

RECEIVED

SEP 19 1988

United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

NATIONAL
REGISTER

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 Athens Warehouse Historic District

other names/site number Same

2. Location

street & number bounded by Hancock and Thomas St and the railroad N/A not for publication

city, town Athens tracks N/A vicinity

state Georgia code GA county Clarke code GA059 zip code 30601

3. Classification

Ownership of Property

- private
- public-local
- public-State
- public-Federal

Category of Property

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

Number of Resources within Property

Contributing	Noncontributing	
25	5	buildings
0	0	sites
0	0	structures
0	0	objects
25	5	Total

Name of related multiple property listing:

N/A

Number of contributing resources previously listed in the National Register 6

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 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. See continuation sheet.

Elizabeth A. Lyon
Signature of certifying official Elizabeth A. Lyon Date 9/13/88
Deputy State Historic Preservation Officer, Georgia Department of Natural Resources
State or Federal agency and bureau

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

Signature of commenting or other official Date
State or Federal agency and bureau

5. 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:)

Allous Byers Entered in the National Register 10/20/88

Signature of the Keeper

Date of Action

6. Function or Use

Historic Functions (enter categories from instructions)

COMMERCE/warehouseAGRICULTURE/storageTRANSPORTATION/rail-relatedINDUSTRY/manufacturing facility

Current Functions (enter categories from instructions)

COMMERCE/warehouseRECREATION/music facilityINDUSTRY/

7. Description

Architectural Classification

(enter categories from instructions)

Late 19th and early 20th century American
movements: commercial style

Materials (enter categories from instructions)

foundation brick, concretewalls brick, metalroof metalother

Describe present and historic physical appearance.

The Athens Warehouse Historic District contains a large number of late-nineteenth and early-twentieth century warehouses, several commercial structures, and two depots. Most of these buildings are constructed of brick and primarily houses storage and wholesale enterprises. The buildings are located on a sloping hillside that extends from the high flat plain where the central business district is situated to a low point along the Oconee River. Because the land is irregularly divided, the warehouse buildings are not uniformly placed within the district. The district is bisected by two groupings of railroad tracks that provide access to the two depots. The rail yards form two large open spaces within the district.

The district is characterized by large brick warehouse-type structures built primarily in the early twentieth century. Stylistically, the buildings contain very little detail or ornamentation, befitting their functional purposes. Common features include one-and two-story brick construction, straightforward window and doorway openings, simple cornices, and bay arrangements on the side facades. Windows are either flat, segmental, or round arched. The bays found along the sides of many of the structures are formed by brick pilasters. On several buildings the gutter system for the structure has been incorporated into the pilasters. Several of the buildings contain stepped cornices which are used to accommodate the sloping topography of the district. Some architectural exceptions to the otherwise simple detailing include the "Potters House", which has a Greek Revival-inspired porch and a doorway with sidelights and the Coker Warehouse designed with more elaborate segmental arched windows, drip moldings, and a pedimented brick cornice extending the entire length of the front facade.

Many of the warehouse structures are detached. Others are attached and form rows along the streets. There are three commercial buildings in the district and a few frame warehouses sheathed in metal. Most buildings have been built to accommodate the sloping landscape. The warehouse district adjoins the downtown central business district, an existing historic district, on the west. It is surrounded on the north and south by nonhistoric commercial structures, and on the east by an apartment complex and the Oconee River.

An important building complex along Oconee Street was formerly part of the Hodgson Oil Refinery. The "Potters House" is within this complex and is a two-story brick warehouse with 6/6 segmental arched windows. The bay arrangement along the side of the structure is formed by square pilasters which also house the gutter system for the building. The front entrance porch is Greek

 See continuation sheet

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 7 Page 2

Revival-inspired with simple square columns, dentil molding in the cornice, turned porch posts, and a doorway with trabeated transom and sidelights. The grouping of several brick one-and two-story structures within this complex features flat and segmental arched windows, round arched doorways, stepped cornices, and false fronts.

The structure at the east corner of the Foundry and Broad Street intersection, originally the F.M. Coker Cotton Warehouse, is one of the most elaborate warehouses in the district. This corner building is a three-story brick structure with segmental arched windows on the upper level which feature drip molding. A bay arrangement on the side is formed by brick pilasters which extend the entire height of the building. Chimneys are placed at regular intervals along the side cornices of the structure. At the second floor, which is street level at the intersection, windows and doorways are arched and are trimmed in drip molding. The windows are original, set in pairs, and 6/6. The lower level, which is built into the hillside, forms a loading area at the rear of the building. A pedimented cornice of brick extends across the entire front facade of the building.

Farmers Hardware Building, built as a combination wholesale grocery and cotton warehouse around 1900, is situated on a triangular tract formed by Broad, Oconee, and Foundry Streets. This two-story brick structure is located on the western edge of the district. The two-story section of the building, located at the point of the triangle, features 1/1 flat arch windows trimmed in granite and a metal awning that wraps around the structure. Granite is also used as a string course beneath the second-story windows. Rear sections of the building feature a series of arched door and window openings on the ground level.

The three commercial structures located in the district, on Broad Street, are typical of downtown buildings. Two are similar in appearance and include brick false fronts with brick corbeling at the top and a square transom which extends across the entire front facade and is divided into 14 sections. Christian Hardware, the largest of these commercial buildings, is a two-story brick structure. The front facade is highlighted with three round arched windows on the second story detailed with a granite keystone and lintels and drip moldings formed with brick. The recessed front door and transom appear original in form but the metal trim and large show windows appear to be additions. The bay arrangement along the side of the structure features square pilasters, segmental arched windows with granite lintels, and an attached nonhistoric metal shed.

There are a few metal buildings in the district. One documented historic metal building is the Coal Company on Foundry Street. This frame structure is sheathed in metal siding and also has a metal roof.

There are two railroad buildings in the district including the Seaboard

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

**National Register of Historic Places
Continuation Sheet**

Section number 7 Page 3

Depot and the former Georgia Railroad Depot. Seaboard is a two-story brick building with brick pilasters at the corners and a stepped cornice at the ends. The main depot also contains a one-story warehouse addition. There is also a one-story detached brick structure of similar design to the main building also located in the complex. The Georgia Railroad Depot is a long rectangular building of brick with a series of bays and segmental arched windows. The building has a hipped roof and is located in the northeastern edge of the district.

The largest open spaces in the district are the former rail yards. The open space in front of the former Georgia Railroad Depot contains six sets of tracts. A large open space with fewer tracks is located beside the former Seaboard station.

8. Statement of Significance

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

nationally statewide locally

Applicable National Register Criteria A B C D

Criteria Considerations (Exceptions) A B C D E F G N/A

Areas of Significance (enter categories from instructions)

architecture
commerce
transportation

Period of Significance

1888-1926

Significant Dates

Cultural Affiliation

N/A

Significant Person

N/A

Architect/Builder

unknown

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

Statement of Significance

In architecture, the district is important for its intact collection of warehouse architecture. These large brick buildings represent the type of structures used as warehouses in the late-nineteenth and early-twentieth century. The district also contains two historic depot buildings. This district represents a typical warehouse district in a small Georgia city with many of the buildings having retained their industrial and warehouse character. The large warehouse-type structures are commonly of one-and two-story brick construction. Windows are either flat, segmental or round-arched with a common window pattern arrangement of six over six. Several of the structures are also arranged in a series of bays, formed by simple brick pilasters, with insets in the cornice as a part of the bay. The "Potters House" is an example of a more elaborate warehouse design, featuring square pilasters which house the gutter system for the building, a Greek Revival style front entrance porch with simple square columns, dentil molding in the cornice, turned porch posts, and a doorway with trabeated transom and sidelights. The warehouse architecture within this district is characteristic of historic warehouse districts in small Georgia cities. This district also contains several commercial structures as well as two rail depots. Although less in number than the warehouses, these buildings are good examples of this type of structure found in small southern towns. The commercial structures are usually of brick construction, one to three-story front facades with simple ornamentation. The two-story Christian Hardware Store is the largest of these commercial buildings. The front facade is highlighted with three round arched windows on the second level, detailed with granite keystones, lintels, and brick moldings. The two freight depots are designed to handle large rail shipments and are representative of late 19th and early 20th century freight warehouses. The one-story Georgia Railroad Depot is a long rectangular brick building with a series of bays, segmental arched windows, and a hipped roof. The two-story Seaboard Depot is a smaller rectangular building with brick pilasters at the corners, and a stepped cornice at the ends.

In terms of commerce, the district is significant since the buildings

See continuation sheet

**United States Department of the Interior
National Park Service****National Register of Historic Places
Continuation Sheet**Section number 8 Page 2

represent a specialized type of historic commercial center. The primary use of the district was as a center for storage and shipping. The warehouses were also used by wholesale businesses and various other enterprises which needed the large warehouse-type spaces. Located east of the Athens central business district, this warehouse area contributed to the commercial and industrial activities of Athens and Clarke County during the late 19th and early 20th century. Primarily the location for storage, shipping, and wholesale enterprises, this district included wholesale and retail operations, such as grocery distributors, a number of cotton and fertilizer warehouses, and a variety of other concerns related to the cotton industry. The district also had several small industrial concerns. One of the first was the Athens Foundry and Machine Works.

In transportation, the district is important for its status as a rail center and its association with the Georgia Railroad, Macon and Northern Railroad, and the Seaboard Railroad. The Georgia Railroad, which was the first to serve Athens in 1841, built a new depot in this area in the 1880s. The Macon and Northern Railroad, known later as the Central of Georgia, never maintained a depot in the district but their lines served several of the structures on Foundry Street. The Central of Georgia Depot was located south of the Hodgson Oil Refining district around the turn of the century. The Georgia Railroad depot may be the oldest extant depot structure in Athens. It was used for both freight and passengers. The Seaboard Railroad depot, built in the early 1900s, was used for freight exclusively. The railroad lines and the two historic depots represent the role played by the railroad in the historic development of Athens and its warehouse district as a major trading center.

National Register Criteria

These areas of significance support this district's eligibility under National Register Criteria A and C.

This district meets National Register Criteria A as it is associated with the events making a significant contribution to the broad patterns of history. This warehouse district is a specialized type of commercial center found in small southern towns and reflects the needs of a growing community in the late 19th and early 20th century. These historic buildings, arranged along the various rail lines, once housed wholesale and retail operations, cotton and fertilizer warehouses and small industrial companies such as the Hodgson vegetable oil refinery. This district also contains two rail depots which contributed to the needs of the day-to-day life of the Athens community.

A portion of the warehouse district has been previously listed in the Downtown Athens Historic District. The six buildings that overlap into this downtown district more appropriately fit into the Athens Warehouse Historic District.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 3

Historical Narrative/Context Statement

The site selected for the University of Georgia marked the beginning for the City of Athens. A committee purchased 633 acres of land on the west bank of the Oconee River in 1801 as the location for the new university. The city, named "Athens", was described as "particularly beautiful with large forest trees and cool, clear water." It was noted to be 200 feet above the river, built on uneven ground. University buildings including a president's home and school house were some of the earliest structures in the community. Lots laid out along Broad Street were sold or rented with all income going to the university. Athens became a part of Clarke County, which was created in 1801. In 1806 the city of Athens was incorporated and the town at that time included "17 families, 10 frame houses, and four stores." The early town was bounded by Foundry, Broad, Hull, and Hancock Streets. This original town plan was eventually expanded with grid patterns added in increments to the west. Most of the area located within the district remained open and unplanned.

The 1820s were prosperous years in the new community. Commercial and residential development expanded and a textile mill was established. An early Gazetteer noted that Athens had grown from 32 houses and 30 students in 1819 to 72 houses and 100 students by 1827. Athens was noted to contain 1100 residents in June 1828: 583 whites, including college students, and 517 blacks. In 1833 residential development expanded to the west with the creation of Athens's first suburb, "Cobbham," which began with the sale of 80 lots by John A. Cobb. The Georgia Railroad line connected the community with Augusta by 1841 and Athens became the commercial and industrial center of northeast Georgia, serving the surrounding counties as well as parts of Tennessee, South Carolina, and North Carolina.

One of the earliest developments in the district appears to be the establishment of the Athens Foundry, founded in 1851, according to later advertising. The Foundry was apparently located on the east side of Foundry Street and in all likelihood this explains the reason for the street name. This area was apparently the site of other heavy industry enterprises in the early history of the town. Morris, in Strolls About Athens in the early 1870s, noted the location of the Cheek Manufacturing, which had previously been the old armory, at the foot of Broad Street (east of the proposed district on the Oconee River).

Athens was basically a railhead prior to the construction of the Northeastern Railroad in the 1870s. The situation had apparently improved by 1879 since the gazetteer in that year noted that the community was the "initial point of the Northeastern Railroad (N E R R). This line extended 39 miles north to Lula on the Atlanta and Charlotte Air Line Railroad. The city at this time was noted to be "charming, built on both sides of the Oconee River and scattered over an area

**United States Department of the Interior
National Park Service****National Register of Historic Places
Continuation Sheet**Section number 8 Page 4

of perhaps three square miles of rolling country." Industries in existence in the late 1870s included "three cotton factories--Athens Factory, Georgia Factory, and Princeton Factory--the Athens Foundry and Machine Works, a paper mill, and several others of less importance."

The town in 1883 included "a police force, fire department, gas works, two cotton compresses, an oil mill, an elevator, an ice factory, a bobbin factory, large foundry and machine works, paper manufacturing company, two planing mills, two flouring and four grist mills, carriage, wagon, furniture harness and other factories (steam and water), two banks, and cotton and woolen mills (water power)." The gas works were located to the north of the proposed district according to Sanborn maps in 1888.

The first Sanborn maps for the town were published in 1885 and provide a detailed look at portions of the warehouse district. The Athens Foundry and Machine Works is shown on the east side of Foundry, located between Market (present day Washington) and Clayton. The complex consisted of a grouping of frame and brick buildings. There was also a church at the foot of Hancock on Foundry, noted to be "Colored," and several residences. A small commercial center had developed at the northeast corner of Broad and Foundry and included a "Cobbler, Eating House, Grocery, and Black Smith Shop." The blacksmith shop was the only building of brick. The other commercial structures as well as the church and dwellings were frame. The triangular tract bordered by Broad, Oconee, and Foundry was primarily open and noted to be the "Cotton Yard." A grouping of frame commercial structures were located at the point of the triangle at Oconee and Broad and included "Meat, Clothing, Cobbler, Hose Company, and Black Smith." Another cluster of commercial buildings, including two grocers and a meat market, were located to the rear of the triangular tract on the east side of Foundry. Oconee was lined with frame dwellings and one commercial establishment, the Klein and Martin Wagon Factory. The 1888 Sanborn map shows that the Georgia Railroad had been extended into this area and a long rectangular brick depot had been built. A frame guano house stood along the tracts to the north. An undated house stood along the tracts to the north. An undated map, titled "Portion of Athens Georgia copied from Authoritative Map of 1874 by W.W. Thomas, CE," shows the Foundry Street area with the gas works and the foundry. The purpose of the map appears to be to show the new location for the Georgia Railroad Depot. The map notes an area for the "depot grounds" and shows a dotted line that is labeled "Georgia Railroad New Line." To the south, the earlier depot (probably established when the Railroad was first completed to Athens in 1841) is shown with a turnaround in the tract.

By 1893 the area was beginning to assume its present character with the building of large brick warehouse structures. One of the first was the F.M. Coker Cotton Warehouse, located on Foundry between Broad and Oconee. Slightly east on Broad, J.H. Ruckers Compress Warehouse and Cotton Yards (now demolished), a large

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 8 Page 5

brick complex, had been built and the Athens Foundry and Machine Works (demolished) now contained several brick structures. A second rail line, Macon and Northern Railroad, had been added to the district west of the Georgia Railroad line and allowed access to the rear of the foundry on Foundry Street. By 1903 the present day Farmers Hardware had been built in the shape of its triangular lot. This building included a variety of uses, such as a wholesale grocery and a cotton warehouse. The Oconee Oil and Fertilizer Company was also built by 1903 and included brick and frame buildings. Additional structures were added to the complex over the next decade.

A bird's-eye view of the city in 1909 gives a good look of this area. It is characterized at that time as a combination of residential, commercial, institutional, and industrial uses. The church, noted earlier as a black institution, is situated in the midst of a residential neighborhood to the north. The Georgia Railroad depot and a second depot at the corner of Broad and Foundry are shown with large open rail yards. The later depot, used for freight only, was built by the Seaboard Railroad, which came to Athens before the turn of the century. Areas to the south of Broad and along Oconee were infilled with brick commercial and industrial buildings by this time. The 1918 Sanborn shows the character of the area changing further. Another major building had been constructed in the area--the Callaway Grocery at the northeast corner of Foundry and Broad. The former Oconee Oil and Fertilizer Company became the Hodgson Oil Refinery, specializing in cotton seed products and vegetable oil products. Almost all of the residences had been lost on Foundry with only a few remaining along Hickory Street, a short street between Foundry and the Georgia Railroad depot, with six dwellings noted in 1918. Four large homes were lost by this time on Oconee Street which had totally gone commercial and industrial.

In 1926 the area had become exclusively a warehouse and wholesale center. The district was transversed by three rail lines. The Seaboard Air Line maintained their freight depot in the district. The Central of Georgia had assumed the tracks formerly owned by the Macon line. A row of brick warehouses had been built on Foundry with rail access at the rear of these buildings. The approximate location of the former black church on Foundry was now occupied by a metal building, noted as "junk." This structure has survived into the present and is used for selling coal. The Georgia Railroad still maintained its depot for both freight and passenger services. A wooden structure had been added to the northern end and housed the Hanna Manufacturing Company, which made broom handles. This company also had a structure (now demolished) on the hillside above the depot. The small residential complex on Hickory was still intact in 1926, as well as the Callaway Grocery, which was used as a restaurant and art gallery in the mid 1970s before being lost to fire. Northwest sections of the district included the Talmadge Brothers Wholesale Grocery and Warehouse. The tower at the rear of the structure was noted to be used for hay storage at this time. There were several large

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

**National Register of Historic Places
Continuation Sheet**

Section number 8 Page 6

residences, which have been lost, also located on Thomas. The present Athens Banner Herald structure housed an auto sales and service business and was part of an entire block of brick commercial structures. Only three commercial structures at the eastern end of the block on Broad Street and the Banner Herald building have survived into the present. The site of these former buildings is now a parking lot. Areas along Oconee maintained the industrial and warehouse character that had existed since 1918 and this character has been maintained into the present.

9. Major Bibliographical References

Jaeger, Dale. "Historic District Information Form-Athens Warehouse. Historic District." 1985. (On file at the Georgia Department of Natural Resources).

N/A See continuation sheet

- Previous documentation on file (NPS): N/A
- 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
- Specify repository: _____

10. Geographical Data

Acreage of property 35 acres

UTM References

A

1	7
---	---

2	8	0	9	4	0
---	---	---	---	---	---

3	7	6	0	3	0	0
---	---	---	---	---	---	---

Zone Easting Northing

C

1	7
---	---

2	8	0	8	0	0
---	---	---	---	---	---

3	7	5	9	5	5	0
---	---	---	---	---	---	---

B

1	7
---	---

2	8	1	0	9	0
---	---	---	---	---	---

3	7	5	9	7	5	0
---	---	---	---	---	---	---

Zone Easting Northing

D

1	7
---	---

2	8	0	6	4	0
---	---	---	---	---	---

3	7	6	0	2	2	0
---	---	---	---	---	---	---

N/A See continuation sheet

Verbal Boundary Description

The nominated district is marked with a heavy black line on the enclosed site plan/sketch map.

N/A See continuation sheet

Boundary Justification

The district boundaries circumscribe an intact area of historic railroad-related warehouse and commercial buildings east of Athens' central business district.

N/A See continuation sheet

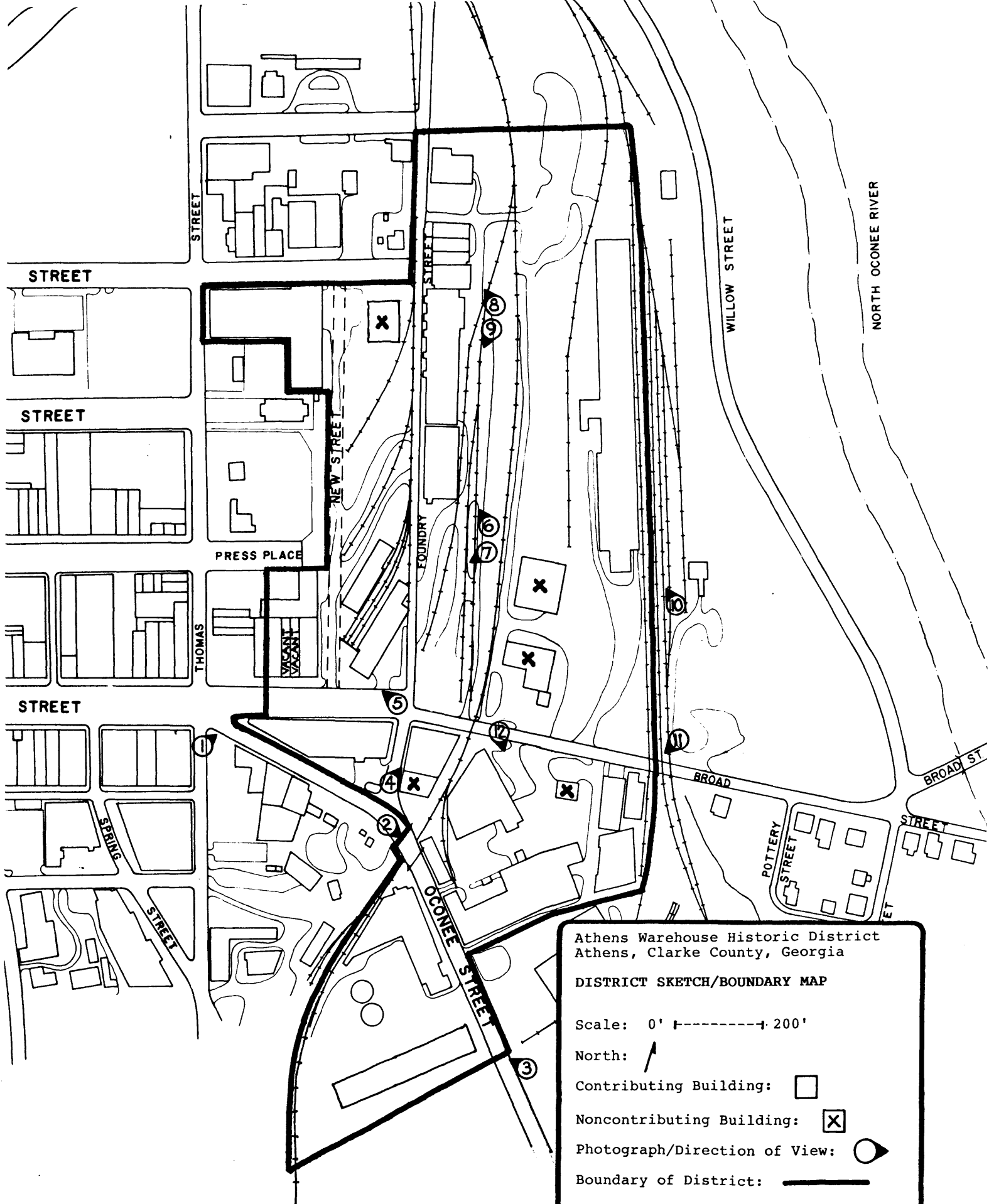
11. Form Prepared By

name/title Lisa Raflo, National Register Researcher

organization Historic Preservation Section date August 26, 1988

street & number Georgia Department of Natural Resources telephone 404/656-2840

city or town 205 Butler Street, SE Suite 1462 state Georgia zip code 30334
Atlanta,



Athens Warehouse Historic District
Athens, Clarke County, Georgia

DISTRICT SKETCH/BOUNDARY MAP

Scale: 0' ----- 200'

North: ↑

Contributing Building: □

Noncontributing Building: X

Photograph/Direction of View: ○

Boundary of District: ———