

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

1. Name of Property

Historic name: Downtown Morehead Historic District

Other names/site number: _____

Name of related multiple property listing: _____

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

2. Location

Street & number: Main and 1st Streets

City or town: Morehead State: KY County: Rowan

Not For Publication: ☐ Vicinity: ☐

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 X local

Applicable National Register Criteria:

X A ___ B ___ C ___ D

Signature of certifying official/Title:

Date

State or Federal agency/bureau or Tribal Government

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

Signature of commenting official:

Date

Title :

State or Federal agency/bureau
or Tribal Government

Downtown Morehead Historic District
Name of Property

Rowan County, Kentucky
County and State

4. National Park Service Certification

I hereby certify that this property is:

- ☐ Entered in the National Register
☐ Determined eligible for the National Register
☐ Determined not eligible for the National Register
☐ Removed from the National Register
☐ Other (explain :) _____

Signature of the Keeper

Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

Private:

☒

Public – Local

☒

Public – State

☐

Public – Federal

☐

Category of Property

(Check only **one** box.)

Building(s)

☐

District

☒

Site

☐

Structure

☐

Object

☐

Downtown Morehead Historic District
Name of Property

Rowan County, Kentucky
County and State

Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>55</u>	<u>17</u>	buildings
<u> </u>	<u>23</u>	sites
<u> </u>	<u> </u>	structures
<u> </u>	<u> </u>	objects
<u>55</u>	<u>40</u>	Total

Number of contributing resources previously listed in the National Register 3

NRIS #	Historic Name	KY Survey #	Listed Date
16000013	Morehead Chesapeake & Ohio Railway Freight Depot	RWM-6	2-12-2016
83002862	Rowan County Courthouse		7-21-1983
100000743	Rowan County Courthouse (Boundary Increase)	RWM-5	3-13-2007

6. Function or Use

Current Functions

Historic Functions

(Enter categories from instructions.)

COMMERCE/TRADE: business

COMMERCE/TRADE: business

COMMERCE/TRADE: financial institution

COMMERCE/TRADE: Retail-e-

shopping

DOMESTIC: hotel

RECREATION AND CULTURE:

museum

GOVERNMENT: courthouse

RELIGION: religious facility

DOMESTIC: residence

Law Office

7. Description

Architectural Classification

(Enter categories from instructions.)

Late 19th Early 20th Century American

Mid Century Modern

Materials:

Walls: Brick/Stone/Siding/Stucco

Roof: Asphalt/Metal

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, and style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

The Downtown Morehead Historic District contains properties in Morehead, the seat of Rowan County, situated in northeast Kentucky. 30.37 acres make up the district, which lies on the north side of Triplett Creek and consists of the area making up the traditional downtown commercial district in 1881. The Wallace Wilkinson Blvd runs parallel to 1st Street on what once was the C&O Railway, removed in 1984 and is bounded on the north by 2nd Street, to the east, Union Street, and the west, Hargis Ave., and consists of 51 contributing buildings, including the already-listed Rowan County Courthouse Square NRIS# 83002862(7/21/1983), and Boundary Increase that includes 1937 and 1938 WPA buildings that housed the Board of Education and Old Jail. NCIS#100000743 on 3/13/2017. The 1880-81 C&O Freight station (NCIS# 1600013-2/12/2016), 22 non-contributing buildings, and 6 noncontributing sites. Throughout the history of Morehead, each of these buildings and sites have served some commercial, residential, or institutional purpose at some point. The majority of historic structures are constructed from brick and are 1-2 stories. The years of construction range between 1880 and the present.

Development in the District Prior to the Period of Significance

The first European settlers came to what would become Rowan County from Virginia following the American Revolution in 1783. In 1854, Morehead became the third community settled in Rowan County, by Colonel John Hargis, after purchasing land in the area, and named for Governor James T. Morehead (1834-36). Morehead was selected as the county seat due to centrality, though less developed and smaller than western neighbor, Farmers. Morehead was officially incorporated in 1869. Kentucky's strategic location during the War Between the States disallowed any early declarations of neutrality.

The Midland Trail ran through what is now Main Street in Morehead, brought both sides of the conflict to the region. The Midland Trail eventually would become US 60-Main Street through many towns from Virginia winding a westward path near the first mainline rail service tying Russell and Ashland to Lexington in 1881 providing passenger and freight service to Morehead and Rowan County.

Before 1880-81, we must travel a bit east to Carter County, and northeast to Lewis County where the confluence of troops, both Union and Confederate, and the guerilla-style lawmen/horse thieves did their bidding, liberating horses and supplies in support of their chosen militia, met the Ohio River and the flatboats. John Hunt Morgan and his Raiders made their way through Morehead east, ultimately burning Olive Hill. Rowan County's most significant encounter was June 16, 1863, at Triplett's Creek Bridge where Everett's Confederate cavalry was engaged by the 10th Kentucky Cavalry. The Confederate troops were under the duress of being badly outnumbered, took retreat south to Morgan County, burning the Triplett's Creek Bridge in their wake. There were several Guerrilla raids into Morehead, notably on November 10, 1863, then a March 21, 1864 return, burning down the courthouse. (Fred Brown, 2007) After the North-South hostilities subside, lawlessness became the norm in the area; the Regulators of Elliott

County, a vigilante group of the period, while just a few miles east, near what is today Globe the Holbrook-Underwood War developed, a precursor developing a portion of the cast to play out their fate in the Tolliver-Martin Feud (Rowan County War). After the War Between the States ended, the secrets of the pretty green hills of eastern Kentucky were revealed and expansion westward and the American Industrial Revolution accelerating. Morehead was truly formed post-Civil War amid open wounds of the conflict combining with the genesis of new extraction economies that would fuel both the local economy, but also the local battle for supremacy. (Days of Anger, Days of Tears, 2007, Brown, Jr. & Blair) the seemingly endless supply of timber in the region making its way to the export market with rail expansion brought in new capital, and new competitions. Fred Brown, Jr. and Juanita Blair in their scholarly text, Days of Anger, Days of Tears report in Morehead, 1876, there were two stores, one owned by Howard Logan, the other by Warren Alderson. Judge Carey's "Carey House was the lone hotel (current location of the Cozy Building). In March of 1880, the Rowan County jail was burned; in November the county clerk's office burned with all records being destroyed. County Attorney

Z.T. Young was appointed the court's commissioner, taking over the difficult job of sorting out potentially conflicting land claims now that the deeds were gone. (Fred Brown, 2007)

Development in the District during the Period of Significance

Progress and growth began in earnest in 1881 when the Elizabethtown Lexington & Big Sandy Railroad built the Freight Station and laid rail through Morehead, connecting Ashland to Lexington, giving people a way into Morehead, and a way out. The rail industry would play a major role in Morehead for the next 93 years. As natural resources began to be extracted, the Chesapeake & Ohio, Triplett & Big Sandy, Kentucky Northern, Morehead & North Fork, and Christy Creek Railways provided a means for timber, coal, and clay, as well as transporting general freight into the region along with Passenger service. The Freight Station today is the oldest commercial building in Rowan County and is on the National Register of Historic Places at 130 East First Street. (Railroad Street)

With Rail service established, Morehead began to see the construction of hotels, banks, saloons, and commerce along the north side of the Train Station on Railroad Street. By June of 1883, Morehead had three hotels, owned by Judge Carey, H.C. Powers, and Dr. R.L. Raine, respectfully. Powers built an Opera House in 1883 next to his hotel close to the train station. As the roots took hold in Morehead, political turmoil would closely follow as would conflicts of authority that would light a fuse on a three-year war in 1884 that would set Morehead's progress back in a way that cannot be measured today. Democrats and Republicans drew their lines in the sand in, August 1884 as local officer elections became violent, the Feud was on. (Brown & Blair, 2007) The Tolliver-Martin Feud, also known as The Rowan County War is a story all its own and not an appropriate digression for this writing. However, from August 1884 to June 22, 1887, this feud was responsible for 21 people losing their life whole over half the county's population fled in fear of their safety. In the summer of 1887, Daniel Boone Logan was told by Gov. Knott

there would be no more troops sent to Rowan County for an election or a trial. Mr. Logan was encouraged to handle this situation on his own, which he did. On June 22, 1887, Logan and his “militia” encircled the American Hotel (Powers House) where the Tolliver faction was headquartered; over the next two hours, an estimated 1500+ shots were fired that resulted in the Tolliver faction being executed. At 3 PM that afternoon at an assembly at the courthouse witnessed the formation of a *Citizen’s Protective Association*. The following was stated, “The law shall be obeyed in Rowan County! If anyone was arrested for this day’s work, we will reassemble and punish to the death any man who offers the molestation.” A dispatch was sent from D.B. Logan to Gov. Knott that read, “I have done it”. The posse went from saloon to saloon, pouring out liquor while the bodies of the Tolliver’s were taken charge of, washed and dressed, and coffins ordered. On June 23, 1888, Maysville’s *Daily Republican* reported that Governor Buckner made a “clean sweep of the Rowan County cases”, pardoning all those indicted for murder. The Rowan County War came to its long-overdue end. (Brown & Blair, 2007) (Brown & Blair, 2007)

The Rowan County War now over, the citizenry had the task of building a city free of the feudal nature of its origins. The town laid in virtual ruin, its businesses destroyed, and the economy in shambles. Zachery T. Young and his son Alcanon W. (Allie) Young, who later became an influential member of the General Assembly and the Board of Regents at Morehead State. Neither man was convicted of the charges of murder. (Flatt, 1997)



Figure 1. Sanborn Map. 1908

The original layout of the town (Figure 1) is mostly gone today except for the narrow north-south avenues leading away from Railroad Street remain, now paved and much of their history forgotten. Railroad Street remained the central core of the business district while rail remained the primary means of transportation. The Christian and Methodist congregations both met on the site of today's 1st Christian Church at 227 East Main Street along with the other denominations that shared the old wooden structure up to the turn of the century. Ignorance and alcohol were largely blamed for the condition in Morehead; the Baptists decided that holding evangelical revivals, dis-fellowshipping all that manifested an indifference to church attendance. The Christian Church followed an alternative route by establishing a normal school.



Figure 2 1-1880s Photograph of the C&O Freight Station and Peoples Hotel on Railroad Street. (1st Street today)

One cannot talk about development in Morehead, Kentucky after 1887 and not include education. Entering the campus of Morehead State University today, a towering obelisk announces the year 1887 as the date the school was founded. The inscription emphasizes the significant role of the old Morehead Normal School in laying the groundwork for the present state institution. For nearly twenty years the Christian Church had hopes of establishing a congregation in Morehead with a school for missionary work in the mountains. This dream garnered new force after the Tolliver-Martin Feud demonstrated the tremendous need for more education to help create serenity out of turmoil. (Flatt, 1997) The founding of a school in Morehead was authorized in August 1887 at the Disciple's state convention in Maysville. Ex-Confederate General William Temple Withers pledged \$500 per year to start a school and preach the gospel in a region that needed "not less law, but more gospel". Withers was an elder at Lexington's Main Street Baptist Church and suggested the church's state board run the school.

In 1902, during his Morehead Normal School, Christian minister Charles S. Loos reminisced about Morehead's selection fifteen years earlier; referring this decision as manifesting an "enlightened and heroic Christian purpose" in erecting "a pharos of intellectual and spiritual light, that should send its illuminating and awakening rays of knowledge and hope through the valleys. And over the mountains beyond it." (Flatt, 1997) In September 1887, Frank C. Button was employed by the Christian Church to establish a school in Morehead while serving as minister of the local church. Frank's mother Phebe E. Button, was an experienced teacher and administrator and accompanied Frank to Morehead. Another very influential woman of the time was Cora Wilson Stewart who attended and later taught at Morehead Normal School.



Figure 2. Cora Wilson Stewart

However, it was in 1911, when Cora was serving as the superintendent of Rowan County schools, she organized the “Moonlight Schools”, the forerunner of adult education in the United States and the world. A rural “Moonlight School” was moved from Big Brushy in Rowan County to the campus at Morehead State in 1972, today located on East 1st Street, standing as a testimonial to Cora Wilson Stewart and her vision that everyone has an education. During this time, new construction in Morehead turned to early 20th Century style commercial buildings using the local limestone, known as bluestone for foundation and brick. There are still a couple of houses built in the era from asbestos siding. The C&O Passenger Depot was erected in 1904 of brick and stone foundation as was the Morehead Grocery Company, aka Union Grocery. The Cozy Building replaced the Gault House (Figure 5) on the corner of then Court Street and Main and constructed of Sawn Limestone from the local Bluestone quarry. The same still stands at the corner of Battson Oates and Main today, having recently been readapted for modern use as a micro-brew pub.

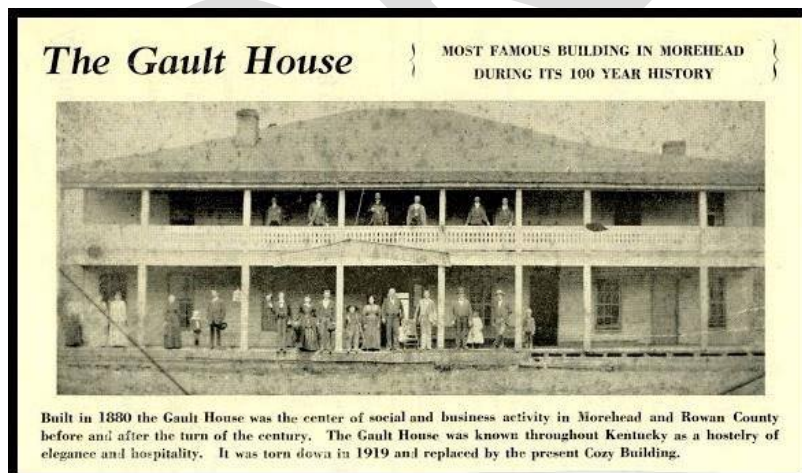


Figure 4 1880s photo of The Gault House at the corner of Main St. & Battson Oates today. (1880-1914)

The Normal School Act of 1922 was challenged and went to the Court of Appeals, and in May 1923 the decision upheld the 1922 Act. The Morehead State Normal School then was active

from 1923-1926, when it became the Morehead State Normal School and Teachers College from 1926-1930 with the right to confer four-year degrees. In 1929 the Olmstead Brothers designed the campus, built in a Crescent Shape around the sloping hillside that is on the National Register (NRIS # 94001381). During the 1930s and the war years, Morehead State Teachers College evolved from a denomination-oriented normal school to a state institution of higher learning. From 1930-1948, three great trials tested the metal of the school: The Great Depression, World War II, and the loss of accreditation by two national associations, all resulting from circumstances out of its control. (Flatt, 1997) These were changing times in the City of Morehead as well. When the finalized U.S. Highway system was approved on November 11, 1926, U.S. Route 60 was officially designated through Kentucky, giving the state a main U.S. Highway ending with the number "0". US 60 was later extended to Los Angeles on June 8, 1931. (Wikipedia, 2020) With US 60 becoming Main Street in Morehead, the increased traffic brought new construction in the late 1920s and throughout the 1930s. Brick and mortar construction was a prominent type of construction during the period. In 1939, tragedy strikes over the July 4 holiday. A gas leak caused an explosion on Main Street that leveled the Caskey Hotel and neighboring liquor store without a fatality. Many residents wondered aloud what could be worse on the morning of July 4th in the aftermath of the fire, having no idea the night the pre-dawn hours of July 5th would leave a mark on the Soul of the City for many years to come as a monstrous flash flood roared down the Triplett Valley, sweeping away homes, business and Lives. The result was the loss of twenty-five overnight, leaving carnage throughout downtown. The Great Depression Era of the 1930s saw Morehead use the Works Progress Administration to build the Jail and Board of Education Buildings on the Courthouse Square, in addition to voting houses around the city and county, also in the National Register. (NRIS# 100000743)



Figure 5. Rowan County Courthouse during an election or court day.

A most significant event for downtown Morehead came during the July 4th holiday in 1939. On the evening of July 3rd, a gas leak caused an explosion next to the Caskey Hotel on Main Street, then burning most of a city block, now the area of Arby's. The next morning folks wondered what could possibly be worse, as the city had a carnival in town, and people visiting and enjoying the Independence Day celebration. Little could the townsfolk know that the raindrops that began to fall around 10 pm the evening of July 4, was about to bring the city and county to

her knees. A rain anomaly that also hit Breathitt County the same evening dropped a deluge for a bit over four hours. As reported by eyewitnesses, an old rail trestle in the area just east of downtown happened to dam Triplett Creek; when the trestle broke loose, a wall of water nearly six feet in depth raged through downtown. Twenty Five Souls were claimed overnight as the citizenry of Morehead and Rowan County were left reeling and in shock from such a tragedy.

When one examines the following years of the 1940s, we see many of the buildings now occupying Main Street were constructed. New construction in the district during the 1940s and 1950s were several brick and mortar structures, with Mid-Century Modern still seen about the district today. Morehead State also had major additions to campus during this time with the Adron Doran Student Center within the area of the district while just a few hundred yards to the west on 2nd Street, St. Claire Hospital in 1963. New construction has been very limited in the downtown area since this era.



Figure 3. 1947 Fire that destroyed The Peoples Hotel on Railroad St. (1st Street)



Pictured in connection with visit to Lexington of Train of Tomorrow, the train pulling into Morehead.

This photograph was published on Mar 27th, 1949 (1949-03-27)

Figure 4. The General George Washington arriving in Morehead, 1949.

Changes in the District since the Period of Significance

Post 1969 the completed Interstate through Kentucky further enhanced the ability for personal travel and commercial hauling via trucking. For the first time, the rail mode of moving freight

was challenged, taking only fifteen years to have a fatal impact in Morehead. The paradigm shift away from rail led to the closing of CSX Rail's Lexington Division, tying the north-south traffic through Russell to Lexington and markets west. CSX abandoned the Lexington Sub-division in 1985 between Coalton and Lexington after losing passenger service in the early 1970s. The rail line abandonment through Morehead created a new space for a bypass of the town, the Wallace Wilkinson Blvd. on what was the rail bed. The only remaining visuals of the glory days of rail are the Freight station and Passenger Depot located on what is now 1st Street; no longer Railroad Street.

The physical characteristics of the downtown have also been greatly impacted by the growth of two large employers in downtown; Morehead State University's campus, bounding the district on the north, and St. Claire Healthcare, both with colorful histories of their own. Approximately 2300 employees populate downtown daily from these two institutions. The very nature of this growth, accompanied by the bypass, the institutional purchase of properties from the private sector has the result of devaluing the tax base, being owned by non-taxpaying institutions. Restrictive building codes and availability of land tracts in downtown have challenged private investment. Recent inventories and comparison to the late 1990s inventory reveal many lost buildings either to fire or demolition have not been replaced. Since 1999, new private investment has resulted in the new construction of only two new properties in the district, both apartment buildings. However, historic properties have been renovated such as the old Union Grocery Building into the Kentucky Folk Art Center, the old City Hall, the Cozy Building, and Midland Trail Theater as examples in recent years.

The current efforts recreating a new downtown amid the historic properties being requisite for the viability of downtown. The former American Legion is now an eight apartment complex in the heart of the city. There are a limited number of apartments in the district but are included in the downtown area on the fringes of the historic district. The City of Morehead has had the fortune of becoming a "hub" city for the Gateway Region, being the center of transportation, health care, education, and shopping. With new industries such as International Stave, AppHarvest, Rajant Corporation, SRG Global throughout the county, a renewed interest in downtown has surfaced as there are few vacancies. Investor confidence has returned as efforts to restore downtown Morehead as the locus of activity in Rowan County.



Morehead, KY Historic District



200




Feet

Legend







- Morehead Historic Assets
- Contributing Parcels
- Parcels
- National Historic Register



All mapped information is believed accurate but is not guaranteed without error. While attempts have been made to ensure the correctness of the information presented, the Gateway Area Development District does not guarantee accuracy, completeness, or suitability for a particular use. Information herein should be independently verified. If you have any questions please contact Daniel R. All, Project/GIS Specialist, Gateway Area Development District, 110 Lake Park Drive, Morehead, Kentucky 40351.







Map #	Photos	Description
1		RWM 154 –227 East Main St. - First Christian Church Brick and Mortar Structure- 1925. No additions or alterations of the original structure. Replaced the Union Church, built by Col. John Hargis, founder of Morehead and housed all faiths during it's tenure on this location. Ironically, Col. Hargis' funeral was the first in the new structure.
2		RWM 162-223 East Main St Current Zen Garden for the 1 st Christian Church - RWM 162 – 080-10 013.00
3		RWM 61 – 206 East Main St.- Norman Wells House Contributing Single residence built with brick brought to Morehead via the C&O Railway in 1927 with unique features of leaded glass and full windows, complimented by a full veranda style porch on the north and west sides. Currently home to Dehner & Ellis, Attorneys at Law.
4		RWM 79-175 Bridge St. Non Contributing Building frame construction with brick veneer. Historical uses have been office space and hair salons.
5		RWM 29- 182 East 1st St. – Moonlight School Non-Contributing Frame Structure moved to the City Limits in the late 1960s. Structure is original with added Central AC. Metal Roof, and was an actual one room school. Moonlight Schools began in early 1900s by Cora Wilson Stewart-1 st Woman President of KEA
6		RWM 5 – 204 East Second St. WPA - 1938-Former Jail NRIS # 100000743 Boundary Increase 3/13/2017






Map #	Photos	Description
7		RWM 5- 205 East Main St. – NRIS# 83002862 -added to the National Register 7/21/1983 Built in 1899 the current Rowan County Arts Center is the heart of downtown Morehead Historic District. Brick and Mortar structure of cut limestone foundation
8		RWM 5 - 204 East 2nd St. WPA Building – Boundary Increase 3/13/2017 – NRIS# 100000743
9		RWM 194 – 114 West Main Street Non Contributing 1961 – Extensively remodel to fit changing technology
10	 	RWM 185 – Non Contributing Calvert Square Parking-1 st Baptist Church
11		RWM 183 – 116 East Second St. – 080-20-17-003.00 Parking at Rear of 1 st Baptist Church Part of Calvert Square
12		RWM 124 – 123 East Main St. – 1958 Contributing – Brick Veneer – site has been the 1 st Baptist Church since the early 1900s-This building replacing the Wooden Structure in 1958

Map #	Photos	Description
13		RWM 184 – 123 Maggard Place Non Contributing Parking Lot 080-20-17-004.00 1 st Baptist Church – Calvert Square
14		RWM 95 – 114 Council Street –Contributing Upstairs of the Old Martin’s Building 117 East Main St. with Council Street Access. Currently Hair Salon- Apartment-Storage
15		RWM 95-117 East Main St – Contributing - 1962 Brick Veneer – concrete block foundation – original design for Commercial Retail Space and features front storefront display windows. – currently has office space and storage units on 2 nd level @ 114 Council Street RWM 95
16		RWM 95 – Non Contributing Parking Area for 117 E Main. 080-20-17-006.00
17		RWM 191 – 102 East Main St. - Non Contributing Current Site of the Morehead Conference Center Parking Area.- Proposed Site of New Hotel 2020
18		RWM 3 – US POST OFFICE - 1938 105 East Main Street WPA era building constructed of Brick and used at Post Office to 1987. Adapted to be the Morehead City Hall and currently the Morehead Police Station.







Map #	Photos	Description
19		RWM 175 – 128 East Second Street-Non Contributing Parking area for 120-122 Maggard Place 080-20-18-001.00
20		RWM 180 – 120-122 Maggard Place – Contributing Circa 1940 Frame Duplex 080-20-18-001.00
21		RWM 87 – 151 East Main Street – Contributing Mid Century Modern-Brick Veneer Construction-1962 Flat Roof
22		RWM 86 – 149 East Main St. – Contributing 1962-Mid Century Modern- Block Construction with Brick Veneer – Flat Roof – Original use was a Western Auto Store –Large Display windows are featured
23		RWM 170 – 140 E Second Street- Non Contributing Parking Area for 145-147 E Main with 2nd St access 080-20-18-006.00
24		RWM 125 -145-147 East Main St.- Contributing – Originally Western Auto Store – 1962- Block and Brick Veneer – Flat Roof- Large Display Windows are featured

Map #	Photos	Description
25		RWM 172 – 136 East Second Street-Non Contributing Parking Area @ Rear of 141-143 East Main Street 080-20-18-007.00
26		RWM 83 -141-143 East Main Street - Contributing 1940 – Original use as Retail – Brick and Block Building – residential units on 2 nd level Renovation in recent years Stucco was applied to front facade
27		RWM 81- 139 East Main Street – Contributing Bank Building 1940 Brick Veneer Construction-Basement has Cut Stone foundation – Original use was Bank and features high ceilings – upgrades have been do but sympathetic
28		RWM 80 –135 East Main St- Non Contributing 1939-Brick Veneer with Stucco- Mid Century Modern-Original use was 5 & 10 Store- Readapted for apartment living
29		RWM 136 - 114 Maggard Place – Non Contributing Non-descript duplex – Brick Veneer
30		RWM 97 – 129 East Main St – Contributing – 1966 Mid Century Modern Style Originally- Front Façade Redone with Stucco Front – Building is Stone in Construction – Original use Commercial

Map #	Photos	Description
31		RWM 163 – 515 Battson Oates Drive-Non Contributing Morehead State-former faculty house, prior to that was the office of Dr. Arvis Porter. No Structures in 2020
32		RWM 167 – 150 East Second Street – Non Contributing Currently is leased parking area for Windstream. Owned by the Gay Hardymon Exempt Marital Trust 080-20 19 002.01
33		RWM 164 – 517 Battson Oates Drive – Non-Contributing Space once held the law office of Allie Young, but torn down in 2014 due to neglect. Empty Lot in 2020
34		RWM 2- 173-175 East Main Street- Contributing The COZY Building. 1915. Constructed of “Sawn” limestone block, this site today has the stone foundation and timbers from the original Judge Carey House (1856). Rehabilitation of this structure was completed in 2019 adapting the building to accommodate a micro-brewery, returning this corner of Main St to its prominent status downtown.
35		RWM 2 – 171 East Main St. –Contributing Part of the original Cozy Structure, the west side housed the Cozy/Mill theater for many years. Also of Sawn Limestone with cut limestone foundation. The slanted floor of the theater can still be seen in the basement today. The 171 East Main building was adapted to upscale living, completed in the spring of 2019, shown on the left.
36		RWM 2- 173-175 East Main Street- The COZY Building. 1915. Constructed of “Sawn” limestone block, this site today has the stone foundation and timbers from the original Judge Carey House (1856). Rehabilitation of this structure was completed in 2019 adapting the building to accommodate a micro-brewery, returning this corner of Main St to its prominent status downtown.







Map #	Photos	Description
37		RWM 72- 169 East Main Street –Contributing Brick and Mortar Construction. Transom windows highlight this 1956 structure originally designed and operated as a Hardware store for many years. Readapted in the early 1990s for restaurant and entertainment. Limestone Block foundation.
38		RWM 70-163 East Main St.-Non Contributing Wood Frame and Brick Veneer Building constructed 1968. Shingle Roof. 15 parking spaces in the front of building which is setback significantly from Main St. Multiple office spaces within
39		RWM 70-165 East Main St.-Non Contributing Wood Frame and Brick Veneer Building constructed 1968. Shingle Roof. 15 parking spaces in the front of building which is setback significantly from Main St. Multiple offices spaces within.
40		RWM 88-159 East Main St. – Contributing Morehead Cinema 1968. Concrete Block with Stucco Siding, flat roof. Adapted for Re-Use as a coffee shop and book store in 2010.
41		RWM 169 - 157 East Main St. –Non Contributing Currently a Parking Area dedicated to Windstream.
42		RWM 165 – 154 East Second Street – Contributing Building was constructed for General Telephone Circa 1958-60. Houses centralized communication infrastructure for Northeast KY.





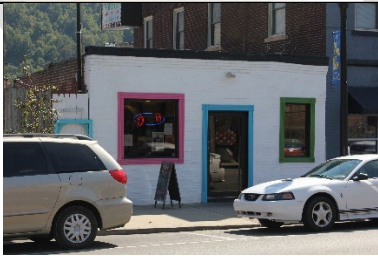

Map #	Photos	Description
43		RWM 94 – 111-113-115 North Wilson Ave-Contributing 1940 Solid Brick Construction from an active period of construction downtown. This two sided Store Front has a central entrance for access to upstairs apartments, the 113 address.
44		RWM 120 -109 North Wilson Ave-Contributing-1928 Solid Brick building constructed to be the Midland Trail Theater-open into the late 1970s. Sympathetic Rehab converted to an Entertainment venue in 2018. Built by early 1900s municipal pioneer in Morehead- Ed Maggard
45		RWM 92 – 107 North Wilson Ave – Contributing 1940 – Brick construction. Currently undergoing renovation Small retail and Office Space or possible restaurant
46		RWM 60 – 101 West Main Street-Contributing 1940 Brick Veneer display windows at storefront. Long used as family department store. Renovation began in 2018.
47		RWM 90-103-105 West Main street -Contributing-1939 –Brick Veneer structure from the building boom in Morehead during the 1930s-40s. Concrete Foundation. 105 West Main is same address. Building has had façade work in past 20 years due to decline in veneer.
48		RWM 75 – 109-111 West Main Street Contributing – Frame with Brick Veneer. Renovation within past 20 years brought Stucco Façade Structure has dual storefronts

Map #	Photos	Description
49		RWM 195 –130 West Main Street The Citizens Bank Parking Area 080-20 28 001.00
50		RWM 103 – 110 West Main St.-Contributing 1926 Built by J.A. Allen in 1926, housed Allen's Meat Market and the first IGA Grocery in the town. Brick Veneer over Wood Frame is 2 Story. Ground Floor features larger display glass at the storefront.
51		RWM 104 – 108 West Main St-Contributing – 1920 Another of Morehead's oldest standing structures. Brick Veneer over Wood Frame construction features storefront display windows with transom windows now covered.
52		RWM 105 – 104-106 West Main St.-Contributing 1920 Brick and Mortar building with Stone Foundation. Originally was a 1 story structure-2 nd story added 1940s (Est) Was a service Station at origin.
53		RWM 60-102 West Main St-Contributing Brick and Mortar building with stone foundation was originally occupied by the Blair Wholesale Company. Later housed Perry Hardware and Kentucky Food Stamp Offices. Currently an Antique Store. One of Morehead's Oldest Structures.
54		RWM 121 – 121 South Wilson Ave-Contributing Frame-Brick Veneer office Duplex- Circa 1970







Map #	Photos	Description
55		RWM 122 – 125 South Wilson Ave.-Contributing Frame with Asbestos Siding Circa 1930. Scheduled for demolition late 2020- or 2021 for new hotel parking
56		RWM 123 – 135 South Wilson Av-Non Contributing Morehead Utility Plant Board Admin Offices
57		RWM 198- 130 South Hargis Ave-Non Contributing Frame-Single Family Dwelling
58		RWM 196 – 155 West 1st Street-Non contributing Frame and Brick Veneer Townhomes built 2012 7 units
59		RWM 199 – 181 West 1st Street-Non Contributing Frame and Brick Veneer Townhomes Built 2012 4 units
60		RWM 197 –124 South Hargis Ave-Non Contributing Lot on the property of The Citizens Bank- No Structures






Map #	Photos	Description
61		RWM 96 – 122 East Main Street – Contributing 1957 – Mid Century Modern Construction, Brick Veneer Construction. Opened as The Peoples Bank in 1957
62		RWM 118 – 134 East Main St- Contributing 1940-This is a Frame house with Asbestos Siding. Original design is a residence but has also been a Doctor's office and Now a Restaurant. Metal Roof. There have been additions to the original structure.
63		RWM 82 – 140 East Main St-Non Contributing 1985-Former sight of the historic William Young House Concrete Structure with Brick Veneer
64		RWM 132-143 East First Street-Contributing 1967 -Brick Veneer- Office Suites
65		RWM 36- 137 East First Street-Non Contributing 1970-Block with shingle roof. Office of Dr. Tom McHugh
66		RWM 187- 121 Virginia Ave-Non Contributing Currently owned by Whitaker Bank-Used as Parking

Map #	Photos	Description
67		RWM 188-124 Virginia Ave-Non Contributing Parking Lot used for 133-135 East First Street- Owned by Steve Barker
68		RWM 144- 133-135 East First Street-Non Contributing 1984 – Office Duplex- Brick Veneer with Shingle Roof
69		RWM 142- 125-127 East First Street- Non Contributing Parking Lot owned by City of Morehead 38.105423 N 83.260168 W 080-20-29-010.00
70		RWM 34 – 123 East First Street-Contributing Circa-Pre 1940 Block and Siding Used as a Store and office building
71		RWM 128- 111 East 1st St - Non Contributing Morehead Conference Center – 2008 Concrete Block and Brick Veneer -
72		RWM 84-144-146 East Main St – Contributing 1968 – Large Storefront Windows- Original Use was Commercial Department Store-6 apartments 2 nd level- Has Basement with lower lever access

Map #	Photos	Description
73		RWM 174-148 East Main St.-Non Contributing Empty shell of burnout-Now Owned by City 38.105836 N 83.260298 W 080-20-30-002.00
74		RWM 125- 150-158 East Main St.-Non Contributing Currently City Owned property once housing buildings and commerce. 38.105869 N 83.260253 W 080-20-30-003.00
75		RWM 89 – 162-164 East Main St. – Contributing Frame with Brick Veneer – Block Foundation – Flat Roof- 1964
76		RWM 71- 168 East Main Street – Contributing 1927 Former City Hall – Judge’s Office – Volunteer Fire Department – City turned over building in 1990s after re-locating. Sympathetic rehabilitation in 1999 and 2015 adapting to upscale living on 2 nd floor and office/retail space on ground. Solid Brick and Mortar Structure.
77		RWM 73-170 East Main St. - Contributing. Early 20 th Century Structure of Brick and Mortar. Early use was as an office as depicted on the 1908 Sanborn Map. Building has been a restaurant, antique shop and now a specialty store after being adapted for re-use in 2011.
78		RWM 74- 172 East Main St.- Contributing Early 20 th Century Structure has seen several iterations and on the 1908 Sanborn Map. Building was originally a photography studio. For many years housed The Dixie Grill.

Map #	Photos	Description
79		RWM 171- 105 Bishop Ave.-Non Contributing Currently owned by Charmed Enterprises 38.105982 N 83.260099 W 080-20-30-008.00
80		RWM 139- 113 Bishop Ave.-Contributing Circa 1928 – Built of Block with flat roof. Storefront Windows
81		RWM 38 – 147 East First Street- Contributing 1950 Construction of concrete block. Structure has been upgraded in the past 15 years. Currently houses a day care.
82		RWM 143- 149 East First Street-Non Contributing Currently lot owned by Rick Stone-same as 147. Used for Parking. 38.105698 N 83.255996 W 080-20-30-013.01
83		RWM 181-128 Carey Ave- Non Contributing Circa 1940-constructed as a single family residence. Current use is as a Hair Salon
84		RWM 140- 115 Bishop Ave-Contributing Circa 1940 or before as a single family residence of frame construction and shingle/metal roof.

Map #	Photos	Description
85		RWM 76-178 East Main St. Contributing (1940) Wood Frame and Concrete Block Construction-Brick Veneer. Contributing. Building has served the city as the Greyhound Bus Stop and Restaurant for many Years as well as retail outlet and salon. Building underwent extensive renovation to current use as Restaurant in early 2000s.
86		RWM 77 – 180 East Main St. –Contributing – estimated 1969 construction of concrete block with wood framing on interior. In pic, 180 is on the right with Green Metal façade. Original use was for a jewelry store. Current use is dining for Restaurant.
87		RWM 78 – 182 East Main St.- Contributing. (1964) Brick bearing wall/concrete block and brick veneer construction. 8 parking spaces on east side. For 62 years the location of Pasquale's Restaurant.
88		RWM 168- 110 Bishop Ave. – Non Contributing Block and Frame Construction originally the local American Legion Post 126. 2019 Rehabilitation has this structure with 8 apartments
89		RWM 135 – 185 East First Street – Non Contributing Constructed in 1965 as the Rowan County Public Library. MSU now owns and did total renovation into the Kentucky Center for Traditional Music.
90		RWM 200- 180 West First Street- Non Contributing Metal Frame Building originally built for a copier retail store. Currently a Smoke Shop.

Map #	Photos	Description
91		RWM 127 -102 West 1st St.-Contributing 1904-Solid Brick Bearing Walls that housed the Morehead Grocery Company, then Union Grocery operating as a wholesale grocery company from 1907-1972. Serving 10-12 counties in east Ky. Most inventory was delivered via the C&O Railway, as there was a rail side track on the south side of the building. Currently houses the Kentucky Folk Art Center and restored in 1997.
92		RWM 6- 130 East First Street-contributing Original structure build by the Elizabethtown, Lexington & Big Sandy Railroad in 1880-81 and served as a freight station. Morehead's oldest standing building, the structure was added to the National Register of Historic Places in December 2016.
93		RWM 129 – 150 East 1st St – Contributing C&O Passenger Depot 1904 Solid Brick Construction- Currently houses the tourism visitors center and chamber office
94		RWM 176- 137 Virginia Ave-Non Contributing Currently a lot used for parking by residents at 144 E Main St. 38.105739 N 83.260168 W 080-20-30-016.00
95		RWM 178 – 155-177 E 1 st St-Non Contributing Several parcels have been consolidated for the parking area noted here, including 178 and 182 Virginia Ave. Morehead State – Kentucky Center for Traditional Music 38.105769 N 83.255970 W 080-20-30-011.00

Asset #	PVA Map #	Site ID#	Address	C/NC
1	080-10 03 013.00	RWM154	227 E MAIN ST	C
2	080-10 03 013.00	RWM 162	223 E MAIN ST	NC
3	080-10 05 006.00	RWM61	206 E MAIN ST	C
4	080-10 05 009.00	RWM79	175 BRIDGE ST	NC
5	080-10 05 009.01	RWM29	182 E 1ST ST	NC
6	080-10 06 001.00	RWM5	210 E 2ND ST	C
7	080-10 06 001.00	RWM5	205 E MAIN ST	C
8	080-10 06 001.00	RWM5	204 E 2ND ST	C
9	080-20 002.00	RWM 194	114 W MAIN ST	NC
10	080-20 17 001.00	RWM 189	102 E 2ND ST-No Address	NC
11	080-20 17 002.00	RWM 183	116 E 2ND ST	NC
12	080-20 17 003.00	RWM124	123 E MAIN ST	C
13	080-20 17 004.00	RWM 184	123 MAGGARD PL	C
14	080-20 17 005.00	RWM 186	114 COUNCIL ST	C
15	080-20 17 005.00	RWM95	117 E MAIN ST	C
16	080-20 17 006.00	RWM 95	111 E MAIN ST	NC
17	080-20 17 006.00	RWM 191	102 E MAIN-Parking	NC
18	080-20 17 007.00	RWM3	105 E MAIN ST	C
19	080-20 18 001.00	RWM 175	128 E 2ND ST	NC
20	080-20 18 001.00	RWM 180	120-122 MAGGARD PL	C
21	080-20 18 004.00	RWM87	151 E MAIN ST	C
22	080-20 18 005.00	RWM86	149 E MAIN ST	C
23	080-20 18 006.00	RWM 170	140 E 2ND ST	NC
24	080-20 18 006.00	RWM 85	145-147 E MAIN ST	C
25	080-20 18 007.00	RWM 172	136 E 2ND ST	NC
26	080-20 18 007.00	RWM83	141-143 E MAIN ST	C
27	080-20 18 008.00	RWM81	139 E MAIN ST	C
28	080-20 18 009.00	RWM80	135 E MAIN ST	C
29	080-20 18 010.00	RWM136	114 MAGGARD PL	C
30	080-20 18 010.00	RWM 97	129-131 E MAIN ST	C
31	080-20 19 002.00	RWM 163	515 BATTSON-OATES DR	NC
32	080-20 19 002.01	RWM 167	150 E 2ND ST	NC
33	080-20 19 003.00	RWM164	517 BATTSON-OATES DR	NC
34	080-20 19 004.00	RWM2	175 E MAIN ST-Cozy Bldg	C
35	080-20 19 004.00	RWM126	171 E MAIN ST-Cozy Bldg	C
36	080-20 19 004.00	RWM2	173 E MAIN ST-Cozy Bldg	C
37	080-20 19 005.00	RWM72	169 E MAIN ST	C
38	080-20 19 006.00	RWM 70	163 E MAIN ST	NC
39	080-20 19 008.00	RWM70	165 E MAIN ST	NC
40	080-20 19 009.00	RWM88	159 E MAIN ST	C

Asset #	PVA Map #	Site ID#	Address	C/NC
41	080-20 19 010.00	RWM 169	157 E MAIN ST	NC
42	080-20 19-001.00	RWM 165	154 E 2ND ST	C
43	080-20 22 002.00	RWM94	111-113-115 N WILSON AVE	C
44	080-20 22 003.00	RWM120	109 N WILSON AVE	C
45	080-20 22 004.00	RWM92	107 N WILSON AVE	C
46	080-20 22 004.00	RWM60	101 W MAIN ST	C
47	080-20 22 005.00	RWM90	103-105 W MAIN ST	C
48	080-20 22 006.00	RWM75	109-111 W MAIN ST	C
49	080-20 28 001.00	RWM 195	130 W MAIN-Bank Parking	NC
50	080-20 28 003.00	RWM103	110 W MAIN ST	C
51	080-20 28 004.00	RWM104	108 W MAIN ST	C
52	080-20 28 005.00	RWM105	104-106 WEST MAIN ST	C
53	080-20 28 006.00	RWM 192	102 W MAIN ST	C
54	080-20 28 007.00	RWM121	121 S WILSON AVE	NC
55	080-20 28 008.00	RWM122	125 S WILSON AVE	C
56	080-20 28 009.00	RWM123	135 S WILSON AVE	NC
57	080-20 28 01.00	RWM 198	130 S HARGIS AVE	C
58	080-20 28 010.00	RWM 196	155 W 1ST ST	NC
59	080-20 28 010.00	RWM 199	181 W 1ST ST	NC
60	080-20 28 013.00	RWM 197	124 S HARGIS AVE	NC
61	080-20 29 002.00	RWM96	122 E MAIN ST	C
62	080-20 29 003.00	RWM118	134 E MAIN ST	C
63	080-20 29 005.00	RWM82	140 E MAIN ST	NC
64	080-20 29 006.00	RWM132	143 E 1ST ST	C
65	080-20 29 007.00	RWM36	137 E 1ST ST	NC
66	080-20 29 004.00	RWM 187	121 VIRGINIA AVE	NC
67	080-20 29 008.00	RWM 188	124 VIRGINIA AVE	NC
68	080-20 29 009.00	RWM144	133-135 E 1ST ST	NC
69	080-20 29 010.00	RWM142	125-127 E 1ST ST	NC
70	080-20 29 011.00	RWM34	123 E 1ST ST	C
71	080-20 29 012.00	RWM128	111 E 1ST ST	NC
72	080-20 30 001.00	RWM84	144-146 E MAIN ST	C
73	080-20 30 002.00	RWM 174	148 E MAIN ST	NC
74	080-20 30 003.00	RWM 125	150-158 E MAIN ST	NC
75	080-20 30 004.00	RWM89	162-164 E MAIN ST	C
76	080-20 30 005.00	RWM71	168 E MAIN ST	C
77	080-20 30 006.00	RWM73	170 E MAIN ST	C
78	080-20 30 007.00	RWM74	172 E MAIN ST	C
79	080-20 30 008.00	RWM 171	105 BISHOP AVE	NC
80	080-20 30 009.00	RWM139	113 BISHOP AVE	C

Asset #	PVA Map #	Site ID#	Address	C/NC
81	080-20 30 013.01	RWM38	147 E 1ST ST	C
82	080-20 30 013.01	RWM143	149 E 1ST ST	NC
83	080-20 30 014.00	RWM 181	128 CAREY AVE	NC
84	080-20 30 020.00	RWM140	115 BISHOP AVE	C
85	080-20 31 001.00	RWM76	178 E MAIN ST	C
86	080-20 31 002.00	RWM77	180 E MAIN ST	C
87	080-20 31 003.00	RWM78	182 E MAIN ST	C
88	080-20 31 005.00	RWM 168	110 BISHOP AVE	NC
89	080-20 31 006.00	RWM 135	185 E 1ST ST	NC
90	080-20 36 009.00	RWM 200	180 W 1ST ST	NC
91	080-20 36 010.00	RWM127	102 W 1ST ST	C
92	080-20 36 011.00	RWM6	130 E 1ST ST	C
93	080-20 38 23.01	RWM 129	150 E 1ST ST	C
94	080-20-30-016.00	RWM 176	137 VIRGINIA AVE	NC
95	080-20-30-011.00	RWM 178	155-177 E 1ST ST-MSU Parking	NC

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 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

COMMUNITY PLANNING AND DEVELOPMENT

Period of Significance

1880-1969

Significant Dates

1881 – Rail Service is established thru Morehead.

1884-1887 – Tolliver-Martin Feud

1926 – US Hwy 60 Designated

1927-1933 – Morehead Teachers College (MSU Historic District – NRIS# 94001381)

1939 Morehead Flood

1940s- Morehead's most significant era on new construction

1969 Eisenhower Interstate 64 ends at Exit 137 in Morehead, North of town.

Cultural Affiliation

Architect/Builder

Statement of Significance

Summary Paragraph

The Downtown Morehead Historic District meets National Register Criterion A for its associations with a significant chain of events: the process of local community building. Revealed are two eras of community development in Rowan County's Euro-American past: an era of slow cultural development before the Elizabethtown, Lexington, Big Sandy Railroad in 1881, followed by the era of community growth thereafter. Travel through Morehead and Rowan County began with the Midland Trail, a pre-civil war path westward into the heartland of the country. However, not until 1881 and the rail lines established by the Elizabethtown, Lexington, and Big Sandy Railroad facilitating the initial phase of growth, followed by roads built to accommodate trucks and cars. The accounts of social change happened in two phases, before the railroad and afterward, and applies to many counties in eastern Kentucky; counties possessing abundant natural resources; in the case of Rowan County, timber, limestone, and clay primarily. The railroad became the medium of two great flows, that of natural resources exiting the region while making way into the region capital, people, power, and other means by which to reconfigure the local landscapes. The ultimate impact of these forces on the local landscape of pre-railroad communities changed that landscape so significantly, these communities are for the most part only available for study archaeologically or remaining archives. This nomination will confine its examination to the latter era after the railroad had become a presence in the area. The historic context for this nomination, "Community Development in Rowan County, Kentucky, 1881-1969," will provide a perspective through which to evaluate the significance of the Downtown Morehead Historic District with the process of community development.

With that, the City of Morehead in Rowan County has been the most significant and enduring place of commerce and urban life. There are places in Morehead recognized by Multiple Property nomination, "Morehead State University" (approved 11/25/1994, NRIS# 94001381), and the "Rowan County Courthouse" (approved 7/21/1983, NRIS# 83002862, and the Rowan County Courthouse Boundary Increase to include two WPA era buildings (approved 3/12/2017, NRIS# 100000743), and most recently, The "Morehead Chesapeake & Ohio Railway Freight Depot, (approved 2/12/2016, NRIS# 16000013). However, no grouping of historical resources can be found in Rowan County, Kentucky today, which better conveys the process of development forces that shaped an entire town, than the Downtown Morehead Historic District.

Historic Context: Community Development of Rowan County, Kentucky, 1881-1969

Four different historic structure surveys of rural counties were consulted for information on the process of community development, one in south central Kentucky (Perry, 2019), one in Western Kentucky (Janie-Rice Brother, 2012), and two in the outer Bluegrass Region (Ryall, 2012) (Brother, 2011). These reports of community development, and how that development might differ from one region to the other were given attention.

Brother characterizes the early development of place and communities in Casey County, seemingly descriptive of Rowan County, as well as many other rural counties of Kentucky.

Agriculture dominated the local economy. After clearing enough land for cultivation, the first crop usually planted was corn, as corn could feed both people and livestock. The county was heavily timbered, which facilitated the construction of log homes. The terrain, however, and the slow growth of a reliable road network aided the development of crossroad communities; since travel was difficult, retail, commerce, and public/government institutions sprang up every few miles, clustering along waterways, within easy walking distance for residents. (Brother, 2011)

What makes a community crystalize? Brother suggests it was a business, able to support the subsistence-farming lifestyle of people choosing to live close to that place. She writes about the country stores every few miles along the landscape, easy to imagine those stores becoming the anchor for a town to take root and grow in the early to mid-nineteenth century:

“Like schools, stores were necessary due to the difficulties of travel, and it was not uncommon to have a small store every two miles or so along a road, throughout the nineteenth and into the twentieth century. A trend observed in other parts of Kentucky is evident here as well, that natives of the county returning home during and after the Great Depression and opening up a small store next to their house or on the road frontage of the family farm. Over half the stores surveyed appear to date from the 1925 to 1949 time period.” (Brother, 2011)

The next question, is how did a county’s earliest residents choose to occupy the county’s spaces?

Certainly, the majority were subsistence farmers, and their houses were dispersed across the landscape. Others, however, choose to locate their houses with two or three neighboring houses that eventually became a community. If one of them were not the owner of a general store but included certain specialties of labor (e.g., a blacksmith or mill operator), they would give mutual support to one another and would draw patrons for those services from the hinterlands. (Perry, 2019)

Perry also points out that whether a village coalesced around a country store, a group of laborers, or some other social entity, we may still wonder about the speed at which community development occurred. Did community development occur because of the intent and will of the residents to act upon their intention, or did it depend upon factors external to the community, such as the presence of infrastructure, such as roads? The evidence in many places in Kentucky suggests community development occurred rather slowly, and the result of transportation enhancements, rather than a phenomenon driven purely by intention. (Perry, 2019)

Brother points to industries as early activities identified with early community development. In the Casey County seat of Liberty, salt making was a major early activity; while a nearby

crossroad community of Mintonville had a successful tanyard. Other industrial nodes such as sawmills, planing mills, and gristmills along waterways-could expand into communities (Janie-Rice Brother, 2012) However, Brother does not attempt to answer which came first, the industry or the town. She is clear that the entry of the Cincinnati and Green River Railroad into the county in the 1880s catalyzed great industrial development, particularly an expansion of the timbering activity throughout the county. Within two decades, Casey County's marketable timber stands had been cleared, surely through the labor of people living in communities that came into being to serve this industrial need (Brother, 2011). Many of those towns did not exist before the railroad entered into the area for timber harvesting. In those cases, the community developed as a marriage of transportation and natural resources, which presented a high-value labor opportunity.

Brother found in Crittenden County somewhat greater rates of urbanization than in Casey County. Much of the early activity she writes about is industrial-mining of iron ore and fluorspar (Janie-Rice Brother, 2012)-which probably supported the rise of communities near the mines. Pre-dating the mining towns of Crittenden County were towns with a greater diversity of labor. Salem was established as a community in 1800, and within ten years had two stores, a hotel, and a blacksmith. Smithland incorporated as a town in 1805, and in five years had ninety-nine residents, rapidly becoming a shipping point where the Cumberland River joined the Ohio River (Janie-Rice Brother, 2012). In many of the capsule histories of Crossroad Communities, she suggests that transportation infrastructure is the key factor in community development. For instance, "Like other river communities, Pinckneyville's access to the river dictated its development" (Janie-Rice Brother, 2012)

Perry also points out that Brother's overviews give greater attention to the town at its zenith, and then, noting what lies on the landscape today-more of a community decline than community development. Is there a community development arc that is normal to describe Kentucky's small towns, something that will help us understand what happens in Rowan County? Brother's overview of Dycusburg offers one such arc. It begins with the Cumberland River, then a Mr. Dycus builds a warehouse to hold shipped goods, then someone else establishes a ferry for people to cross at that location, followed by more warehouses and dwellings. Dycusburg's fortunes seemed bright, and much of the county was bringing goods to the village for shipping via the Ohio and Mississippi Rivers. That is, until the railroad entered another part of the county in the 1880s, and began siphoning off some of the town's riverine warehouse business. Dycusburg didn't lose all its business to the railroad-only that portion of potential customers who found the railroad easier to reach than Dycusburg. The community continued to have success, though not quite as much as it might have had without the railroad's competition. A sign of vitality-a school- was built in the town around 1900, which lasted until it was consolidated with the school in Frances in the 1960s (Janie-Rice Brother, 2012)

In Perry's 2019 nomination of the Williamsburg Historic District, he points to Ryall's Multiple Property National Register submission that focuses on four crossroad communities in two adjacent Outer Bluegrass Counties: Loretto and Gravel Switch in Marion County and Willisburg and Mackville in Washington County. Ryall's findings resulted from a project documenting thousands of sites in an 8-county area, named the Rural Heritage Development Initiative. Her four crossroads towns were less than the county seat towns in their respective counties

(Springfield or Lebanon), yet more than the other small communities scattered elsewhere around the counties. These four villages were winners in community development. Ryall sought to examine what allowed some villages of rural counties in central Kentucky to thrive. Her findings seem useful as a way of looking at community development as it occurred in Whitley County, (Perry, 2019) and thus our example of Rowan County.

What is revealed is that during the settlement period in Kentucky (17802-1820s) up to World War II, it is obvious that transportation is the dominant factor and limiter of community development. Ease of travel in an area certainly lending to far more potential for development in that particular location. Communities came into being, then thrived, as long as the real distance (travel time and effort) to a better spot was perceived to be too much trouble to attempt. Once local transportation networks were enhanced, those once too distant towns now seemed within reach, leaving those once-thriving communities that were central to many people and their daily living, fading into obscurity. Certainly, we look at the built landscape as an indicator of community development, but we often do not pay equal attention to the construction and improvement of road systems that also help us tell that story. (Perry, 2019)

The absence of even the most primitive roads during the settlement period made travel near impossible, leaving Ryall to find the distance between these early communities to be only a couple miles. For all but a small group able to traverse the landscape, most conceived their world to be limited, confined to a three or four-mile radius.

Ryall's idea matches Brother's notion, above, that the earliest travelers needed some sort of support building every few miles to enable their journeys (Brother, 2011). "Most people were busy in a subsistence-farming life, that community life would be slow to congeal. Ryall found that the beginning of community often started with an early path that became a road when an enterprising owner would put up a tavern/inn on it (p.27). The tavern linked two things: others who wished to live nearby, and often, an enhanced road that linked the tavern to similar destinations a few miles away. Ryall suggested that phase one of a community begins with the tavern, road, a church or school, and a scattering of dwellings" (p. 7)

During the era of turnpike construction, 1820-1865, the small grouping of houses around a tavern would become a community once it sprouted additional buildings of non-residential use: a general store, a manufacturing enterprise, a mill, post office, or hotel. The first school might begin at this time, invariably a private academy. These commercial endeavors would give the spot a critical mass, allowing it to transition from a loose collection of residences to a place with a name. During this time, the commercial buildings tend to resemble residential buildings, because they served both roles. During this era, too, the building stock exhibits the mark of folk design. Toward the 1850s and later, buildings exhibiting national styles occasionally appeared in Washington and Marion County villages (7, 27).

Ryall indicates the third era of community development in Washington and Marion Counties revolved around the area's newest transportation mode, the railroad, giving people in the communities it served a greater reach than they had ever before experienced. The entrance of rail service catalyzes a paradigm shift, as not only allowing people and goods to travel faster, but the information also now with a much quicker capacity, and not only in the form of telegraph

lines accompanying the railroads to expedite rail traffic; new ideas from the material world were now available to people in towns served by the railroad. However, Ryall indicates this not well for everyone, with this change having a tumultuous impact on some local areas. She writes, “Traditional town centers retained their importance, but the railroad also had a draining effect on some retailers on Main Street as townspeople, eager to acquire products from eastern urban centers, began to purchase goods by mail-order” (p.14). What begins to be left behind by the opportunities afforded by the railroad are things that are decidedly local, not only hand-crafted consumer goods but also building design (Perry, 2019).

During this third (railroad) era, the townscapes began to take on a new look. Previously, commercial buildings closely resembled residential structures with gable fronts facing the street. After the arrival of the railroad into towns, commercial construction began to distinguish itself from the residential forms. New buildings began to offer a very rectilinear massing toward the public that would eventually become known as “the commercial block”. Perry writes that as commerce found itself in a specialized building form, that businesses themselves began to specialize. The general store now competing with millinery stores, drug stores, groceries, clothing stores, and any number of focused retailers (Perry, 2019). Banks signaled their importance by constructing palaces with some towns most formal and decorative facades (Ryall, 2012). The new influx of money into communities served by the railroad would also enable the construction of institutional buildings-public buildings such as schools, courthouses, and jails, or privately-constructed buildings such as churches that replaced tired structures from the previous eras (Perry, 2019).

These studies by Perry, Ryall, and Brother suggest the growth of smaller communities in rural Kentucky has been, and are greatly affected by transportation changes. The fortunes of many towns able to rise and the waterways, roads, and railroads, became available for wider areas of local consumers to become a market for a town’s retailers and service providers.

“If a day’s journey in 1810 was 10 miles, in 1880, a journey of ten times that distance had become feasible in the course of a day. The disruptive effect of new transportation modes, however, did not stop with the railroad. After World War II, asphalt roads, especially interstate highways, enabled the community’s consumers to travel to regional trade centers to acquire the same good or service, perhaps at a much lower cost, and to bypass the local merchant or service provider in the county seat. Once easy travel was not confined to the thin line of steel rails, people throughout the county had many more options for where they would obtain their goods. This freedom of movement created a challenge for once-vibrant communities to remain trade centers”(Perry, 2019).

Community Development in Rowan County

Rowan County was created in 1856 by an act of the Kentucky Legislature, making Rowan the 104th county to be established in the Commonwealth. Rowan County was formed from parts of Fleming and Morgan Counties and named for John Rowan, who represented Kentucky in the U.S. House and Senate. (Kentucky Department for Libraries and Archives, 2020) The county occupies 286 square miles. The 2017 census found 24,517 people in Rowan County, which

averages to 85.7 people per square mile, and well below the population density in Kentucky of 110 people per square mile. (Kentucky Atlas, 2020) About 31% of Rowan County's residents live in the City of Morehead (2018 population 7634). The other 69% live in unorganized rural areas, a few of which once had a density of residents that allowed the place to be mapped as a village, hamlet or crossroad community, but today lack the kind of physical structures that signify a community, such as a church, a school, post office, or place(s) of commerce.

105 East Main Street

The first people into the area that would become Rowan County were European settlers from Virginia following the American Revolution in 1783. In 1854, Morehead became the third community settled in Rowan County. Col. John Hargis purchased land in the area and founded the City of Morehead, named for James T. Morehead, Kentucky Governor from 1834-36. Morehead was selected as county seat due to centrality, though smaller and less developed than the neighboring town just west, Farmers. Morehead was officially incorporated in 1869. That being stated, one must recognize Martin Perry's 2019 research for the Williamsburg Historic District; Perry asserts that Kentucky, receiving statehood in 1792, and thus independence from Virginia, recognized the legitimacy of grants for Kentucky land made to Virginia veterans before 1792 (Perry, 2019).

Communities that pre-dated the railroad in Rowan County were primarily Gates, about five miles to the east, and Farmers, about 7 miles to the west of Morehead. Farmers' Crossroads, as it is sometimes noted, was a bigger and more developed location before and for a period after rail service was established in the early 1880s. A seemingly endless supply of timber from southern Rowan County and Morgan County to the south provided the natural resource, enabled by the annual flooding of the Licking River to float logs to Farmers and the sawmills. There was also the Bluestone Quarry near Farmers that produced "blue limestone" used in construction, sidewalks, and buildings for many years. The Midland Trail also ran east-west through Farmers, a town that saw its demise as Morehead became the commercial and residential centerpiece of the county. In 2020, Farmers is an unincorporated community and census-designated place in Rowan County. As of the 2010 census, the population in Farmers was 284. US Hwy 60 still runs through Farmers today.

The first census data recorded for Rowan County was in 1860, four years after the founding of the county from sections of Morgan and Fleming Counties, revealing Rowan had 2282 people; population density 8.0. As we move forward to our period of significance and the 1880 census, Rowan County has 4420 people and the population density in the county increasing to 15.4 people per square mile. Not until 1930 did Rowan County exceed 10,000 people in the county with 10,893.

Year	Population	Density
------	------------	---------

1860	2289	8
1870	2991	10.4
1880	4420	15.4
1890	6129	21.4
1900	8277	28.9
1910	9438	33
1920	9467	33.1
1930	10893	38.1
1940	12734	44.4
1950	12708	44.3
1960	12808	44.7
1970	17010	59.4

(Social Explorer, 2020)

The population in Rowan County before the period of significance remained under 3000, then post rail service to the area, the county experienced growth per the 1880 census to 4420. The 1880s were a tumultuous time in Morehead and Rowan County as the battle for local supremacy brought about the Tolliver-Martin Feud, also known as The Rowan County War, beginning in August 1884, and coming to a bloody end on June 22, 1887. (Fred Brown, 2007) Local history will indicate nearly half the population in the county moved during the time of the feud but returning by 1890 when the U.S. Census reports a county population of 6129. The feud stunted the growth of Morehead and Rowan County during its time, and much is written about it. For purposes of this nomination, that era has been noted.

In the fall of 1887, one could still smell the gunpowder in the air when Frank Button and his Mother Phoebe arrived, to set about the task of normalizing Morehead by educating.

African American Schools in Rowan County

The Colored schools in Rowan County, Kentucky, seemed to come and go from the late 1800s to about 1930. As early as 1895, there was one Colored school in Rowan County, Kentucky, which was taught for five months. No more than ten students attended the school regularly. The teacher's average monthly pay was \$24.39, 1895-96, and \$19.44, 1896-97. By 1912, the Colored school had closed and reopened with an enrollment of ten students, 1922-12, and eight students, 1912-13. In 1920, Beatrice Mance, Kentucky native who was nineteen years old, was the school teacher. Mance was a boarder with the Luke and Lizzie France family in Morehead. The family was among the twenty-one (21) Blacks and two (2) Mulattoes listed in the 1920 census for Rowan County, with the France children as the only school-age children between the ages of five (5) and eighteen (18). Luke France worked at a mechanical shop, and both he and his wife could read and write. By 1925, no Colored school was listed in the school directory. In 1930, there was again one Colored school in Rowan County and there was an enrollment of nine students. The teacher was Kentucky native, twenty-year-old Agatha Chennault who lived with

the France family on railroad Street in Morehead, according to the U.S. Federal Census. The following year, 1931, there was no longer a Colored school listed for Rowan County in the school directories. The first school in Rowan County to be listed as integrated was the Breckinridge Training School in 1961. (Census, 1895-97)

Evaluation of the Significance of the Morehead Historic District within the Context of Community Development in Rowan County, Kentucky 1881-1969

Downtown Morehead is significant in Rowan County as a place which displays the historic patterns of growth in the late 19th century through the late 20th Century, an era beginning with the construction of the Elizabethtown, Lexington and Big Sandy Railroad line that traversed its way through Rowan County in 1881. The other locations of interest and significance in the 1880s, Fates, Haldeman, Farmers, and then Clearfield have long lost the distinction of being founded around the rail lines. The Wallace Wilkinson Blvd. has replaced the railway through town just south of the Freight Station and Passenger Depots that long represented arriving in Morehead. The street layout in Downtown Morehead does display the narrow avenues designed for horseback, pedestrians, and wagons. South Wilson (Fairbanks Ave.), Anglin Ave., Carey Ave., and Bishop Ave. were all well-trodden paths during the genesis of Morehead, leading to housing and commerce on Main Street. During the early years of Morehead Railroad Street (1st Street today) was the center of activity. Morehead stayed much the same, not only in population but in its layout up to and a bit after World War II. At that time, highways were improved and paved, and the Interstate became a reality, moving freight traffic to the highway, and local commerce lost to larger cities once nearly every household had an automobile. These distinctly different modes of travel well-exposed today, only having been consolidated into roads.



Figure 5. United States Post Office, 105 East Main Street (Constructed 1938)

The school system in Rowan County has been one district since inception, and today has elementary schools around the county, with the centralization of the newer structures on property on the northside of the city. However, the schools of Farmers, Haldeman, and Elliottville have closed. The Farmers School, a WPA era building is vacant but standing, as is most of the

Haldeman School which is now a community center, while the Elliottville School, another WPA era structure has been lost to demolition.

With that, the core of downtown Morehead remains the focus of the majority of people in Rowan County, largely in part due to the historic campus of Morehead State University overlooking the proposed historic district. The Courthouse Square, Freight Station, and Kentucky Folk Art Center on 1st Street draw locals and visitors year-round while characterizing the downtown of a bygone era.

The archaeological and visible history of Morehead is still represented in Downtown Morehead, as some of the structures built in years past having been saved, others waiting their turn, but still standing. A view of these processes very much visible in the proposed downtown Morehead Historic District as Morehead is a town built on a railroad and education; the rail has given way to roads on the same path, and education has been joined by medical care to a region provided by a facility constructed in downtown in 1963, St. Claire Health Care. The core of the city has retained integral components of the past as the community of Rowan County has developed around it.

Evaluation of the Integrity of the Morehead Historic District's Significance in Light of its Current Physical Character

This nomination aims to distinguish the section of downtown Morehead that retains the strongest evidence of community development efforts during the historic period of 1881-1969. The proposed boundary of the Downtown Morehead Historic District defines such an area. With this district meeting Criterion A, the integrity evaluation focuses on how the property maintains associations with the basic theme of community development. The factors which reinforce this sense of the district's significance will be integrity of location, setting, materials, design, and association. If the district retains integrity of location, setting, materials, and design, then it will have the core integrity-integrity of association-by its physical presence today and become eligible for listing.

The district retains the integrity of **location**. Buildings a town or city construct are important because the most fundamentally create the place where human interaction occurs and where community development can take place. How that city maintains and preserves those structures provides evidence of how much that specific commercial center means to them and how much they are willing to preserve it. Parts of the district have been damaged by age, deterioration, natural disasters, and owner choice. Per integrity factors, Downtown Morehead best retains the integrity of location as Morehead has the highest density and retention of historic commercial buildings than any other location in Rowan County.

The integrity of location has been maintained in downtown Morehead, as it has never moved from its environment. This is not a minor preservation accomplishment, as already discussed in the historic context narrative how modes of transportation, primarily the early roads and railway altered other Rowan County locations. Town plats and road patterns in the county changed dramatically with the introduction of the railroad and highway transportation systems. Morehead was chosen as the county seat due to its centrality within the county, and easier for all residents in the county able to better access it. Morehead is a town where the town's commercial core was

not altered by the arrival of the railroad from its pre-railroad location. Morehead's development potential was enhanced by the railroad but did not relocate the town's commercial core. US Highway 60 being the main thoroughfare east-west certainly playing a role maintaining that structure.

Certainly, the paving and expansion of streets, along with the addition of sidewalks altered parcel sizes over time, without rendering the overall look of the downtown district. With density and parcel size remaining stable over time indicates community development and planning decisions revolving around commerce established sufficient integrity of **setting**. Being the county seat of Rowan County offered Morehead offered more opportunities, as merchants and attorneys open in the business district supporting the core activity around the functions of the courthouse as other businesses settle in to meet the demand of services required by residents of both the city and the county. Much of the building stock in today's downtown commercial district was constructed in the late 1930s and 1940s, post-World War II, with some of the most recent built stock in the late 1950s. Downtown Morehead, before rail service to this day, has been the center of commerce in Rowan County. The strong integrity of setting formed in downtown Morehead solidified by the fact these same buildings house commerce, buildings having been preserved and still being utilized today. While there have been changes in certain buildings in the commercial area of the district, but not to the degree of leaving the district unable to demonstrate its basic significance.

The retention of overall preserved historic character and recognizable design within the district's structures reveal the integrity of **design** in the proposed historic district. These structures from the Period of Significance illustrate the lives and community values of its residents. The earliest form and configuration in downtown Morehead has been well preserved and used today. The district as an individual entity, the sum of all its parts, remains a vibrant sense of its overall design identity and integrity housings institutions, commerce, some residences, and a mixed-use area. Very few vacancies plague the downtown area, however, there are structures in need of major rehabilitation and repair, while some have been removed, the quality of design remains sufficiently present, giving a strong sense of the historic community having thrived for one hundred sixty-four years.

There are parts of the Downtown Morehead Historic District possessing lower integrity of **materials** than design. There has been a great effort to preserve some of the structures, preserving the original appearance of the buildings while others have had new materials applied, some covering the entire facades. There are historic commercial buildings within the district that require some restoration and new materials added for support and infrastructure needs, Morehead residents have long embraced both the past and current fashions.

The integrity of feeling names how one can sense the historic nature of the commercial built environment encompassing them when standing in the heart of the district. A feeling strong and alive as Rowan County has no other comparable incorporated or unincorporated city or area. As been stated before, very few new privately constructed buildings have been erected in the past fifty-plus years. Standing within the Downtown Morehead Historic District one would experience very much the same feeling as in 1969, the end of the Period of Significance.

Since the Downtown Morehead Historic District exhibits integrity of location, setting, design, materials, and feeling, it, therefore, contains integrity of **association**. This strong link to an association with events in community development and significant contribution to the patterns of history in Rowan County have been made, thus concluded that the Downtown Morehead Historic District is eligible for the National Register listing.

9. Major Bibliographical References

- Brother, J.-R. (2012). *A Survey of the rural Resources of Crittenden and Livingston counties, Kentucky*. Frankfort : Kentucky Heritage council .
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- Bureau, U. S. (2020). *United State Census Bureau* . Retrieved from www.census.gov: <http://www.census.gov>
- Ellis, J. D. (2001). *Morehead Memories*. Ashland: Jesse Stuart Foundation.
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- Perry, M. L. (2019). *Williamsburg Kentucky National Register of Historic Places Nomination - MPS*. Frankfort : Kentucky Heritage Council .
- Ryall, J. (2012). *Crossroad Communities in Kentucky's Bluegrass MPS. National Register Nomination-Multiple Property Submission* . Frankfort , Kentucky, USA: Kentucky Heritage Council .

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):

10. Geographical Data

Acreage of Property 30.37 Acres

Latitude/Longitude Coordinates (decimal degrees)

1. Latitude: 38.182243 Longitude: 83.436357
2. Latitude: 38.179662 Longitude: 83.434668
3. Latitude: 38.185161 Longitude: 83.432563
4. Latitude: 38.183588 Longitude: 83.431997

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

The downtown Morehead historic district overlays the same delineation the original Commercial District footprint held. The historic district is bounded to the South by the Wallace Wilkinson Blvd. on the site of the Railway, removed in 1984. The Northern

boundary splits the block between Main St. and 2nd St. The east Boundary is Union Street, which leave the historic site and structure that is the 1st Christian Church today.

Boundary Justification (Explain why the boundaries were selected.)

The boundaries were selected to accurately reflect town as it originally was developed around the rail stop on what is now 1st Street (formerly Railroad Street). The traditional downtown commercial district ended just west of what is now the Kentucky Folk Art Center at Hargis Ave and extended east to where the 1st Christian Church sits today.

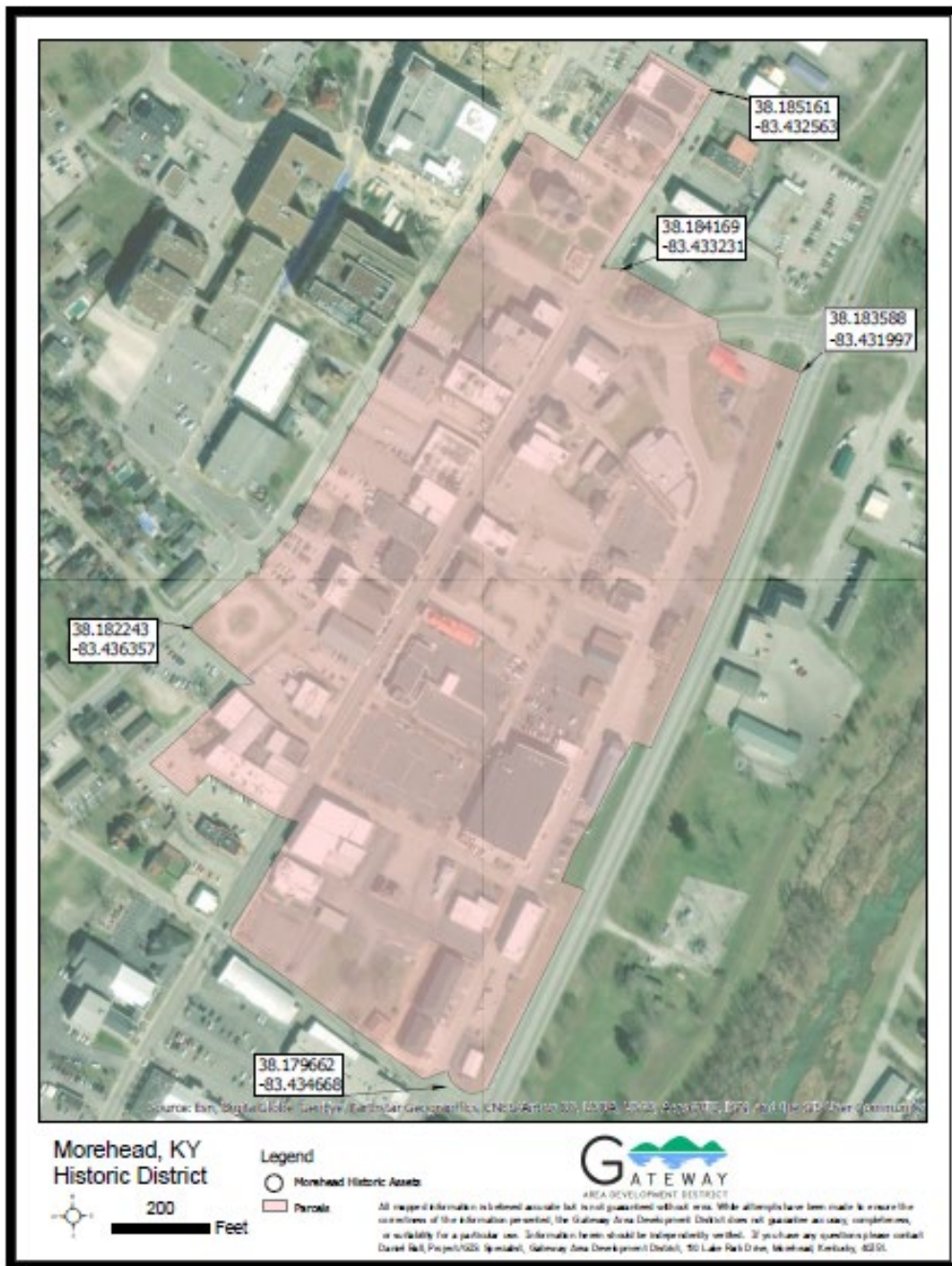
11. Form Prepared By

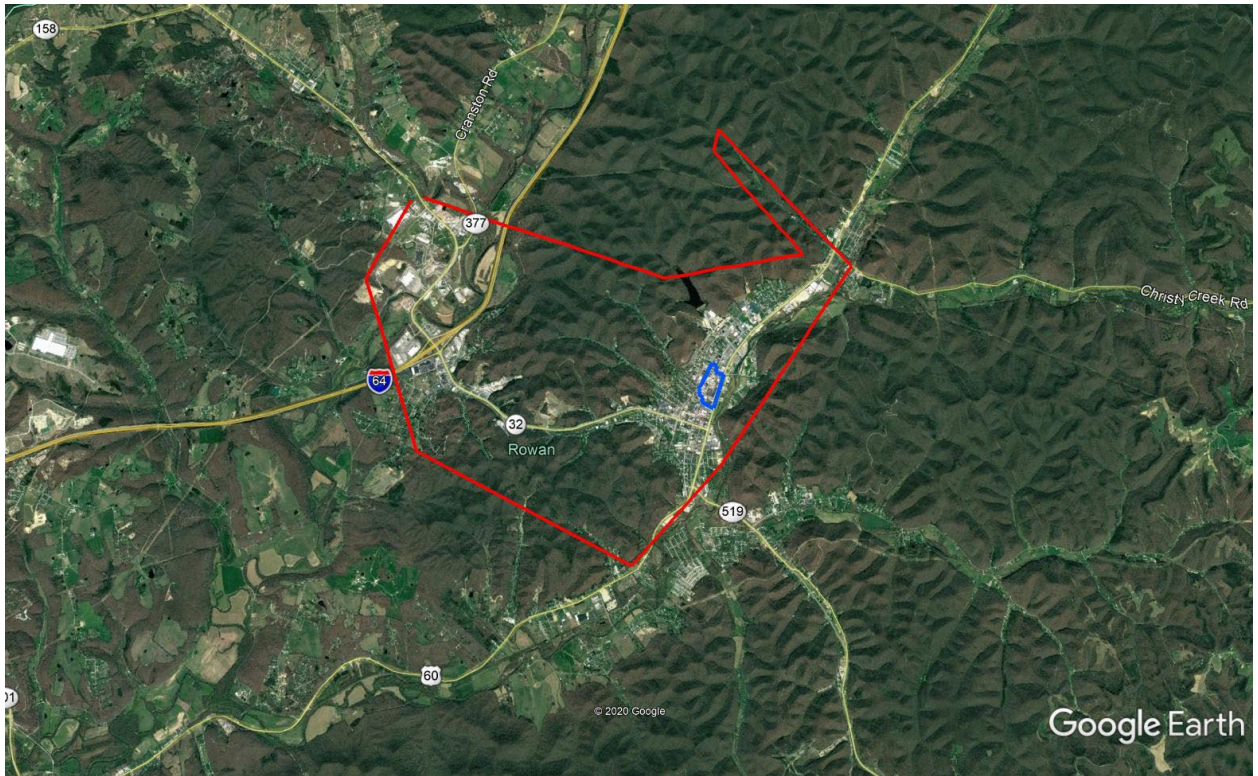
Name/title: Tony Pence – Executive Director
Organization: Downtown Morehead, Inc.
Street & number: PO Box 946 – 149 East Main St
City or town: Morehead State: KY zip code: 40351
E-mail: tonypence@gmail.com
Telephone: 606-548-1073
Date: January-June 2020

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.





The City Limits of Morehead delineated by the red boundary, including Interstate 64, while the historic district is in the traditional downtown commercial district delineated in blue.

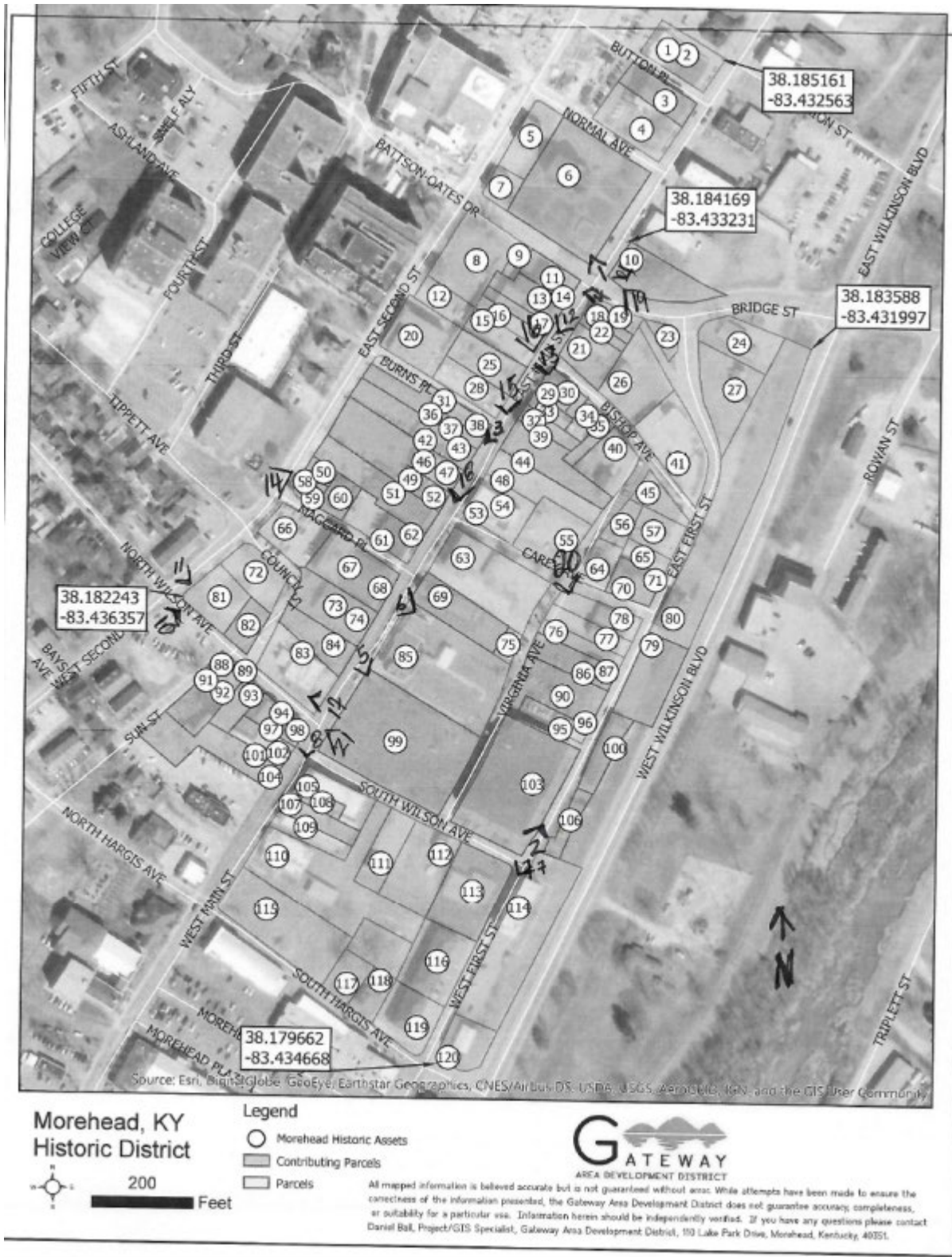


Photo Log

1 of 21

Name of Property: Downtown Morehead Historic District

City or Vicinity: Morehead

County: Rowan **State:** KY

Photographer: Tony Pence

Date Photographed: 6/13/2020

Description of Photograph(s) and number, include description of view indicating direction of camera:

View of the Rowan county Arts Center looking north from the intersection of Main St & Bridge St

2 of 21

Name of Property: Downtown Morehead Historic District

City or Vicinity: Morehead

County: Rowan **State:** KY

Photographer: Tony Pence

Date Photographed: 6/15/2020

Description of Photograph(s) and number, include description of view indicating direction of camera:

Looking east at East 1st Street from South Wilson Ave.

3 of 21

Name of Property: Downtown Morehead Historic District

City or Vicinity: Morehead

County: Rowan **State:** KY

Photographer: Tony Pence

Date Photographed: 6/15/2020

Description of Photograph(s) and number, include description of view indicating direction of camera:

Looking west at the north-side of Main Street from the intersection of Burns Place.

4 of 21

Name of Property: Downtown Morehead Historic District

City or Vicinity: Morehead

County: Rowan **State:** KY

Photographer: Tony Pence

Date Photographed: 6/15/2020

Description of Photograph(s) and number, include description of view indicating direction of camera:

Looking north at 169-175 East Main Street

5 of 21

Name of Property: Downtown Morehead Historic District

City or Vicinity: Morehead

County: Rowan **State:** KY

Photographer: Tony Pence

Date Photographed: 6/15/2020

Description of Photograph(s) and number, include description of view indicating direction of camera:

Looking south at 102 East Main Street toward 1st Street.

6 of 21

Name of Property: Downtown Morehead Historic District

City or Vicinity: Morehead

County: Rowan **State:** KY

Photographer: Tony Pence

Date Photographed: 6/15/2020

Description of Photograph(s) and number, include description of view indicating direction of camera:

Looking south from Main St. Building on left is 134 E Main-Right is 122 E Main. In the background is the historic C&O Freight Station on 1st Street.

7 of 21

Name of Property: Downtown Morehead Historic District

City or Vicinity: Morehead

County: Rowan **State:** KY

Photographer: Tony Pence

Date Photographed: 6/15/2020

Description of Photograph(s) and number, include description of view indicating direction of camera:

Looking west at West 1st Street from South Wilson Ave. The Old Union Grocery Building (Kentucky Folk Art Center-102 W 1st. St) at the left.

8 of 21

Name of Property: Downtown Morehead Historic District

City or Vicinity: Morehead

County: Rowan **State:** KY

Photographer: Tony Pence

Date Photographed: 6/15/2020

Description of Photograph(s) and number, include description of view indicating direction of camera:

Looking west from South Wilson Ave at West Main Street at the 102-110 Block of West Main.

9 of 21

Name of Property: Downtown Morehead Historic District

City or Vicinity: Morehead

County: Rowan **State:** KY

Photographer: Tony Pence

Date Photographed:

Description of Photograph(s) and number, include description of view indicating direction of camera:

Looking southeast at the Wells House (206 E Main) - Bridge St. to the right. The Wells House is one of the oldest structures in the city.

10 of 21

Name of Property: Downtown Morehead Historic District

City or Vicinity: Morehead

County: Rowan **State:** KY

Photographer: Tony Pence

Date Photographed: 6/15/2020

Description of Photograph(s) and number, include description of view indicating direction of camera:

Looking southeast at E 2nd Street- Calvert Square and 1st Baptist Church seen in the center of the photograph (123 E Main St)

11 of 21

Name of Property: Downtown Morehead Historic District

City or Vicinity: Morehead

County: Rowan **State:** KY

Photographer: Tony Pence

Date Photographed: 6/15/2020

Description of Photograph(s) and number, include description of view indicating direction of camera:

Looking south at Calvert Square from 2nd Street. North Wilson to the right. Morehead Conference Center in distance, while the Old Post Office (Current Police Station) in center.

12 of 21

Name of Property: Downtown Morehead Historic District

City or Vicinity: Morehead

County: Rowan **State:** KY

Photographer: Tony Pence

Date Photographed: 6/15/2020

Description of Photograph(s) and number, include description of view indicating direction of camera:

Looking West at East Main St from Battson Oates intersection.

13 of 21

Name of Property: Downtown Morehead Historic District

City or Vicinity: Morehead

County: Rowan **State:** KY

Photographer: Tony Pence

Date Photographed: 6/15/2020

Description of Photograph(s) and number, include description of view indicating direction of camera:

Looking southwest at block of 162-172 E Main St. Bishop Ave is to the left in center of photograph.

14 of 21

Name of Property: Downtown Morehead Historic District

City or Vicinity: Morehead

County: Rowan **State:** KY

Photographer: Tony Pence

Date Photographed: 6/15/2020

Description of Photograph(s) and number, include description of view indicating direction of camera:

Looking southeast at E 2nd St to the left and back-side of Main Street buildings from Maggard Place intersection of E 2nd St.

15 of 21

Name of Property: Downtown Morehead Historic District

City or Vicinity: Morehead

County: Rowan **State:** KY

Photographer: Tony Pence

Date Photographed:

Description of Photograph(s) and number, include description of view indicating direction of camera:

Looking southwest at the south-side of E Main St. at 164 E Main St. Carey Ave is to the left past the building in the distance (144 E Main St.)

16 of 21

Name of Property: Downtown Morehead Historic District

City or Vicinity: Morehead

County: Rowan **State:** KY

Photographer: Tony Pence

Date Photographed: 6/15/2020

Description of Photograph(s) and number, include description of view indicating direction of camera:

Looking southwest at the south-side of E Main St. from Battson Oates Dr. intersection of E Main. 182 E Main west to 164 E Main pictured.

17 of 21

Name of Property: Downtown Morehead Historic District

City or Vicinity: Morehead

County: Rowan **State:** KY

Photographer: Tony Pence

Date Photographed: 6/15/2020

Description of Photograph(s) and number, include description of view indicating direction of camera:

Looking northwest @ West Main Street block of 101 – 111 West Main to the left and North Wilson Ave.

18 of 21

Name of Property: Downtown Morehead Historic District

City or Vicinity: Morehead

County: Rowan **State:** KY

Photographer: Tony Pence

Date Photographed: 6/15/2020

Description of Photograph(s) and number, include description of view indicating direction of camera:

Looking west at East Main St from the Carey Ave intersection.

19 of 21

Name of Property: Downtown Morehead Historic District

City or Vicinity: Morehead

County: Rowan **State:** KY

Photographer: Tony Pence

Date Photographed:

Description of Photograph(s) and number, include description of view indicating direction of camera:

Looking northeast with Battson Oates Dr to the left-rowan County Arts Center and 1st Christian Church to the right.

20 of 21

Name of Property: Downtown Morehead Historic District

City or Vicinity: Morehead

County: Rowan **State:** KY

Photographer: Tony Pence

Date Photographed:

Description of Photograph(s) and number, include description of view indicating direction of camera:

Looking southwest from Carey Ave. intersection with Virginia St. C&O Passenger Depot is to the left-the rear of the Morehead Conference Center to far right at west end of Virginia St.

21 of 21

Name of Property: Downtown Morehead Historic District

City or Vicinity: Morehead

County: Rowan **State:** KY

Photographer: Tony Pence

Date Photographed:

Description of Photograph(s) and number, include description of view indicating direction of camera:
Looking north at block of North Wilson Ave. from Main Street. The old Midland Trail Theater can be seen upper center of photograph at 109 N Wilson.



Figure 6. Photo Log 1 of 21



Figure 7. Photo Log 2 of 21



Figure 10. Photo Log 3 of 21



Figure 11 1--Photo Log 4 of 21



Figure 12 1--Photo Log 5 of 21



Figure 13 1--Photo Log 6 of 21



Figure 14 1--Photo Log 7 of 21



Figure 15 1--Photo Log 8 of 21



Figure 16 1--Photo Log 9 of 21



Figure 17 1--Photo Log 10 of 21



Figure 18 1--Photo Log 11 of 21



Figure 19 1--Photo Log 12 of 21



Figure 20.--Photo Log 13 of 21



Figure 21 1--Photo Log 14 of 21



Figure 22 1--Photo Log 15 of 21



Figure 23 1--Photo Log 16 of 21



Figure 24 1--Photo Log 17 of 21



Figure 25 1--Photo Log 18 of 21



Figure 26 1--Photo Log 19 of 21



Figure 27 1--Photo Log 20 of 21



Figure 28 1--Photo Log 21 of 21

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 100 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.