern development. The south end of the district, particularly, has seen a transformation from residential to commercial and public use, with the public high school and the Methodist and Baptist churches bordering on the southwest. At the current time, these institutions are planning to move to more spacious locations at the outskirts of town, after which time the school building will be utilized as a middle school and the church buildings will be sold.

The rail line forms a natural boundary on the east, enclosing the cluster of historic residences. Here, single-family residential use has been maintained except for the north side of Seventeenth Avenue, where one house has been recently replaced by a metal storage-for-rent unit (#27), another has been converted to commercial use (#25), and a third stands vacant and deteriorated (#23).

On the north and northeast, the district is bounded by a collection of inappropriately-altered historic buildings and the railroad. This area once formed a central hub of activity, with the train depot situated at the railroad intersection, and the People's Hotel located on the north side of AL Highway 25 and fronting on the railroad. These historic buildings were lost during the 1970s.

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Section 7 Page 3 name of property: Calera Downtown Historic District  
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Inventory of Resources:

The Calera Downtown Historic District contains 33 resources including 25 contributing (CR) and 8 non-contributing (NCR) buildings, a ratio of 76% contributing to 24% non-contributing. They are identified by inventory numbers 1 through 33 as keyed to an accompanying district map. The inventory also lists the Alabama Historical Commission Survey number, the street address, a brief description of the current architectural appearance, and related historic information. Where resources are identified by two names, the first is historic and the second current; where a single name is given, this refers to the current occupant or owner of the building. Street addresses, parcel numbers, and names and addresses of property owners are identified using the 2004 Shelby County Property Report available from Shelby County Tax Assessor's website ([www.scgis-al.com](http://www.scgis-al.com)). Sanborn Map addresses are given whenever available. Sanborn Maps were available for the years 1889, 1897, 1903, 1909, 1923, and 1938. These have been compiled into composites of each block, half-block, or quarter-block and appear in the accompanying documentation.

Alabama Highway 25 East

1. (117-00033-000). 10828 Alabama Highway 25 East. Western Auto/Linda's Florist. (CR). c. 1953. One-part commercial block.

One-story, brick, concave cantilevered metal awning, metal plate glass windows and doors on west end of façade. Currently serves as main entry of rear adjoining building (#30). Constructed as Western Auto (name written in sidewalk in front of building). Built by Charles Wade, Jr.

East portion of Parcel # 58-28-05-21-1-004-048.

2. (117-00039-000). 10842 AL Highway 25 East (rear portion of lot). Hokason's Shoe Shop. (CR). c. 1950. Free-standing commercial.

One story; concrete block; flat roof, stepped down toward rear; center entry through double metal doors; flanking six-light fixed metal windows.

South portion of Parcel # 58-28-5-21-1-004-046.000.

U.S. Highway 31

3. (117-00032-000). 8251 U.S. Highway 31. Central State Bank/Limestone Spa. (CR). c.1923. Temple Front commercial.

Two story, yellow brick, cornice lost, parapet front, full-height enframed recessed entry supported by two fluted Doric columns resting on brick pedestals, double metal/plate glass doors surmounted by domed canvas awning, triple 6/6 double-hung clad replacement windows, north elevation features six vertical and two horizontal bays of paired 6/6 double hung sash clad replacement windows, flat metal roof. Interior features original ceramic tile and wood floor, original bank vault, exposed brick walls. Upper floor used as residence of bank owner and family c. 1944-1952. Fire damage c.1976. Renovation c.2001. Other rental uses: Social Security Administration, Alabama Employment Service, law office.

Appears as #326-1/2 Montgomery Av, Block 6 West, 1938 Sanborn. Parcel # 58-28-5-21-1-004-047.

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4. (117-00031-000). 8255 U.S. Highway 31. Linda's Florist Annex. (CR). c.1946. One-part commercial block.

One-story, flat roof, brick, three-quarter-width aluminum shed awning, fixed wood windows, double fixed-glass wood door, transom covered with plywood, concrete slab floor, currently serves as secondary entrance with main entry in adjacent rear ell building located at 10828 AL Highway 25. Originally Five and Dime Store, later part of Western Auto. Built by Charles Wade, Jr.

West portion of Parcel # 58-28-5-21-1-004-048. Building measures 25' x 75'.

5. (117-00045-000). 8258 U.S. Highway 31. Bird Supply/Hobbies of the Heart (north). (CR). c.1900-1920, alt. c.1950. One-part commercial block, one story, brick, aluminum siding, two bays, each with single-leaf metal-frame glass doors surrounded by metal-frame fixed-glass sidelights and transom, entry flanked by metal-frame fixed-glass display windows and surmounted by fixed-glass transoms, mansard-like shed aluminum awning extends across north and south "Hobby" buildings.

North bay appears as #308-A Montgomery Av, Block 3 East, 1923 Sanborn; south bay appears as # 307, Block 3 Ea 1903 Sanborn. North portion of Parcel # 58-28-5-21-3-301-009.

6. (117-00030-000). 8259 U.S. Highway 31. Tomlin Grocery/Sister's II Hair & Tanning Salon. (CR). c.1923. One-part commercial block.

One-story, flat roof, brick, tongue-and-groove upper facade full-width metal awning, recessed fixed metal display windows and double metal doors.

1923 Sanborn Map # 326 Montgomery Av, Block 6 West. North portion of Parcel # 58-28-05-21-1-004-49.

7. (117-00029-000). 8261 U.S. Highway 31. Baxley Real Estate. (CR). c.1950. One-part commercial block. Brick, plate glass/wood surround window and door, aluminum shed awning. Formerly occupied by Dunaway Variety. Possibly constructed as late as 1963.

South portion of Parcel # 58-28-05-21-1-004-49.

8. (117-00046-000). 8262-8270 U.S. Highway 31. Hobbies of the Heart Antique Mall (south). CR. c.1885-c.1920. One-part commercial block, one story, three bays, yellow brick, flat roof, shed aluminum extends across five bays of two "Hobby" buildings, fixed wood windows, entry thru center bay, single leaf single lite wood door, wood floor, acoustic tile ceiling. Building bears c.1920 appearance but possibly incorporates portions of earlier structure. Center and north bays first appear as #s 305 and 306 Montgomery Av, Block 3 East, 1903 Sanborn; south bay appears as # 304 1/2 Montgomery Av, Block 3 East, 1923 Sanborn. South portion of Parcel # 58-28-5-21-3-301-009.

9. (117-00028-000). 8265 U.S. Highway 31. The Annex Downtown. NCR. c. 1950 or earlier, alt. c. 1985. One-part commercial block, one-story; façade recently altered to current appearance featuring vinyl exterior siding, aluminum shed awning, fixed plate glass windows and doors.

Possibly incorporates portions of building appearing as # 325 Montgomery Av, Block 6 West, on 1897-1938 Sanborn maps, but historic fabric is no longer evident. Parcel # 58-28-05-21-1-004-50.



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10. (117-00027-000). 8267 U.S. Highway 31. Baer Grocery/Toys of Yesteryear. CR c.1940 or earlier, altered c.1995. Two-part commercial block. Two story front portion; one-story rear; concrete block; lower façade features full-width canvas shed awning over fixed metal windows and recessed metal double doors; upper story has two fixed metal windows with canvas shed awnings. Possibly incorporates portions of earlier building appearing as #324 Montgomery Avenue, Block 6 West, on 1889-1938 Sanborn Maps, but historic fabric is no longer evident.

Former location of Lewis Baer Grocery, constructed by Cecil Cowart and later owned by Steve Cowart (668-2353). Parcel # 28-5-21-1-004-051.000.

11. (117-00026-000). 8271 U.S. Highway 31. Baer's Ladies' Apparel. CR c.1935. One-part commercial block. One story, brick, parapet roof, offset entry and wide fixed-glass window. Flat aluminum awning; aluminum siding covers lower façade. 1938 Sanborn Map, #323 ½ Montgomery Av, Block 6 West. North portion of Parcel # 58-28-5-21-4-401-010.

12. (117-00025-000). 8273 US Highway 31. Baer's Department Store. CR. 1917.

One-part commercial block. One story, brick, parapet roof, large fixed windows flanking inset entry, flat aluminum awning; aluminum siding covers lower façade. Interior features wood floor, acoustic tile ceiling, paneled wallboard fluorescent lighting, original wood shelving and display cases.

First appears on 1923 Sanborn as #323 Montgomery Av, Block 6 West. South portion of Parcel # 58-28-5-21-4-401 010.

13. (117-00024-000). 8275-8277 U.S. Highway 31. Wade Hotel/Movie Theater. CR. c.1903-c.1923.

Two-part commercial block. Three story, brick, flat roof. Three asymmetrical exterior bays signified by recessed-paneled cornice; ground floor façade altered, portions of original openings remain; Second and third story segmental-arch openings remain, windows replaced with 2/3 aluminum sashes. Fire escape on south side of front facade. Upper floors appear to have been added c.1909. Recent additions on rear. Used for garage (1923), Wadesonian Movie Theater (1938), upper floors Wade Hotel (1938), later upper floors apartments. c.1923 brick water tower at rear of building. Portion of upper floor occupied by owner, otherwise currently vacant.

First appears as # 322-322 ½ Montgomery Av, Block 6 West, 1903 Sanborn. Parcel # 58-28-5-21-4-401-011.

14. (117-00023-000). 8279-8281 U.S. Highway 31, 1162 17<sup>th</sup> Avenue. Wade Hotel/Wade Motor Company. NCR c.1903-c.1923.

Two-part commercial block, two story, brick, side-gable metal roof. Four exterior bays framed by brick pilasters; wide square lower level window openings with brick corbel lintel, currently filled with smaller squares of glass and diagonal wood surround; second floor paired rectangular window openings filled with plywood; corbelled brick cornice. Rear façade featuring recent two- and three-story glassed addition. First floor of original building comprised of two interior bays of various uses including: grocery (1903), meat market and storage (1909), garage (1923), corner restaurant and movie lobby (1938), Wade Motor Company (photo, n.d.). Second floor dates from 1923; served as Wade Hotel. This building shares a new metal, gable roof with resource 15. The removal of the roof addition and restoring the first floor windows to a more historic appearance could easily make this building contributing.

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#321-321 ½ Montgomery Av, Block 6 West, 1903-1938 Sanborn Maps. Parcel #58-28-5-21-4-401-012.

15. (117-00022-000). 8279-8281 U.S. Highway 31, 1162 17<sup>th</sup> Avenue. Wade Hotel 2-story annex/Telephone Exchange. NCR. c.1909-1923.

Two-part commercial block, 2 story, brick, currently covered by eastern-most portion of gable roof added to corner Wade Building c.1980, 3-bay façade separated by attached brick pilasters and recessed corbelled brick panels, two-story two-tiered porch added c.1980, porch roof fallen, upper fenestration possibly original paired 1/1 double hung wood sashes, original segmental arches remain, lower façade covered with diagonal wood panels, additional 2-story bay on east appears to be exterior stair that was enclosed when building on east was constructed c.1938; Constructed as lower store and upper telephone exchange, later used by Wade Hotel. This building shares a new metal, gable roof with resource 14. The removal of the roof addition and restoring the first floor windows to a more historic appearance could easily make this building contributing.

#204 Gardner Street, Block 6 West, 1903-1938 Sanborn Maps. Parcel # 58-28-5-21-4-401-012

16. (117-00021-000). 8279-8281 U.S. Highway 31/1162 17<sup>th</sup> Avenue. Wade Hotel 1-story Annex/Lumber Storage. NCR c.1923.

One-part commercial block, one story, brick, flat roof, possibly containing remains of roof garden, three-bay façade separated by brick pilaster-like vertical elements and crowned by recessed corbelled brick panels, original window and door openings altered, currently east bay contains shed-roof three-sided bay window with multi-paned center light and multi-paned opaque transom, center and west openings altered and deteriorated, some vertical board infill.

#205 Gardner Street (17<sup>th</sup> Avenue), Block 6 West, 1923-1938 Sanborn Maps. Parcel # 58-28-5-21-4-401-012.

17. (117-00047-000). 8280 U.S. Highway 31. Cadle's Auction. CR c.1953.

One-part commercial block, one story, brick, two-bay, fixed wood windows, entry into each bay through single-leaf metal-frame glass doors flanked by single sidelights and located on either side of a wide center structural, full-width canvas shed-like awning, linoleum tile floor, pressed tin ceiling. Built by Charles Wade, Jr.

Parcel # 58-28-5-21-3-301-010.

18. (117-00050-000). 8320 U.S. Highway 31. Masonic Lodge/Cowart Drugs. CR 1884-1885.

Free-standing commercial—parapet front, brick covered with scored concrete, flat roof with pedimented parapet, lower commercial floor with replacement six-lite fixed wood windows flanking single-pane wood door, canvas shed-like awning, upper floors feature round-arched façade windows and segmental-arched side windows, Masonic emblem on center of upper façade, star-shaped metal studs (earthquake rods) visible on south elevation.

# 303 Montgomery Av, Block 4 North, 1889-1938 Sanborn Maps; Parcel # 58-28-5-21-3-301-011.

Individually listed as Cowart Drug Store/Masonic Building on Alabama Register of Landmarks and Heritage 2/15/1977.

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19. (117-00015-000). 8331 U.S. Highway 31. Bowdon's Discount Furniture. NCR c.1945. One-story freestanding flat-roof commercial building constructed in three adjacent sections. Original c.1945 retail store is 3-bay aluminum-faced brick building; set back for off-street parking; flat aluminum awning; combination aluminum and wood fixed windows. Additions on north side (c.1985 aluminum) and rear (c.1960 concrete block). Parcel # 58-28-5-21-4-401-013.
20. (117-00051-000). 8360 U.S. Highway 31. Ed's Pet World. CR c.1950. Free-standing commercial—flat roof, two story, brick facade, remaining elevations concrete block, lower façade contains entrances to first and second floors, single leaf doors with single lite and wood surround, center plywood-covered ground floor window, upper center single lite window; side elevations contain paired 1/1 double hung metal sash windows, wood support-frame for former awning surrounds building. Rear 1-story ell. Ground floor operated as pet store during 1990s; second floor rental apartments. Parcel # 58-28-5-21-3-301-013.
21. (117-00014-000). 8361 U.S. Highway 31. Discount Food Mart. NCR c.1972. Gas Station. One story, concrete block, flat roof with short mansard-like parapet, ¾ façade fixed aluminum-frame display windows, detached rectangular flat-roofed canopy covering gasoline pumps. Convenience store. Parcel # 58-28-5-21-4-401-035.
22. (117-00013-000). 8371 U.S. Highway 31. Gulf Service Station. CR c.1950. Gas station. One-story, currently used as auto repair business. Original flat roof recently covered with combination side-gable/hip roof with projecting gabled front-facing canopy supported by thin metal posts. Original porcelain/enamelled tile exterior siding recently painted gray. Parcel # 58-28-5-21-4-401-036.
- 17<sup>th</sup> (Seventeenth) Avenue:
23. (117-00018-000). 1110 17<sup>th</sup> Avenue. Vacant residence. CR c.1889. Saddlebag. One-story wood house with rear shed extension. Currently vacant. Side-gable roof with metal covering. Central brick chimney. Craftsman-influenced alterations to ¾-width shed-roof porch supported by decorative metal posts on square brick piers probably date from c.1930. Two entry doors. Continuous brick foundation. 4/4 double hung wood sash windows. Deteriorated. Parcel # 58-28-5-21-4-401-007. #210 Gardner, Block 6 Southeast, 1889-1938 Sanborn Maps.
24. (117-00017-001). 1111 17<sup>th</sup> Avenue. Ozley Residence. CR c.1940. Bungalow One-story wood residence. Front-facing gable roof; asphalt-covered; small rectangular louvered attic vent; exposed rafters. Novelty board exterior siding. Nearly full-façade hipped porch; enclosed brick rail; decorative metal supports. Continuous concrete block foundation. 6/1 double hung wood sash windows. WDW. Detached gabled outbuilding. Parcel # 58-28-5-21-4-401-016.

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25. (117-00019-000). 1120 17<sup>th</sup> Avenue. Residence/The Hair Studio. CR c.1889.  
Central passage. One-story wood residence with twin rear gabled ells; currently used as commercial building. Side-gable roof; center front gable with decorative wood shingles; metal roof covering. Two interior brick chimneys. Vinyl exterior siding. Craftsman-period porch alteration: porte cochere, enclosed molded brick rail, molded brick piers & battered wood posts supporting flat roof. Continuous brick foundation. 2/2 double hung wood sash windows.

Parcel # 58-28-5-21-4-401-008. #208 Gardner, Block 6 Southeast, 1889-1938 Sanborn Maps.

26. (117-00016-000). 1127 17<sup>th</sup> Avenue. Crim Residence. CR c.1903.  
T-plan. One story wood residence with rear ell, currently vacant. Cross-gable roof with asphalt shingles. Original weatherboard exterior siding. Only small portion of attached porch remains. Brick pier foundation. Vertical two/two pane double hung wood sash windows. Detached gabled outbuilding.

Parcel # 58-28-5-21-4-401-015. #223 Gardner, Block 5 North, 1903-1938 Sanborn maps.

27. (117-00020-000). 1140 17<sup>th</sup> Avenue. Commercial. NCR c.1995.  
Three parallel sections of narrow metal storage buildings.

Parcel # 58-28-5-21-4-401-009.

28. (117-00049-000). 1241-1245 17<sup>th</sup> Avenue. Calera City Hall/Calera Public Library. CR 1951.  
Rectangular plan. Colonial revival influences. One story, brick, hipped roof with louvered cupola, center front pedimented portico supported by four slender modified Doric columns, arched louvered attic vent dormers on side elevations, five-bay façade x three-bay, 6/6 double hung wood sash windows, wood door with 4-lite upper panel, 6-pane sidelites. Additions on west date from recent period.

Parcel # 58-28-5-21-3-301-020.

18<sup>th</sup> (Eighteenth) Avenue:

29. (117-00010-001). 1110 18<sup>th</sup> Avenue (house marked 1114). Residence. NCR c.1903.  
Central passage plan. One-story wood residence with rear ell. Side-gable roof with center front gable; metal roof covering; decorative scrollwork in gable ends. Original wood siding covered with vinyl. Central gabled entry porch with exposed rafters; supported by decorative metal posts; poured concrete porch floor; replacement entry door. Continuous brick foundation. Replacement 6/6 double hung synthetic sash windows. Side-gabled outbuilding, not accessible.

Parcel # 58-28-5-21-4-401-032.000.

#422 Church Street, Block 5 South, 1903-1938 Sanborn Maps.

30. (117-00011-001). 1116 18<sup>th</sup> Avenue. Palmer House. CR c.1903.  
T-plan. Two-story wood residence. Cross-gable roof covered with metal. One interior chimney in decayed condition. Original wood siding covered with vinyl. Original 2-story shed-roof attached porch supported by thin square replacement posts; decayed jigsaw rail on second story, replacement metal rail on ground story;

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original single pane/wood paneled entry. Brick pier foundation. Original 4/4 double hung wood sash windows covered with metal storm windows. One outbuilding, not accessible.

Parcel # 58-28-5-21-4-401-033

#421 Church Street, Block 5 South, 1903-1938 Sanborn Maps.

31. (117-00009-000). 1117 18<sup>th</sup> Avenue (house marked 1111). Palmer House. CR c.1903.

L-cottage. One-story wood residence. Multi-gabled roof with metal covering. One interior brick chimney with corbelled cap. Vinyl siding. Attached shed-roof porch supported by decorative metal replacement posts.

Vertical 2/2 double hung wood sashes; aluminum storm windows. Half hexagonal bay on front gable.

Continuous brick foundation.

Parcel #58-28-5-21-4-000-018.

#435 Church Street, Block 15, 1903-1938 Sanborn Maps.

32. (117-00012-001). 1120 18<sup>th</sup> Avenue. Kenneth Holman House. CR c.1909.

T-plan. One-and-a-half-story wood residence. Hipped roof with multi-gables, asphalt roof shingles, wood shingles in front and side gable ends, pedimented gable ends. One interior brick chimney, Original wood siding covered in vinyl. Wrap-around porch with turned posts, scroll brackets and pedimented entry; wood porte cochere added. Continuous brick foundation. Replacement aluminum windows. One gabled outbuilding.

Parcel # 58-28-5-21-4-401-034.

# 420 Church Street, Block 5 South, 1909-1938 Sanborn Maps.

33. (117-00008-001). 1121 18<sup>th</sup> Avenue. Zollie Cowart House. CR c.1903.

Extended I-house. Two-story wood. Side-gabled roof with metal covering, gable end returns. Two-story rear gabled ell with central and interior brick chimneys. Original weatherboard exterior siding. Three-quarter width full-height shed-roof portico supported by wood box columns. Entry-width bracketed wood balcony with thin metal balustrade; single-leaf door on balcony. Brick foundation. 4/4 double hung wood sash windows. Twelve-light entry door surmounted by six-light transom and flanked by 3-pane/wood-panel sidelights. One gabled outbuilding.

Parcel # 58-28-5-21-4-000-019

#433 Church Street, Block 15, 1903-1938 Sanborn Maps.

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8. Statement of Significance:

**Transportation:**

The Calera Downtown Historic District is eligible for listing under Criterion A for its association with the development of community through its strategic location on rail and highway routes. The community traces its history to the development of the Alabama and Tennessee River Railroad, an antebellum line that whose aim was to link river ports at Selma with existing rail lines to Chattanooga and the northeast. Prior to the Civil War, in 1855, the line was completed from Selma to Calera, and the community began to see its earliest development. During the post-Civil War economic recovery and industrialization, Calera was on its way to becoming an important railroad hub when, in 1870, the South and North Alabama Railroad from Montgomery to Calera was completed. Ensuing years saw this north-south line incorporated into the Louisville and Nashville (L&N) Railroad; and the Alabama and Tennessee River Railroad became part of the Alabama Great Southern (AGS), serving to connect the small village of Calera to urban America. Calera prospered from the creation of railroad jobs and housing, as well as the increase in activity in the community. Evidence of this prosperity appeared in the incorporation of the town, an increase in population, and construction of resources reflecting a sense of community. The district contains the few rail-period resources remaining in the original downtown center: the Masonic Lodge (#18), the Wade Hotel (#13), and a collection of vernacular residences that likely served to house railroad employees. These were strategically located in accordance with a proposed plan for development, with the railroad intersection serving as the hub of commercial activity along Main Street (16<sup>th</sup> Avenue) and Montgomery Avenue (U.S. Highway 31), the Masonic Lodge and Gardner Street (17<sup>th</sup> Avenue) forming a southern anchor a block to the south, and residences being clustered along the south and southeast.

The advent of the automobile during the early-twentieth century witnessed an increase in commercial activity along Montgomery Avenue, as it evolved into the federal highway network as U.S. Highway 31. The east-west thoroughfare became Alabama Highway 25, intersecting U.S. 31 from the east on Main Street (16<sup>th</sup> Avenue), joining the federal road for two blocks, and turning west on Church Street (18<sup>th</sup> Avenue). This brought traffic from all directions into the two-block business center and saw the growth of commercial development. Local merchandizing establishments, cafes, and hotels prospered and early garages appeared. The most significant of these, the Central State Bank Building (#3) forms the town's northern anchor. Several one-part commercial blocks remain along the one-block stretch of Highway 31, with Baer's Department Store and Ladies' Apparel (#s 11 & #12) being maintained by descendants of the original owner.

The town continued to grow during the post-World War II boom years, but the city center began to shift away from the railroad intersection and the two-block pedestrian anchors—the Bank and the Masonic Lodge. The automobile made the outskirts accessible, even more so with construction of Interstate 65 during the 1960s. Gradually, commercial growth began to spread outward, and the downtown began to decline.

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**Commerce:**

The Calera Downtown Historic District is eligible for listing under Criterion A for its collection of vernacular commercial structures dating from the late-nineteenth to the mid-twentieth centuries, including good examples of one- and two-part commercial blocks, temple-front and free-standing commercial buildings. Together these structures depict the evolution of the community from its days as an early industrial town to its growth as a transportation center. They reflect the variety of opportunities available in the community, offering to meet every need of the citizenry. From banking to groceries, to dry goods, to shoe repair, to entertainment, to socialization, automobile service, and accommodation—all were available in the two-block area of the community. It was these opportunities that held the town together and that have been challenged by the rapid growth of outlying areas. Merchants and city officials are eager to preserve this commercial center through preservation and planned development.

**Architecture:**

The Calera Downtown Historic District is eligible for listing under Criterion C for its collection of vernacular commercial, residential, public, and fraternal architecture. The landmark buildings – the Masonic Lodge (#18), the Wade Hotel (#13), the Central State Bank Building (#3), and the City Hall (#28) – depict fine examples of late-nineteenth to mid-twentieth century vernacular architecture. Though not high styled, they show attention to detail, with parapet-fronted facades, segmental-arched fenestration, Doric-columned porticoes, and cupola-crowned roofs, architecturally portraying their important social, economic, and governmental roles in the community. Other one-part commercial blocks reflect the openness to pedestrian traffic and appeal of commercial display windows offered by the downtown community. Later commercial buildings reflect the move toward modernization that occurred during the post-World War II boom years, when new materials and shapes took favor, as well as a yearning to cling to the traditional in the foundations of local government. The commercial architecture of a small community, in essence, reflected a microcosm of architectural trends on a larger scale.

The small collection of vernacular residential types including central passage (#25), saddlebag (#23), L-cottage (#31), and T-cottages (#s 26, 30 & 32), an I-house (#33) and Craftsman period bungalows (#24) bear no less significance than their commercial counterparts. Among the earliest residences in the community, these homes reflect the transition of the community from a small farming village to a promising urban center. They are linked physically and historically to the railroad, as local residents and historians believe they housed a number of railroad workers. Census records document numbers of railroad workers living in close proximity in the town, suggesting that these assumptions are correct. They remain as a small cluster of early residences that face an ever-increasing threat of encroachment by commercial development.

Historical Summary:

Located at the southern end of Shelby County, Calera lies in close proximity to the geographic center of the State of Alabama, only thirty miles south of Birmingham, the state's largest metropolitan center. As incorporated in 1887, the town encompassed approximately 1500 acres, or two square miles, situated at 512 feet

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above sea level. Late-nineteenth century speculation of industrial potential attracted rapid development, and the town emerged as an important source of lime for the state's burgeoning iron industry, ultimately becoming a significant turn-of-the-century rail and highway juncture. (Roberts, p. 1).

Sparse settlement of Calera began during the 1820s, but did not rise significantly until after 1854 when the Alabama and Tennessee River Railroad was completed to Calera. This line linked Selma to Shelby County, reaching the Coosa River by early 1855, spanning the Coosa River by 1857, and, upon the eve of the Civil War, extending to Blue Mountain in Calhoun County. This was to become a significant link between New Orleans and New York, when, in 1868, it became part of the Selma, Rome, and Dalton GA line. Local papers touted the "unbroken connection to New York," making it possible to ship cotton at lowered rates from Selma direct to Liverpool. A U.S. Post Office was established by 1869, officially designating the settlement's name as "Calera," a Spanish translation for "lime." (Roberts, p. 18; Cline, p. 36, 76; *Shelby County Guide* 6/25/1868).

During the antebellum period, the South and North Alabama Railroad ran portions of its line into the area, including a link between Helena in north Shelby County and Calera in the south. Following the war, the line was extended from Montgomery to Calera by November 1870 and, under the ownership of the Louisville and Nashville Railroad, northward to Decatur by September 1872. With transportation available, the excavation of large deposits of lime in the area spurred a rapid growth of the town as a supplier of one of the essential resources for the production of iron. (Roberts, p. 18; Cline, pgs. 99, 104-105).

In 1870, at the Turner and Dare Kiln, Calera was producing 700 barrels of lime per week and did not have enough railroad cars to transport the quantity produced. By 1872, a second lime furnace had been opened in Calera and another in outlying Shelby County. Efforts to attract Dutch and Scandinavian settlers were made during the period but never materialized, though Roberts has documented that white laborers were imported from Georgia to build the railroad. A blow to the infant town's economy occurred in 1875, when Calera lost its railroad shops to Birmingham. The railroad still managed to emerge as the hub of the community, providing a switch engine, a full set of yard men, a tank and coal shed, and, by 1882, a depot building where \$100,000.00 of freight charges were transferred per month. The railroad provided jobs for the populace, transport for resources and manufactured goods, and access to popular destinations--nearby Shelby Springs and distant locations such as Ashville, New York, and New Orleans. It also brought travelling circuses and local baseball teams to and from nearby communities and attracted regional meetings of educators, religious and business leaders. (Roberts, pgs. 17-22; *Shelby Chronicle* 4/3/1884, 3/30/1892; *Shelby News* 2/6/1890, 5/1/1890, 9/11/1890, 12/4/1890).

By the 1880's the Calera Land Company was organized, attracting new business and settlement. The East Tennessee, Virginia, and Georgia Railroad absorbed the Alabama & Tennessee River company in 1881. Lime continued to be the primary industry, with at least four kilns producing around seven hundred barrels per day. In 1883, these were incorporated as the Alabama Lime Company, and capacity increased to nine hundred barrels per day, supplying markets throughout the south and southwest. With a population of around 500 in 1883, the town began to prosper. Calera became the headquarters for the Southern Lime Association, and numerous industries appeared as spin-offs of the lime business—a barrell factory, a foundry, a grist mill and gin, a brickworks, a shoe factory, and a charcoal plant. During the period, three hotels emerged—the Moss



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House, the Calera House, and the Vanderbilt—and the Masonic Hall (#18) was built. The town was incorporated by 1887, and, as the decade of the 1890s arrived, the population had increased to 753. John H. Dunstan, engineer and superintendent of the Calera Land Company, surveyed the company lands and made a map that survives as the basis for today's city mapping system. Dunstan served as the town's first elected mayor. In 1890, entrepreneur W. E. Brinkerhoff began the first banking establishment with \$10,000 of working capital. Local papers reported that the railroads at Calera were "doing a tremendous business and the linemen complain of the great scarcity of cars." The East Tennessee, Virginia, and Georgia advertised the "shortest and best route to the East" and offered Pullman Sleepers through between Calera and Philadelphia. Work began in 1890 on a portion of the Anniston and Atlantic Railroad between Calera and Sylacauga. When completed the following year, this became an important link in the Alabama Mineral Railroad which served the mineral region of east-central Alabama. At the present time, most of this route has been abandoned, but the Heart of Dixie Railroad Museum at Calera currently maintains the last portion of track remaining in Shelby County, extending two and a half miles east from Calera, using it as a demonstration rail line for historic train rides. One reporter wrote that "Calera seems to be a college from which railroad men graduate. It has furnished many other points with efficient railroad agents and clerks." At the turn-of-the-century, the population had risen to 770, with a successful lime industry, three hotels, several restaurants, a bank, a school, civic and religious institutions, and two rail lines. (Cline, p. 132, 149-150; Roberts, pgs. 23-39, 145; Federal census, 1880-1900; *Shelby News* 2/6/1890, 5/8/1890, 6/8/1890, 10/16/1890; *Heritage*, p. 15).

By the 1910s and 1920s, the advent of the automobile had brought construction of garages and gasoline stations and, more importantly, the development of U.S. Highway 31 and AL Highway 25, paralleling the north/south and east/west rail corridors. This brought changes to the community, as it was evolving from a village to a modern town. Automobile traffic entered the town from all directions, as the two highways merged along the main street of the downtown. The local Ford dealership was housed beneath the south portion of the Wade Hotel (#14), and an early garage was located in the Hobbies of the Heart south building (#8). The Wadesonian Theatre, located beneath the north portion of the Wade Hotel (#13), offered nightly movies at 6:30 and 8:30. Baer's Department Store and Baer's Ladies' Apparel (#12 & #11), constructed around 1917 and 1935, respectively, grew out of a family business founded at the turn-of-the-century by Russian Jewish immigrant Phillip Bear. The Central State Bank, chartered in 1916, moved to its prominent corner site in 1923. After a slight decrease in the first decade of the century, the population continued a steady rise, moving from 754 in 1910 to 1092 at the brink of World War II. The town had been brought into the modern era, with paved roads, electricity, and telephone service. (*Heritage*, p. 156; *Montevallo Times* 4/15/1937; *Shelby County Sun* 2/20/1916; Sanborn Maps, 1903-1938).

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The post-war years brought about a boom in the economy and population, with Calera increasing to 1361 residents in 1950, a 24.6% rise for the decade. Lime continued to be the most significant resource to the area, with more lime produced in Shelby County's six companies, in 1945, than in any county in Alabama. Essential to the production of steel and aluminum, lime continued its significance to the Birmingham mills. It also became an important chemical agent in other industries: water purification, tanning, sugar refining, and the carbide, alcohol, and glue industries. It was used in the food industry in the production of gelatin, baking powder, and dairy and creamery products; in agriculture for liming the soil; in building for brick, tile, pottery, mortar, and concrete. (Federal census; "Getting Acquainted").

The prosperity of the period was expressed in the 1951 headline, "The Spirit of Progress Shines Brightly on Calera Streets -New White-Way Lights Turned On With Big Party," celebrating the illumination of twelve new Westinghouse mercury vapor lights installed along U.S. Highway 31. These were spaced one hundred feet apart from the intersection of the railroad crossing at Alabama Highway 25 for three blocks, past the Calera High School. In addition, Mayor R. E. Bowden, Jr., reported the installation of twelve trash baskets on the streets, new traffic lights, the paving of two-and-one-half miles of new streets for new home sites, a municipal gas system, a new town hall, road-cleaning equipment, expansion of the water system, night patrolling of the town, the proposal of a new housing project, the purchase of a new fire truck, and the organization of a local National Guard unit. The event began with a parade from the high school to the town hall, culminating with a street dance at the Standard Service station across from the high school. (*Calera Herald* 11/23/1951).

Franchise businesses began to move rural America into the future with streamlined, modern facilities and readily available retail stock. In Calera, this transition appeared in companies such as the enamel-tiled Gulf station (#22), on its prominent corner lot at the south end of the district, and the concave cantilevered aluminum awning-covered Western Auto (#1), on Alabama Highway 25 North. A move toward modern styling was also evident in the modernization of older buildings, such as the aluminum-faced Hobbies of the Heart north building (#5). Not to be forgotten, however, the traditionally popular styles lingered in the Colonial Revival-influenced City Hall (#28), a good example of a mid-century vernacular public building.

These mid-century structures filled vacant lots or replaced earlier buildings to complete the city-center, with the later post-World War II expansion of the local business center primarily occurring on AL Highway 25 East, to the northeast of the historic district. Other changes occurred in more recent years, as historic structures were altered to a new appearance, but local merchants and civic leaders are moving to raise awareness of the importance of historically sympathetic renovations to the community. The post-war population boom ended during the 1960s, which saw a drop in population from 1928 to 1655 in 1970, a decade decline of 16.5%. Completion of Interstate 65 in the mid-1960s, however, provided additional ease of access to Birmingham, the state's largest metropolitan center, and, ultimately, spurred Calera's late-twentieth century population explosion and corporate expansion.

Recent development of commercial, civic, religious, and educational facilities has taken place at the outskirts of the district, in the forms of additions, alterations, and new construction. The Central State Bank and the City of Calera Municipal Offices relocated to Highway 25 East on the eastern side of the CSX Railroad tracks, and the Calera Fire Department moved into a new facility on Seventeenth Avenue, just west of the district. On the

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south end of the area, the Methodist and Baptist Churches currently occupy late-twentieth century buildings but are in the process of relocating. The public high school several times has expanded its facilities, finally outgrowing its historic location and making plans to move to nearby Oliver Park on the west side of town. Likewise, the former City Hall (#28) in recent years served as the public library, but a new library is under construction in the park property. Today the historic district remains as the largest concentration of commercial activity in the city, defined by the intersection of the major highways and railroads and confined by the railroad tracks on the north and east and an expanse of religious, civic, and educational facilities on the west and south.

These same transportation corridors responsible for Calera's initial growth, though no longer dominated by the railroad, continue to define the community's shape and appearance. And lime, though no longer important for the production of iron, remains significant to the economy in the processing of concrete. But the town center faces a crisis, as heavy truck traffic crowds the main street and merchants compete with a new Wal-Mart and other retail centers developing at the three Interstate 65 exits. The community has been determined one of the state's fastest growing cities, with a 2000 census population of 3158 increasing to 5130 in 2003, for a 62% growth in only three years. Local merchants are partnering with the City of Calera to lead a revival of the downtown area, seeking to recognize the community's historic development and revitalize its economy through the creation of a downtown historic district.

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10. Geographical Data

Verbal Boundary Description:

Measurements and parcel numbers refer to Shelby County, Alabama, Tax Maps, located in the Tax Assessor's Office of the Shelby County Court House, Columbiana, Alabama. Land is located in Section 21, Township 22 South, Range 2 West as described on map numbers 58-28-05-21-1, 58-28-05-21-4-401, 58-28-05-21-4, 58-28-05-21-3, and 58-28-05-21-3-301.

Beginning at a point at the center of the intersection of Main Street (AL Highway 25 East) and U.S. Highway 31, Calera, Alabama, proceed in an easterly direction approximately 200' to a point in the center of the intersection of the north/south alley; thence proceed in a southerly direction approximately 135' to the northwest corner of the building occupying the south portion of parcel # 58-18-5-21-1-004-046.000; thence in an easterly direction approximately 50' to the eastern boundary of said parcel; thence in a southerly direction approximately 35' to the center of the east/west alley; thence in an easterly direction approximately 253' to a point due north of the northeast corner of parcel #58-28-5-21-4-401-007.000; thence in a southerly direction approximately 896' to the southeast corner of parcel # 58-28-5-21-4-000-017.000; thence in a westerly direction approximately 175' to the southwest corner of parcel # 58-28-5-21-4-000-018.000; thence in a northerly direction approximately 92' to the southeast corner of parcel # 58-28-5-21-4-000-019.002; thence in a westerly direction approximately 117.5' to the southwest corner of said parcel; thence in a northerly direction approximately 144' to the center of 18th Avenue; thence in a westerly direction approximately 302.45' to the center of U.S. Highway 31; thence in a northerly direction approximately 200' to a point due east of the southeast corner of parcel # 58-28-5-21-3-301-013.000; thence in a westerly direction approximately 183' to a point 10 feet due west of the southwest corner of said parcel; thence in a northerly direction approximately 28' to a point in the center of the east-west alley; thence in a westerly direction approximately 125' to a point in the center of 13<sup>th</sup> Street; thence in a northerly direction approximately 240' to a point in the center of 17<sup>th</sup> Avenue; thence in an easterly direction approximately 177' to a point in the intersection of the north/south alley; thence in a northerly direction approximately 238' to a point 10 feet due west of the northwest corner of parcel # 58-28-5-21-3-301-009.000; thence in an easterly direction approximately 173' to a point in the center of U.S. Highway 31; thence in a northerly direction approximately 133.5' to the point of beginning.

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Boundary justification:

The boundaries of the Calera Downtown Historic District were drawn to encompass the largest concentration of National Register-eligible buildings within the "Primary Focus Area" as designated by the *Downtown Calera Revitalization Plan*. This area runs in a generally north-south direction along US Highway 31, bounded on the north by the Norfolk-Southern Railroad tracks, on the south by Twentieth Avenue, on the east by the CSX Railroad tracks, and on the west by Thirteenth (13<sup>th</sup>) Street, more or less, four blocks long and two blocks wide. The resulting proposed National Register district is bounded generally on the north by Alabama Highway 25 East, on the east by the CSX Railway, on the south by 18<sup>th</sup> Avenue, and on the west by 13<sup>th</sup> Street. A small collection of recently-altered buildings at the north and northeast boundaries of the survey were omitted from the district because of their unsympathetic alterations. Likewise, an historic residence on 17<sup>th</sup> Avenue was omitted from the western boundary. The southern boundary was drawn to exclude modern construction, though a few sporadically situated historic residences within the survey area remained extant. These have lost integrity of setting and are situated in an area with a recent transformation from residential to commercial use.



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Photographs:

Photo #s:

- #1 1. East side of U.S. Highway 31 (8651-8627 U.S. Highway 31 – Resource #s 2,3,5,6,8&9),  
Calera Downtown Historic District  
2. Shelby County, AL  
3. Photographer: Sally Moore  
4. Photo taken: July, 2004  
5. Location of original negative: Alabama Historical Commission  
6. Camera facing southeast  
7. Photograph number: 1
- #2 East side of U.S. Highway 31 (8251-8281 U.S. Highway 31 – Resource #s 3,4,6,7,9,10,11,12,13,&14,  
Calera Downtown Historic District  
Camera facing northeast
- #3 West side of U.S. Highway 31 (8258- 8280 U.S. Highway 31 – Resource #s 5, 8, & 17),  
Calera Downtown Historic District  
Camera facing northwest
- #4 10828 AL Highway 25 East (Resource # 1), Calera Downtown Historic District  
Camera facing south
- #5 8251-8259 U.S. Highway 31 (Resource #s 3, 4, & 6), Calera Downtown Historic District.  
Camera facing east
- #6 8261 U.S. Highway 31 (Resource #7), Calera Downtown Historic District  
Camera facing east
- #7 8265 U.S. Highway 31 (Resource #9), Calera Downtown Historic District  
Camera facing east
- #8 8267 U.S. Highway 31 (Resource #10), Calera Downtown Historic District  
Camera facing east
- #9 8271-8273 U.S. Highway 31 (Resource #s 11-12), Calera Downtown Historic District  
Camera facing east
- #10 8275-8281 U.S. Highway 31 (Resource #s 13-14), Calera Downtown Historic District  
Camera facing east
- #11 8279-8281 U.S. Highway 31 (Resource #s 14-16), Calera Downtown Historic District

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Camera facing northeast

#12 8258 U.S. Highway 31 (Resource #5), Calera Downtown Historic District

Camera facing west

#13 8262 U.S. Highway 31 (Resource #8), Calera Downtown Historic District

Camera facing west

#14 8280 U.S. Highway 31 (Resource #17), Calera Downtown Historic District

Camera facing west

#15 1110 17<sup>th</sup> Av (Resource # 23), Calera Downtown Historic District

Camera facing north

#16 1120 17<sup>th</sup> Av (Resource # 25), Calera Downtown Historic District

Camera facing north

#17 1140 17<sup>th</sup> Av (Resource # 27), Calera Downtown Historic District

Camera facing north

#18 1111 17<sup>th</sup> Av (Resource #24), Calera Downtown Historic District

Camera facing south

#19 1127 17<sup>th</sup> Av (Resource # 26), Calera Downtown Historic District

Camera facing south

#20 1241-1245 17<sup>th</sup> Av (Resource #28), Calera Downtown Historic District

Camera facing south

#21 8320 U.S. Highway 31 (Resource #18), Calera Downtown Historic District

Camera facing southwest

#22 8360 U.S. Highway 31 (Resource #20), Calera Downtown Historic District

Camera facing southwest

#23 8371 U.S. Highway 31 (Resource # 22), Calera Downtown Historic District

Camera facing east

#24 8361 U.S. Highway 31 (Resource #21), Calera Downtown Historic District

Camera facing southeast

#25 8331 U.S. Highway 31 (Resource #19), Calera Downtown Historic District

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Camera facing east

- #26 1110 18<sup>th</sup> Avenue (Resource # 29), Calera Downtown Historic District  
Camera facing north
- #27 1116 18<sup>th</sup> Avenue (Resource # 30), Calera Downtown Historic District  
Camera facing north
- #28 1120 18<sup>th</sup> Avenue (Resource # 32), Calera Downtown Historic District  
Camera facing northeast
- #29 1117 18<sup>th</sup> Avenue (Resource #31), Calera Downtown Historic District  
Camera facing southeast
- #30 1121 18<sup>th</sup> Avenue (Resource #33), Calera Downtown Historic District  
Camera facing south
- #31 Montgomery Avenue at intersection of Main Street, c. 1903, Calera Downtown Historic District  
Includes Hobbies of the Heart, South (#8), and Masonic Lodge (#18) on west side of street and three-  
story Wade Hotel (# 13) on east.  
Camera facing south
- #32 Wade Building (#s 13-14), c. 1923, Calera Downtown Historic District  
Camera facing northeast
- #33 Masonic Lodge (#18), c.1900, Calera Downtown Historic District.  
Camera facing west

# CALERA DOWNTOWN HISTORIC DISTRICT

Photo Map

Calera, Shelby County, Alabama

NRHP

2005



Not to scale

25 contributing buildings

8 non-contributing buildings

33 total resources

