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United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. **Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).**

1. Name of Property

historic name Suwanee Historic District

other names/site number N/A

2. Location

street & number Centered on Main St., Stonecypher Rd., Scales Rd., Russell St., White St., and the Norfolk and Southern railroad corridor not for publication

city or town Suwanee vicinity

state Georgia code GA county Gwinnett code 135 zip code

3. State/Federal Agency Certification

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

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

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

national statewide local

[Signature] 29 OCT 2013
Signature of certifying official/Title: Dr. David C. Crass/Historic Preservation Division Director/Deputy SHPO Date

Historic Preservation Division, Georgia Dept. of Natural Resources
State or Federal agency/bureau or Tribal Government

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

Signature of commenting official _____ Date _____

Title _____ State or Federal agency/bureau or Tribal Government _____

4. National Park Service Certification

I hereby certify that this property is:

entered in the National Register determined eligible for the National Register

determined not eligible for the National Register removed from the National Register

other (explain) _____

[Signature] 12-24-13
Signature of the Keeper Date of Action

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5. Classification

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

Category of Property
 (Check only one box.)

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

<input checked="" type="checkbox"/>	private
<input checked="" type="checkbox"/>	public - Local
<input type="checkbox"/>	public - State
<input type="checkbox"/>	public - Federal

<input type="checkbox"/>	building(s)
<input checked="" type="checkbox"/>	district
<input type="checkbox"/>	site
<input type="checkbox"/>	structure
<input type="checkbox"/>	object

Contributing	Noncontributing	
40	12	buildings
0	0	sites
1	0	structures
0	0	objects
41	12	Total

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

Number of contributing resources previously listed in the National Register

N/A

0

6. Function or Use

Historic Functions
 (Enter categories from instructions.)

DOMESTIC: single dwelling

DOMESTIC: hotel

COMMERCE/TRADE: specialty store

COMMERCE/TRADE: financial institution

COMMERCE/TRADE: department store

RELIGION: religious facility

TRANSPORTATION: rail-related

Current Functions
 (Enter categories from instructions.)

DOMESTIC: single dwelling

DOMESTIC: multiple dwelling

COMMERCE/TRADE: specialty store

RELIGION: religious facility

TRANSPORTATION: rail-related

7. Description

Architectural Classification
 (Enter categories from instructions.)

LATE VICTORIAN: Queen Anne

LATE 19TH AND 20TH CENTURY REVIVALS:

Colonial Revival

LATE 19TH AND 20TH CENTURY AMERICAN

MOVEMENTS: Bungalow/Craftsman

Materials
 (Enter categories from instructions.)

foundation: BRICK, STONE, CONCRETE

walls: WOOD: Weatherboard

BRICK, STONE

roof: ASPHALT, METAL

other: BRICK (chimneys)

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OTHER: Shotgun House, Central Hallway, Hall-Parlor Cottage, New South Cottage, Gabled Wing Cottage, Pyramid Cottage, Georgian Cottage, American Small House, Ranch House, I-House

Narrative Description

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

Summary Paragraph

The Suwanee Historic District is a small, relatively intact, railroad community located in northwestern Gwinnett County about 10 miles northwest of the county seat of Lawrenceville. The district includes both commercial and residential areas that are primarily oriented in a linear fashion along the railroad corridor, which extends in a southwest-to-northeast direction. Commercial buildings are concentrated in a two-block area along Main Street, parallel to the Norfolk Southern Railroad line. This area is characterized by one- and two-story buildings of wood, brick, and stone dating to the late 19th and early 20th centuries. Most storefronts are plain in design with little detailing. Residential areas extend along Main Street and also along Stonecypher Road and Russell Street. The historic houses represent common late-19th to early 20th-century types and styles, with a few mid-20th century examples. Some have Victorian-era details or pared-down classical details, but many have little ornamentation. Community landmark buildings include the 1910 Suwanee First United Methodist Church, the 1910 commercial building known as Pierce's Corner, and the former hotel at 3949 Russell Street that was built in stages beginning in 1880.

Narrative Description

NOTE: Most of the following description was written by Ken Kocher, as part of a Historic District Information Form for "Old Town Suwanee" prepared on September 26, 2012, on file at the Historic Preservation Division, Georgia Department of Natural Resources, Atlanta, Georgia. The text was edited and revised by Historic Preservation Division staff.

The Suwanee Historic District consists of approximately 56 acres, including both commercial and residential areas, in northwestern Gwinnett County. Most buildings date from between 1871 and early 1960s. The overall character of the Suwanee Historic District is similar to other Georgia communities that developed in a linear fashion along a railroad line and depot. Outside the district, however, Suwanee has grown to many times its original size. While other communities of this type developed with the depot and commercial buildings at the center and residential structures emanating in both directions along the rail line, Suwanee developed with the depot and businesses at one end and most housing along the rail line in one direction. This was partially due to the surrounding topography.

Main Street between Scales Street and Scales Road is the flattest area of the district (photograph 7). Southwest of this location, outside of the district, the land rises gradually. Main Street runs in a northeasterly direction dropping in grade as it approaches Stonecypher Road before rising again to the same general elevation. The Norfolk Southern Railroad (formerly the Atlanta & Richmond Air-Line Railway) parallels Main Street, but the rail bed has been built up to maintain a level grade, making the rail line some 20 feet above the intersection of Main Street and Stonecypher Road. Closer to the commercial area, the railroad grade is closer

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to the street (photograph 2). Stonecypher Road descends slightly from Main Street to where it crosses Brushy Creek and then continues on a slight rise as it exits the district. The land north of the commercial section, including both Scales Street and Scales Road, rises 60 feet to a ridgeline above Brushy Creek which roughly parallels Main Street and the railroad.

Main Street widens and curves between Calaboose Street (outside the district) and Scales Road, marking the end of the commercial lots on Main Street. This creates an open space. The depot (no longer extant) once sat at the focus of this space on the rail line and on axis with Scales Street. Commercial properties are set at zero lot line and are set very close together, though not with party walls.

Residential lots along Main Street to Stonecypher Road, being part of the original subdivision of land, are very regular in size and shape. Main Street beyond Stonecypher Road has a somewhat different land division pattern, larger lots and more variation, but maintains the rectilinear pattern of the original lots along the street. Some of the residences across the railroad originally faced a second section of Main Street which once paralleled the south side of the tracks. (There was once a North Main Street and South Main Street.) South Main Street was removed, giving the buildings addresses on White Street and Russell Street, despite their orientation. Stonecypher Road, originally Hutchin's Ferry Road (which predates the community), has a far more organic division of property.

Landscaping in the district is minimal, consisting of concrete walks on Main Street and Scales Road. Non-historic "period" streetlights have been installed along Main Street. The streets of the district are constructed of asphalt paving.

The setting of the surrounding area outside the historic district is largely characterized by late-20th-century conventional suburban development, including residential and commercial uses. It is part of an expanded metropolitan Atlanta area. The district is a historic pocket within this newer development. Around the year 2000, the city of Suwanee constructed a new "town center" at the intersection of Buford Highway and Lawrenceville-Suwanee Road, and also enhanced the pedestrian access to what many residents call "Old Town Suwanee" (the Suwanee Historic District). Nearby are residential subdivisions and other new developments that feature single-family homes, townhouses, and mixed-use areas that also include office and retail uses.

CONTRIBUTING COMMERCIAL AND RELIGIOUS BUILDINGS

The building at **673 Main Street** (photograph 3) was constructed c.1882 as a general store. This lot is a portion of one of the original lots on which sat a store built by John C. King in 1871 and purchased by J.R. & A.S Burton. This store was lost to fire in 1881. The present building was probably built by Lizzie Sewell who purchased the property the year after the fire. Subsequent owners include William Wilson, Edward Settle, John Brogdon, and Creighton Turner. The building is constructed of stone using random ashlar coursing. The façade has a gable parapet and formerly had scuppers and downspouts. These have been moved to the side elevations and the former location in-filled with brick. Historic photos show the façade with double leaf center doors flanked by display windows. The lower façade was altered with the addition of brick and new windows and doors. Despite these changes, the building retains much of its original design and workmanship, as well as many of its exterior materials. A similar adjacent building (to the west) has had more extensive exterior alterations, and was not included within the district boundaries, because it would have been noncontributing.

The building at **667 Main Street** (photograph 8, left) was also constructed c.1882 as a general store. Its lot contains portions of two original lots on which sat Fountain's store and W.H. Holcomb's store, which were lost to the 1881 fire. Benjamin White constructed the present building following the fire and sold it to John Beaty in 1883. Beaty operated a store here until his death in 1926. The building is a front-gabled wood-frame structure with clapboard siding, set on a brick pier foundation. It has a central entrance with double-leaf batten doors flanked by windows. A small window has been added to the gable. A historic, shed addition is located

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on the right elevation. The addition is flush with the façade of the main section and contains a second entrance and window. The building retains a high degree of integrity.

659 Main Street (photograph 8, right) was constructed in 1908 as the Bank of Suwanee. This lot contains a portion of the lot that contained Holcomb's store, lost to fire in 1881. The Bank of Suwanee was built as a branch of the Bank of Buford. The Bank of Buford went bankrupt in 1930, causing the Suwanee branch to close. The simple, one-story building is constructed of load-bearing brick. The only embellishments are a few courses of corbelling at the top of the parapet and segmental arches over the openings in the façade. The central entrance consists of (replacement) double leaf doors with a transom above. This is flanked by double-hung sash windows with transoms. Integrity is excellent.

The two-story brick building at **597 Main Street** (photographs 1 and 19) was constructed in 1910 by George Little. Historic uses include a general store and doctors' office. A.M. Little & Cape Byrd, whose names can be found in the cast iron threshold along with the construction date, operated a store on the first floor. Later stores were run by Martin Verner, William Wilson, and Marvin Verner. Dr. William Jinks had his office upstairs in the early part of the twentieth century. George Pierce purchased the building sometime after 1938 and gave it the name by which it is known today (Pierce's Corner). The storefront is three bays wide separated by cast iron columns manufactured by Woodruff Hardware and Manufacturing Company. The center bay contains double-leaf, three-quarter-glazed doors flanked by sidelights and a large, six-light transom. The flanking bays have large display windows with six-light transoms above and a wooden panel below. The original stair to the upper floor is accessed toward the rear on the right elevation. Two additional entrances and windows are also located here. These openings and the upper-story windows have segmental arches. The only other embellishment is a few courses of corbelling at the top of the parapet. The left elevation has a non-historic, two-story, set-back, frame addition with a shed roof. Despite the addition, the building has excellent overall integrity.

The building at **585 Main Street** was constructed c.1914 by Dr. John Devore as his office on the lot neighboring his residence at 583 Main Street. It has the form of a shotgun house with Folk Victorian architectural details. This frame building with clapboard siding has four-over-four, double-hung sash windows flanking the entrance. The small, hip roofed porch is elaborately decorated with turned posts, sawn balusters, sawn brackets, and an intricate sawn frieze. It has excellent integrity.

The only religious building in the district is the Suwanee First United Methodist Church at **603 Scales Road**, constructed in 1910 (photographs 5 and 6). It was built after the previous sanctuary, located at the west end of Main Street, was irreparably damaged in a 1909 wind storm. The present building is a front-gabled, wood-framed church with a corner octagonal bell tower. The gable is clipped and has a pent roof on the lower portion. The entrance has a pedimented portico with fishscale shingles in the gable. The double-leaf doors are surmounted by an elliptical transom with tracery. The windows are lancet-arched, double-hung sash with tracery and colored glass. Except for the tower, which was once higher, the building is extremely intact. There are also a few graves in a small cemetery behind the church. This cemetery has not been evaluated separately, but is considered a part of this contributing resource. On an adjacent lot (outside the district at 623 Scales Road) is a non-historic, concrete-block, Sunday school building, which was constructed in 1973.

CONTRIBUTING RESIDENTIAL BUILDINGS

As documented in *Georgia's Living Places: Historic Houses in Their Landscaped Settings* (Georgia Department of Natural Resources, 1991), a house "type" refers to the overall form (the outline or "envelope") of the main or original part of the house and the general layout of the interior rooms. This includes the floor plan and the height. In contrast, a "style" relates primarily to the external ornament or decoration of a house and also to the aesthetic qualities of its overall form. Houses belonging to the same type may exhibit different styles, and the same architectural style may appear on different house types. Many houses in Georgia have little or no architectural style and are characterized only by their type. House types in the Suwanee Historic

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District include the I-house, Georgian cottage, gabled wing cottage, central hallway cottage, extended hall-parlor cottage, pyramid cottage, New South cottage, American Small House, bungalow, and ranch house. Architectural styles found in the district include Folk Victorian, Queen Anne, Colonial Revival, and Craftsman.

The house at **593 Main Street** was constructed c.1875 for Dr. Samuel Jackson, Suwanee's first physician. (Jackson Street is named for Dr. Jackson.) Eula Farmer, the town's postmistress from 1913 to 1945, made this her residence beginning in 1923. The house is a central hallway cottage which once had Folk Victorian architectural details. It is a frame building with clapboard siding. It has a typical three-bay front with six-over-six, double-hung, sash windows flanking an entrance door surrounded by a transom and sidelights. The sawn balustrade and brackets, visible in a photo from 2000, have been lost. Now used for commercial purposes, it retains its historic form, with most exterior materials and workmanship intact.

The house at **583 Main Street** was constructed in 1872. John A. Born built it for his daughter Seleta and her husband John A. Ambrose. Among the owners was Dr. John Devore who purchased the building in 1904 and constructed an office next door (at 585 Main Street) ten years later. The building is a gabled wing cottage with Folk Victorian architectural details. It is a frame building with clapboard siding. It has six-over-six, double-hung, sash windows. The porch is decorated with turned posts, sawn balusters, and sawn brackets. The side elevation has an oversized frieze board which transitions to a more typically sized frieze board on the front-facing gable through the use of a decorative scroll element. The lot has a granite retaining wall separating it from the street.

James A. Armstrong built the house at **571 Main Street** in the late 1870s (photograph 9, right). He sold it to John A. Born in 1884 who in turn sold it to William M. Wilson in 1894. Wilson lived here until 1939. The house is a side-gabled Georgian cottage. It is a frame building with clapboard siding. It has a three-bay front with six-over-six, double-hung, sash windows flanking an entrance consisting of an Italianate-style door surrounded by a transom and sidelights. The house has small side and rear additions, but retains a high degree of integrity.

The lot at **561 Main Street** was once the location of the Moore & Walters blacksmith shop. In 1903, Abi Wheeler built this house which has had numerous owners through the years, including T. Hamp Edwards, mayor of the town of Suwanee in 1922. The house is a hip-roofed Georgian cottage with Folk Victorian architectural details. It is a frame building with clapboard siding. It has a three bay front with four-over-four, double-hung sash windows flanking the entrance. The porch is decorated with turned posts, a sawn frieze, and sawn brackets. Integrity is excellent.

The house at **553 Main Street** was constructed c.1950. The house is an American Small House with a cross gable roof. It is a frame building with wood lap siding and one-over-one sash windows. The integrated corner porch has had faux Victorian elements added.

J. Waters Bennett built the house at **527 Main Street** in 1908 (photograph 10). Waters was a rural mail carrier, as was his daughter Viola. Another daughter, Eula Farmer, was long the postmistress of Suwanee. The house is a hip-roofed New South cottage that once had Folk Victorian architectural details. It is wood framed with two offset gables plus a gable dormer at center. The porch, now screened, once had turned posts, turned balusters, and sawn brackets.

Constructed c.1947, the house at **511 Main Street** is an American Small House with a side-gabled roof. It is a frame building with one-over-one sash windows. The façade has a small gable stoop and there is a carport on the right side. The left elevation has an addition.

The house at **501 Main Street** is an American Small House with a side-gabled roof, constructed c.1947. The frame building has six-over-six sash windows. The façade has a small gable stoop and there is a carport on the right side.

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Built by W. Roscoe "Burt" Little in 1910, the house at **481 Main Street** is a hip-roofed Georgian cottage with classical elements. It is a frame building with clapboard siding. It has a symmetrical three-bay front with nine-over-nine, double-hung, sash windows flanking the entrance. The façade has three gable dormers with dentils in the frieze. The porch roof supports are paired, boxed columns set on brick piers. The house has had few exterior changes.

The house at **467 Main Street** (photograph 11) was constructed in 1913 by A.T. Patterson as a gift for his daughter, Mae Settle. Noble J. Buice purchased the property in 1917 and the house remained in his family for generations. The house is a hip-roofed New South cottage. It is a frame building with clapboard siding. It has one-over-one, double-hung, sash windows and the entrance has a transom and sidelights. The hipped roof, with projections on the front and the right side, is sheathed with pressed metal shingles. The porch roof supports are boxed columns set on brick piers.

Constructed in 1911 by Augustus M. Baxter for his son Walter, the house at **451 Main Street** (photograph 12, right) is a hip- and gable-roofed Georgian cottage. This frame building is a variant that resembles a side-gabled, central hall cottage across the front with a taller hip roof extending to the rear. It has a three-bay front with four-over-four, double-hung, sash windows flanking the entrance. The façade has two non-historic gabled dormers, but few other exterior alterations.

The house at **441 Main Street** was constructed c.1940. It is a simple frame building with a side-gabled roof and full-width front porch that is now screened.

The extended hall-parlor cottage at **437 Main Street** was constructed c.1940. It is a simple frame building with a front-gabled roof and porch.

The house at **431 Main Street** (photograph 13) was constructed c.1950. It is a side-gabled ranch house clad with asbestos shingle siding. It has several six-over-six windows plus a large picture window. The façade has a gabled projection with a brick skirt.

Constructed in 1910 by Epp M. Stonecypher, the house at **4015 Stonecypher Road** (photograph 15) is a hip-roofed Queen Anne cottage. It is a frame building with clapboard siding. It has one-over-one, double-hung, sash windows and the entrance has a transom and sidelights. The front bay is canted and the gables have decorative shingles. The porch roof supports are battered columns set on decorative concrete block piers.

The house at **4037 Stonecypher Road** (photograph 16) was constructed in 1897 as the residence of Richard M. Wheeler. The house has an atypically wide form that may have been expanded in the historic period. It is a frame building with a side-gabled roof, clapboard siding, and four-over-four, double-hung, sash windows. It has Folk Victorian elements. The gables have decorative trusses and the porch has turned posts and sawn brackets with pendants.

The 1911 farmhouse at **4055 Stonecypher Road** (photograph 14) was built by Ember R. Harris. It is a gabled-ell cottage with clapboard siding and porches on the front and side elevations. It has four-over-four, double-hung, sash windows and decorative scrolls at the corner boards. The roof is metal. The house has excellent integrity. It sits on a large lot with several outbuildings and one noncontributing house in the rear.

Constructed in 1910, the house at **4094 Stonecypher Road** was built by L.D. King. It is a frame, hip-roofed Georgian cottage with clapboard siding. It has one-over-one, double-hung, sash windows and symmetric dormers on the façade. The windows in the dormers and the porch posts and balustrade appear to be non-historic, but the house has overall good integrity.

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The house at **4076 Stonecypher Road** is a pyramid cottage, as defined by the roofline. It was constructed in 1916 by William M. Wilson as rental property. The simple frame building has clapboard siding and one-over-one sash windows. It has a seamed metal roof and an almost full-width front porch. The integrity is good.

Constructed in 1899, the house at **4040 Stonecypher Road** was built by George W. Little. It is a wide, side-gabled, Georgian cottage with Folk Victorian architectural details. The façade has two symmetrical dormers with decorative gable trusses. The entrance is flanked by windows which presumably light a central hallway. The porch has turned posts, starburst balusters, sawn brackets with pendants, and a sawn frieze. It has excellent integrity.

The house at **3984 Stonecypher Road** was constructed in 1963, and is a brick ranch house with a low, linear form and a picture window. It appears to have few alterations.

The American Small House at **564 Scales Road** was constructed c.1953. It is a simple frame building with a side-gabled roof and a front-gabled porch.

The house at **3987 Scales Street** was constructed c.1945. This wood-frame American Small House has a side-gabled roof, a side porch, a brick chimney, and a front-gabled stoop. The windows include single and paired sashes.

Another American Small House is located at **3981 Scales Street** (photograph 4). Constructed c.1947, it is a simple frame building with a side-gabled roof, a gabled side porch, and a front gable stoop. The windows are three-over-one, double-hung, sashes.

The house at **653 White Street** (1871) is the oldest extant building in Suwanee. Built by Sarah and Austin Harris, it is a central hall I-house that faces the railroad. This frame building with clapboard siding has a three bay front with six-over-six, double-hung, sash windows flanking an entrance surrounded by a transom and sidelights. The front porch and center upstairs opening have been altered, but otherwise the exterior has good integrity.

Constructed in 1881, the house at **3948 Russell Street** was built by Jesse Fountain. It is a central hall cottage with Folk Victorian architectural details. The frame building has a three-bay front. The porch has turned posts and highly decorative sawn brackets and sawn frieze. Three non-historic dormers have been added to the front roof slope.

The two-story house at **3949 Russell Street** (photograph 20) was constructed in 1880 by Daniel M. Born for his daughter Lillie and her husband Henry W. Rhodes. Located by the railroad tracks, it was built in stages as it evolved from a house to a railroad hotel and boarding house. It is once again a single-family home. This is a gabled-ell house with Folk Victorian architectural details. The large frame building has a two-story porch. The gables have decorative gable trusses. The porches have chamfered posts, sawn balusters, and a sawn frieze. It has excellent integrity.

Other contributing houses include **683 White Street, 682 White Street, 662 White Street, 652 White Street, 633 White Street, 582 White Street, and 3939 Russell Street.**

CONTRIBUTING STRUCTURE

The one contributing structure is the **railroad corridor** that runs parallel to Main Street. The former Atlanta & Richmond Air-Line Railway (now Norfolk Southern Railroad) was constructed in 1871. It maintains its historic alignment and relationship to Suwanee, though the depot is gone and trains no longer stop there.

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NONCONTRIBUTING BUILDINGS

The 12 noncontributing buildings in the district were either constructed after the period of significance or have lost their historic integrity from non-historic alterations or additions or changes to important character-defining features. Buildings that are outside the period of significance include the two-story residential townhouse at **669 and 671 Main Street**, which was constructed in 2000 (photograph 7, far left), and the concrete block building (1987) **behind the lot at 667 Main Street**. Non-historic houses include the 1979 ranch house at **4066 Stonecypher Road**. Most of the remaining noncontributing houses were altered, including **557 Main Street** (c.1959), **541 Main Street** (c.1947), **491 Main Street** (c.1948), **4043 Stonecypher Road** (c.1947), **584 Scales Road** (c.1947), and **662 Scales Road**. Other noncontributing buildings are at **593 White Street**, **613 White Street**, the house on the rear of the lot at **4055 Stonecypher Road**.

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8. Statement of Significance

Applicable National Register Criteria

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

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

Criteria Considerations

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

Property is:

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

Areas of Significance

(Enter categories from instructions.)

- ARCHITECTURE
- COMMUNITY PLANNING AND DEVELOPMENT
- COMMERCE

Period of Significance

1871-1963

Significant Dates

- 1871 - arrival of railroad, oldest extant house built
- 1881 - fire destroys portion of Main Street
- 1955 - depot is dismantled

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

unknown

Period of Significance (justification)

The period of significance begins with the layout of the railroad line and part of the street system in 1871, and ends at the historic period in 1963 when most of the land inside the boundaries had been developed and few new buildings were being constructed in the historic core of Suwanee.

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Criteria Considerations (explanation, if necessary)

N/A

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

The Suwanee Historic District is significant at the local level under Criterion A in the areas of commerce and community planning and development, and under Criterion C in the area of architecture. Suwanee was founded with the arrival of the Atlanta and Richmond Air-Line Railway in 1871 and it prospered as the center of commerce for the surrounding agricultural-based economy in northwest Gwinnett County between the late 19th and mid-20th centuries. The district is significant in architecture for its small representative collection of commercial buildings commonly found in Georgia towns, but more importantly for its good examples of several residential types and styles popular between the 1870s and early 1960s. House types represented include the shotgun house, central hallway, New South cottage, gabled wing cottage, Queen Anne cottage, pyramid cottage, Georgian cottage, American Small House, ranch house, and I-house, as defined in *Georgia's Living Places: Historic Houses in Their Landscaped Settings*. Stylistic influences include Queen Anne, Folk Victorian, and Colonial Revival. The district is also significant in commerce because its central business district was a primary location for the buying and selling of goods and services for the northwest portion of Gwinnett County. The district is significant in community planning and development because its plan is a good example of a railroad strip-type town, as defined in *Georgia Community Development and Morphology of Community Types* (Roth, 1989), a statewide context. The primary orientation of the town is toward the railroad, which influenced subsequent street patterns and business locations.

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

The founding of Suwanee was contemporaneous with the construction of a railroad, as was common with many small Georgia towns. During the second half of the 19th century, the Atlanta & Richmond Air-Line Railway was constructed from Atlanta to Charlotte, North Carolina. By 1871, a 53-mile stretch from Atlanta to Gainesville was completed, including a stop in Suwanee. Suwanee prospered with a transportation- and cotton-based economy. In the late 19th and early 20th centuries, Suwanee was a thriving town with numerous stores, residences, and cotton gins. The Great Depression and boll weevil infestation had a negative impact on the town in the 1920s and 1930s. The return of veterans and the post-WWII economy brought returned prosperity in the 1950s.

The Suwanee Historic District is significant in the area of architecture for its good collection of commercial and residential buildings dating from the late 19th century through the mid-20th century, which represent many of the common types and styles of commercial and residential buildings constructed in Georgia. Commercial buildings in the district are a varied collection of small freestanding buildings of frame, stone, or brick construction with common setbacks along the sidewalk. The earliest commercial buildings (from the 1880s), one of stone and one wood frame, are significant for their use of native materials. The brick commercial buildings possess storefronts that include such character-defining features as large display windows, bulkheads, transoms, brick parapets and pilasters, segmental-arched windows, and corbeled brickwork on the cornices. Residential buildings include good examples of several types, such as the shotgun house, central hallway, New South cottage, gabled wing cottage, Queen Anne cottage, pyramid cottage, Georgian cottage, American Small House, ranch house, and I-house, as defined in *Georgia's Living Places: Historic Houses in Their Landscaped Settings*. Stylistic influences include Queen Anne, Folk Victorian, and Colonial Revival, although there are few high-style examples.

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The district is significant in the area of commerce as the center of commercial enterprises in the surrounding area from the late 19th- through the mid-20th centuries. The historic business district on Main Street represents Suwanee as a center of commerce for most of the northwest section of Gwinnett County. The area near the railroad depot was historically the primary location for the trading, buying and selling of goods, services, and commodities on a local basis. The historic commercial buildings are representative of the types of commerce that contributed to the town's economy throughout its early history. The district's commercial buildings are typical of the mercantile, professional, and banking businesses commonly found in Georgia's small railroad towns. These buildings contained grocers, general merchants, professional offices, and banking institutions. In the only two-story example, there were ground-floor retail spaces with the upstairs reserved for professional offices and living areas.

The Suwanee Historic District is significant in the area of community planning and development as a good example of a railroad strip-type town in Georgia. Historian Darlene Roth evaluated several types of towns in the statewide context, *Georgia Community Development and Morphology of Community Types* (1989). Suwanee fits the description of a "railroad strip" town where the tracks ran through the middle of town and the main street and associated commercial development paralleled the tracks and was oriented toward them. According to Roth, this is the most common form of railroad town found in Georgia. Suwanee experienced its initial growth from the railroad, followed by a steady outward expansion. Within the historic district, Suwanee has retained the core of the basic street pattern laid out in 1871. Suwanee's early main street runs parallel to the railroad with commercial development on the (former) depot side of the railroad. Suwanee was founded with the development of the Atlanta & Richmond Air-Line Railway from Atlanta to Charlotte, North Carolina. Suwanee was situated on an important transportation route for hauling freight and passengers between North Carolina and Atlanta, making the railroad vital to Suwanee's agricultural-based economy.

Developmental history/additional historic context information (if appropriate)

NOTE: Most of the following narrative was written by Ken Kocher, as part of a Historic District Information Form for "Old Town Suwanee" prepared on September 26, 2012, on file at the Historic Preservation Division, Georgia Department of Natural Resources, Atlanta, Georgia. The text was edited and revised by Historic Preservation Division staff.

EARLY SETTLEMENT, 1818-1871

During the early years of Georgia's settlement, white settlers could not legally move into Cherokee areas. However, a lack of legal justification did not necessarily stop the encroachment. Conflict often led to skirmishes, which resulted in treaty concessions that favored the new settlers. This included the Cherokee cession treaty of July 8, 1817 and the Creek cession treaty of January 22, 1818. The latter included the following text:

Beginning at the High shoals of the Appalachee river; thence along the line designated by the treaty of Nov. 14, 1815, to the Ulcofouhatchie, it being the first large branch or fork of the Ocmulgee above the Seven islands; thence up the eastern bank of the Ulcofouhatchie by the water's edge to where the path leading from the High shoals of the Appalachie to the Shallow ford on the Chatahochie (sic) crosses the same, and from thence along the said path to the Shallow ford on the Chatahochie (sic) river; thence up the Chatahochie (sic) river, by the water's edge on the eastern side, to Suwanee Old Town; thence by a direct

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line to the head of Appalachie; and thence down the same to the first-mentioned bounds at the High shoals of Appalachie.¹

Gwinnett County, along with Hall and Walton counties, was established on December 15, 1818 on these newly acquired lands. The county was named for Button Gwinnett, who represented Georgia in the Continental Congress and was a signer of the Declaration of Independence. The land was then distributed through the land lottery system. Surveyors split land to be distributed by lottery into districts and land lots. Gwinnett County land, including what would eventually become the town of Suwanee, was distributed during the 1820 Land Lottery where participants drew for land lots of 250 acres. Smaller divisions would later be decided by property owners and municipal governments, but not during the initial distribution. The land where the original portion of Suwanee is situated, for example, was a part of the 236th and 237th land lots of the 7th District. By the time the town of Suwanee was formed, the original winners of these lots had sold off their interests.

The place name of Suwanee was used once again when a Suwanee Post Office was established. It was located one-quarter mile northeast of Suwanee Creek in James Brown's Store. However, as with many post offices of the day, it was not located in a settlement of any sort, but rather among scattered farms in this section of Gwinnett County.² Such was the character of the area when Union troops arrived in 1864 with the aim of capturing Atlanta. The town of Suwanee had yet to be established and thus the area experienced no significant battles, only the foraging of the Federal troops.

ARRIVAL OF THE RAILROAD, 1871-1879

The Georgia Air Line Railroad was chartered in 1856 to be a connection from Atlanta to points northeast of the city. Among the prominent citizens incorporating the railroad were Lemuel P. Grant, Richard Peters, and Jonathan Norcross. No tracks had been constructed by the time that the Civil War began and that conflict and its aftermath delayed the effort for several more years.³ Progress began again as the 1870s approached. On May 21, 1869, Abram Moore sold a railroad right-of-way through land lots 236 and 237 to the Georgia Air Line Railroad for five dollars. The strip of land was 100 feet wide and amounted to almost 15 acres.⁴ Nonetheless, it was not until the folding of the Georgia Air Line into the Atlanta & Richmond Air-Line Railway that the project moved forward.

The Atlanta & Richmond Air-Line was organized in North Carolina in 1870, combining the Georgia Airline Railroad Company and the Air-Line Railroad Company of South Carolina. It was controlled by the Richmond and Danville Railroad, which planned to build a line from Charlotte to Atlanta, but could not do so under its own name due to limitations in its charter.⁵ In a publication promoting bond sales for the company, the route was touted as being part of the shortest line from New York to New Orleans. It went on to state, "A large part of this line passes through a country nearly destitute of railroad facilities, greatly needing them, and capable,

¹ H.R. Doc. No. 736, 56th Cong., 1st Sess. (1899), 688.

² Richard P. Plumer. *Town of Suwanee, Georgia: Early History* (Lawrenceville, GA: Gwinnett Historical Society, Inc. 2000), 5. (note: owners names and construction dates referred to in this history were gathered from this publication unless otherwise noted)

³ Steve Storey. "Georgia Air Line Railroad," *Georgia's Railroad History & Heritage* (located at <http://railga.com>)

⁴ Richard P. Plumer, 9.

⁵ Steve Storey. "Atlanta & Richmond Air-Line Railway," *Georgia's Railroad History & Heritage* (located at <http://railga.com>)

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by productiveness of soil and directness of route towards the great marts of commerce, North and South, of richly rewarding the construction of the road."⁶

The first 53 miles from Atlanta to Gainesville (including Suwanee) were finished by 1871. In 1872, the Richmond and Danville Railroad extended its credit to guarantee the last stages of construction. The entire line was completed by September 1873. During the construction of the line through Gwinnett County, the railroad erected depots at regular intervals of approximately five miles.⁷ This was to facilitate the transport of agricultural goods, primarily cotton, from the areas of production to Atlanta. The depot in Suwanee was constructed on the north side of the railroad tracks at the intersection of Scales and Main streets.

Immediately after construction, Abram Moore had a survey of his property around the depot prepared by E.M. Johnson. The lots started on the west end of the depot and ran along Main Street to Hutchin's Ferry Road (now Stonecypher Road) as well as to the north of the commercial area. Commercial lots were 50 feet wide by 100 feet deep and were located at the west end of the north side of Main Street in proximity to the depot. All other lots were 100 feet wide by 200 feet deep and were designated as residential lots.

The first decade saw the construction of six businesses along Main Street. John C. King built the first in 1871. This was followed by stores constructed by A.J. Wheeler, Honorious Garmany, Jessie Fountain, W.H. Holcomb, and Daniel Born. All were in place by 1879. The first cotton gin was built between 1872 and 1875 by Daniel M. Born and John L. Wisdom. The Born & Wisdom Gin was located on the northeast corner of Jackson Street and Scales Street behind the row of Main Street stores. The gin was no longer extant by 1923.

Originally, Main Street was two parallel roads, one on each side of the railroad. The south section has since been removed, but was the location of Suwanee's earliest home (still extant at 653 White Street). Sarah and Austin Harris built a house on the west end of South Main Street in 1871. The 1880 U.S. Census shows the Harris' living here with their five children as well as two nephews, one being Dr. John C. Harris. Dr. Harris was one of the town's physicians until his death in 1899 at the age of 46.

The town's first physician, Dr. Samuel Jackson, also built his house and office (1875) at 593 Main Street during this first decade of Suwanee's development. The 1870s saw three other houses join Dr. Jackson's along the north side of Main Street between Mill Street (Scales Road) and Hutchin's Ferry Road (Stonecypher Road), creating a compact hamlet along the newly laid railroad.

NEW SOUTH ERA, 1880-1919

Suwanee began the 1880s with calamity. A disastrous fire destroyed all the stores around the depot except for one. It began around midnight on May 20, 1881 in Kings' store. The buildings were all wood frame and the blaze quickly spread to the entire block. Only one store, located on the other side of Scales Street, was spared. Fortunately, there were two sawmills nearby and reconstruction began immediately. Two buildings from the post-fire era remain: the stone store at 673 Main Street (1882) and the wood-frame store, built by Benjamin F. White, at 667 Main (c.1882).

⁶ Lancaster Brown & Co. *Atlanta & Richmond Air-Line Railway Company* (New York, NY.: E. Wells Sackett, 1870), 7.

⁷ Richard P. Plumer, 10.

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A 10-mile branch line of the railroad between Lawrenceville and Suwanee was completed in December of 1881. Initially under the control of the Atlanta & Charlotte Air-Line Railroad, it was sold to the Richmond & Danville Railroad in 1885 and later operated by Southern Railway. Initially laid as a narrow gauge line, the railroad operated with a locomotive and few cars. Dependent on cut timber for revenue, the line also provided passenger service to and from the county seat, Lawrenceville. After years of continual financial difficulty, the line was abandoned in 1920.⁸

Several cotton gins came and went during this period, both inside and outside the district. A short-lived gin was built in 1880 by John C. King on Russell Street just to the south of the railroad. Another was constructed in 1890 by John W. Beaty on the northwest corner of the intersection of Hutchin's Ferry Road (Stonecypher Road) and Main Street. Cotton remained the primary commodity and economic engine.

Commercial businesses were primarily general merchandizing operations designed to supply the surrounding agricultural community. One of the most successful was John Brogdon's store. John Brogdon, who had operated a store in Fountain's building with his brother Emory, began to build in the same location in 1883. Brogdon expanded the building over the next two decades acquiring adjoining land. It would become known as the largest store between Atlanta and Gainesville. It was located at 669 and 671 Main Street but is no longer extant.

Suwanee gained a financial institution with the construction of the Bank of Suwanee in 1908 at 659 Main Street. Although it was a branch of the Bank of Buford, this small brick building came at a time when the economic importance of the community was growing. Two years later, George W. Little constructed a two-story brick building at 597 Main Street. The building, now known as Pierce's Corner contained retail on the first floor and offices above. The change in building type and businesses signaled that Suwanee was growing toward something bigger.

House construction during this period reflected this as well. Main Street continued to develop, adding two more houses between Mill Road (Scales Road) and Hutchin's Ferry Road (Stonecypher Road). Further east on Main Street, houses were being constructed on lots subdivided from 270 acres of land that Epp Stonecypher and Wiley Reese had purchased in 1910. Four houses located here were constructed in the first decades of the 20th century.

Hutchin's Ferry Road (now Stonecypher Road) also developed during this era. Two homes were constructed here just before the turn of the 20th century and four more during the 1910s. The latter were also built on subdivisions of land by Stonecypher and Reese including Epp Stonecypher's house at 4015 Stonecypher Road.

The only church in the district is the Suwanee First United Methodist Church, located at the crest of the hill at 603 Scales Road, built in 1910. The congregation's first church, located at the western end of Main Street, was badly damaged in a wind storm in 1909. The trustees of the church, William M. Wilson, Emory S. Brogdon, John B. Brogdon, Roy E. Johnson, and Martin Verner, hired Gus Jones to build the present sanctuary.

⁸ Steve Storey. "Lawrenceville Branch Railroad," *Georgia's Railroad History & Heritage* (located at <http://railga.com>)

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One of the most prominent houses in the district is located at 3949 Russell Street. The Rhodes house signifies the growing economic stature of Suwanee during this era both through its effusive use of Victorian detail and by the fact that it served as a hotel for the community. The expansion of the building from 1880 to 1912 through six additions was a visible representation of the community's strong economy. Henry Rhodes was the head of the school board and began to add rooms to attract teachers to Suwanee. He also began to take in salesmen on their way to and from Atlanta and eventually it became a well-known accommodation.

BOLL WEEVIL, DEPRESSION, AND WORLD WAR II, 1920-1945

With the arrival of the 1920s, the time of King Cotton was coming to a close. The boll weevil had entered the state in 1914 and by 1920 the entire state was infested. Cotton yields plummeted and with them the agricultural economy of Suwanee. While farmers fought the pest or transitioned to other products such as cattle, dairy, and poultry, the United States entered the Great Depression by 1930. The subsequent drop in commodity prices hit farmers hard.

The hard times are reflected in the lack of building during this period. No residential or commercial buildings dating to the 1920s or 1930s are present in the district. No New Deal programs were completed within the district. However, nearby U.S. Highway 23, which had been extended from Pikeville, Kentucky to Atlanta in 1930, was paved by the Works Progress Administration during the years 1933-1936. When completed, the highway provided convenient transportation by automobile to Atlanta, a harbinger of things to come. World War II ushered in the 1940s, and while this put an end to the Great Depression, construction was still curtailed with labor and material being devoted to the war effort.

POST WAR AND A NEW CENTURY, 1945-2013

The pent-up demand for housing was evident in Suwanee as it was in the rest of the country. Small houses typical of the period filled in empty spaces on Main Street, Scales Street, and Scales Road in the late 1940s. A couple of larger ranch houses came in the 1950s and early 1960s. On February 25, 1949, the City of Suwanee was incorporated. The city limits were circular, set on a one-mile radius from the depot.

This time may have been among the last instances that the railroad depot was at the center of community life. The depot was dismantled and removed from Suwanee in 1955.⁹ At the same time, the commercial life of the community and the country as a whole was becoming automobile-oriented. Focus shifted away from the historic railroad-oriented commercial area toward the highways, such as Buford Highway. The arrival of Interstate 85 in the early 1960s began the acceleration of this trend.

By the mid-1970s, several stores in the historic district had closed, but the town of Suwanee was on the brink of exponential growth. The population had remained small and stable until the 1970s when the construction of Interstate 85 and the expansion of metropolitan Atlanta caused Suwanee to expand. The city's 1970 population of 615 has now burgeoned to more than 16,000. Gwinnett County was one of the fastest growing counties in the nation during the 1970s and 1980s. At the time of its incorporation in 1949, Suwanee was

⁹ "Suwanee History." Suwanee City Hall. 330 Town Center Avenue, Suwanee, GA 30024. 12 July 2012.

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about 3.1 square miles. Today, Suwanee incorporates nearly 7,000 acres, about 10.8 square miles (most of it outside the Suwanee Historic District).¹⁰

¹⁰ Un-credited, "Suwanee's History" *City of Suwanee, Georgia*, 2012, located at <http://www.suwanee.com>).

Suwanee Historic District
Name of Property

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9. Major Bibliographical References

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

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Georgia, Suwanee Sheet. Washington, D.C.: U.S. Geological Survey, 1890.

Kocher, Ken. "Historic District Information Form: Old Town Suwanee." Prepared September 26, 2012. On file at Historic Preservation Division, Georgia Department of Natural Resources, Atlanta.

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Roth, Darlene. *Georgia Community Development and Morphology of Community Types*. 1989. On file at the Historic Preservation Division, Georgia Department of Natural Resources, Atlanta, Georgia.

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_____. "Georgia Air Line Railroad," *Georgia's Railroad History & Heritage* (located at <http://railga.com>)

_____. "Lawrenceville Branch Railroad," *Georgia's Railroad History & Heritage* (located at <http://railga.com>)

"Suwanee History" (history display). Suwanee City Hall. 330 Town Center Avenue, Suwanee, GA 30024. 12 July 2012.

Suwanee Quadrangle, Georgia, 7.5 Minute Series (Topographic). Washington, D.C.: U.S. Geological Survey, 1964.

United States Congress. *H.R. Doc. No. 736*, 56th Cong., 1st Sess., 1899.

Previous documentation on file (NPS):

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

Primary location of additional data:

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

Name of repository: _____

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

Suwanee Historic District
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10. Geographical Data

Acreage of Property approximately 56 acres

(Do not include previously listed resource acreage.)

Latitude/Longitude Coordinates

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

- | | |
|------------------------|-----------------------|
| 1. Latitude: 34.053269 | Longitude: -84.080434 |
| 2. Latitude: 34.059399 | Longitude: -84.071610 |
| 3. Latitude: 34.054635 | Longitude: -84.066331 |
| 4. Latitude: 34.048645 | Longitude: -84.074512 |

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

The National Register boundary is indicated with a heavy black line on the attached National Register map, which is drawn to scale.

Boundary Justification (Explain why the boundaries were selected.)

The boundaries include the intact and contiguous historic properties in the town of Suwanee, both commercial and residential, roughly encompassing the major historic roads and part of the railroad corridor.

11. Form Prepared By

name/title Denise P. Messick, Historian
organization Historic Preservation Division, GA Dept. of Natural Resources date October 2013
street & number 254 Washington Street, Ground Level telephone (404) 656-2840
city or town Atlanta state GA zip code 30334
e-mail Denise_Messick@dnr.state.ga.us

Suwanee Historic District
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Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Continuation Sheets**
- **Additional items:** (Check with the SHPO or FPO for any additional items.)

Photographs:

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

Name of Property: Suwanee Historic District

City or Vicinity: Suwanee

County: Gwinnett

State: Georgia

Photographer: Charlie Miller, Historic Preservation Division, Georgia Dept. of Natural Resources

Date Photographed: May 2013

Description of Photograph(s) and number:

- 1 of 20. 597 Main Street. Photographer facing west.
- 2 of 20. Railroad tracks near Main Street and Scales Road intersection. Photographer facing southwest.
- 3 of 20. 673 Main Street. Photographer facing northwest.
- 4 of 20. 3981 Scales Road. Photographer facing north.
- 5 of 20. Suwanee First United Methodist Church. Photographer facing northwest.
- 6 of 20. Suwanee First United Methodist Church. Photographer facing northwest.
- 7 of 20. 600 block of Main Street. Photographer facing west.
- 8 of 20. 667 and 659 Main Street. Photographer facing northwest.
- 9 of 20. Main Street near 583. Photographer facing west.
- 10 of 20. 527 Main Street. Photographer facing north/northwest.
- 11 of 20. 467 Main Street. Photographer facing northwest.

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- 12 of 20. Main Street near 451. Photographer facing west.
- 13 of 20. 431 Main Street. Photographer facing west/northwest.
- 14 of 20. 4055 Stonecypher Road. Photographer facing east/southeast.
- 15 of 20. 4015 Stonecypher Road. Photographer facing east.
- 16 of 20. 4037 Stonecypher Road. Photographer facing north.
- 17 of 20. 683 White Street. Photographer facing north/northwest.
- 18 of 20. Russell Street at White Street. Photographer facing northwest.
- 19 of 20. 597 Main Street. Photographer facing north.
- 20 of 20. 3949 Russell Street. Photographer facing southeast.

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

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

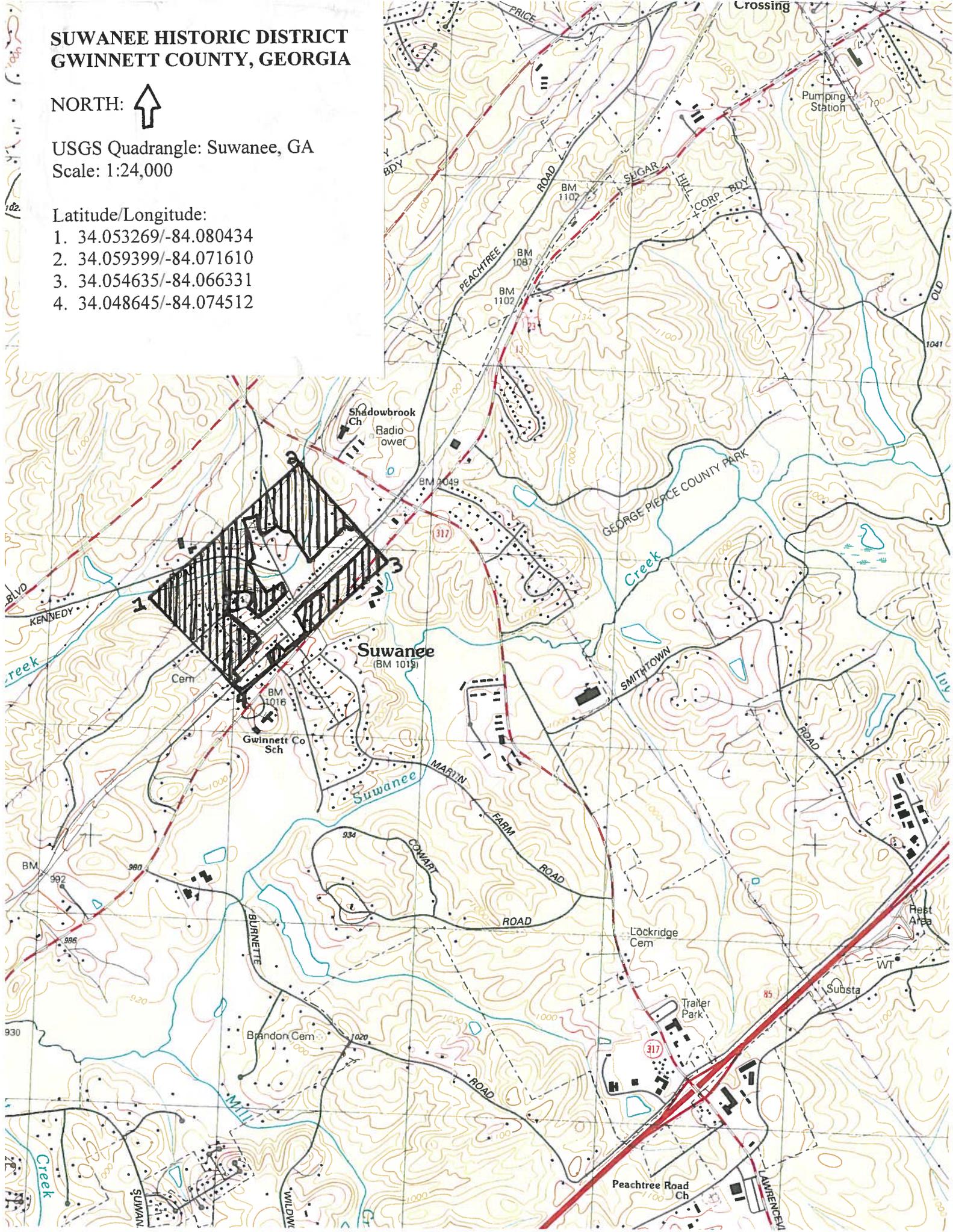
SUWANEЕ HISTORIC DISTRICT GWINNETT COUNTY, GEORGIA

NORTH: 

USGS Quadrangle: Suwaneе, GA
Scale: 1:24,000

Latitude/Longitude:

1. 34.053269/-84.080434
2. 34.059399/-84.071610
3. 34.054635/-84.066331
4. 34.048645/-84.074512



SUWANEЕ HISTORIC DISTRICT
GWINNETT COUNTY, GEORGIA
NATIONAL REGISTER MAP

NATIONAL REGISTER BOUNDARY: 

NORTH: 

SCALE: 1 inch = approx. 200 feet

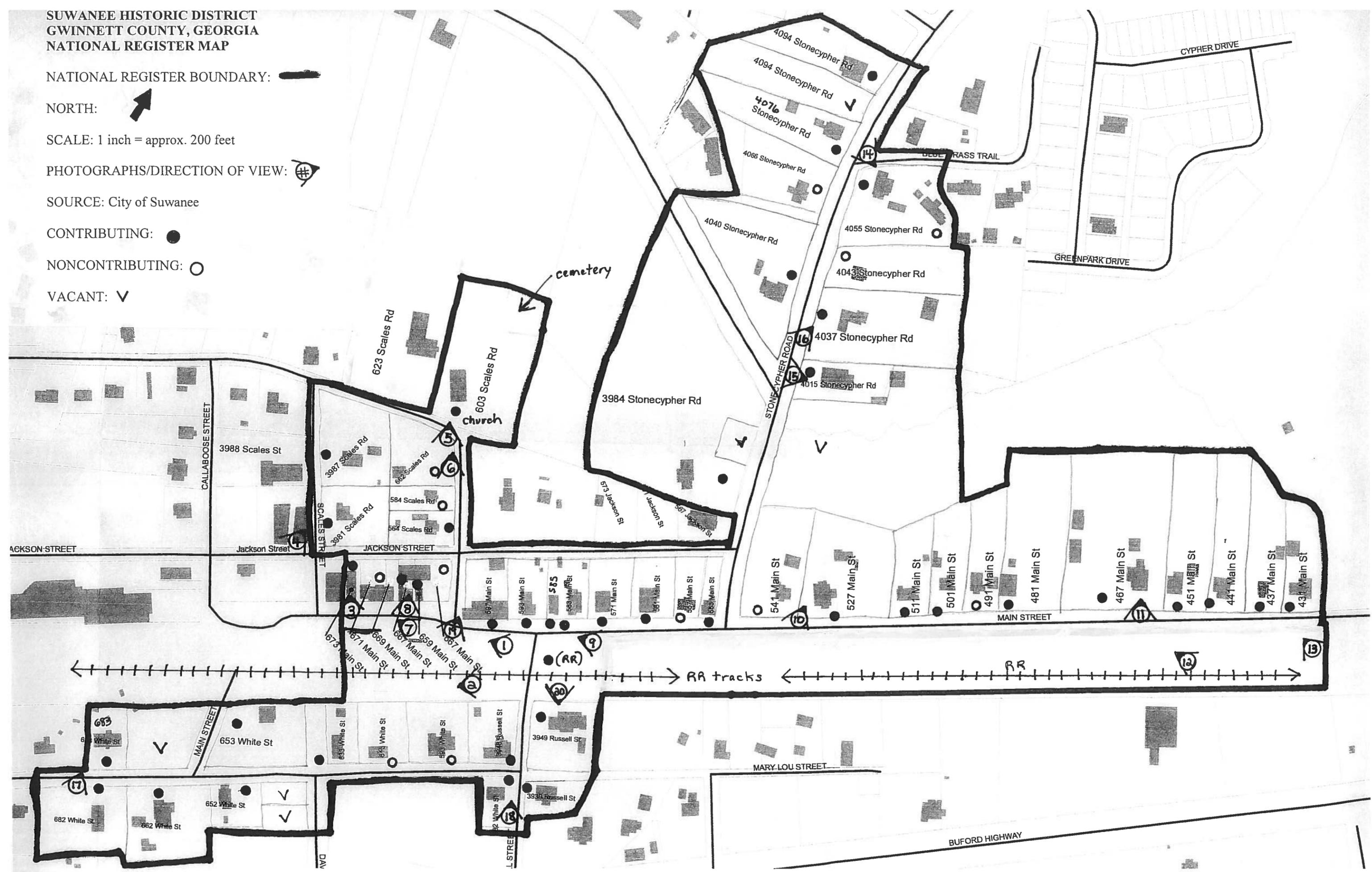
PHOTOGRAPHS/DIRECTION OF VIEW: 

SOURCE: City of Suwanee

CONTRIBUTING: 

NONCONTRIBUTING: 

VACANT: 









REVIVAL

Salon







Sumner
United
Methodist
Church
Chartered 1875
Present
Location 1918



3-911-222

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659

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770-145-385



667A

CAPITAL

Main Street

FOR RENT
70-145-186



















683

683

RED HAWK
18-00-00



Pierces Corner
ANTIQUES

PIERCE'S CORNER
1903



