Z-02-49

02-O-0976

AN ORDINANCE
BY: ZONING COMMITTEE

AN ORDINANCE TO AMEND THE 1982 ZONING ORDINANCE OF THE CITY OF ATLANTA, AS AMENDED, SO AS TO EXPAND THE WEST END HISTORIC DISTRICT, 20G; TO ENACT, BY REFERENCE AND INCORPORATION, A MAP ESTABLISHING THE BOUNDARIES OF SAID EXPANSION OF THE WEST END HISTORIC DISTRICT; AND TO DESIGNATE AND ZONE ALL PROPERTIES LYING WITHIN THE BOUNDARIES OF SAID EXPANSION TO THE UNDERLYING ZONING CATEGORY OF HISTORIC DISTRICT (HD) PURSUANT TO THE CHAPTER 20 OF THE ZONING ORDINANCE OF THE CITY OF ATLANTA, REZONING FROM R5 (TWO-FAMILY RESIDENTIAL) AND RG-3-C (RESIDENTIAL GENERAL DISTRICT, SECTOR 3, CONDITIONAL) to R5/HD (TWO-FAMILY RESIDENTIAL/ HISTORIC DISTRICT) AND RG-3-C/HD (RESIDENTIAL GENERAL DISTRICT, SECTOR 3, CONDITIONAL/HISTORIC DISTRICT), HD20G WEST END HISTORIC DISTRICT; TO REPEAL CONFLICTING LAWS; AND FOR OTHER PURPOSES.

The City Council of the City of Atlanta, Georgia hereby ordains:

Section 1. That the properties to be designated as the Expansion of the West End Historic District, as shown and more fully described in Attachment "A" to this ordinance, which attachment is incorporated herein, meet the criteria for Historic District as set forth in the Nomination Resolution of the Urban Design Commission attached hereto as Attachment "B" and incorporated herein, and are hereby determined to be an Expanded West End Historic District pursuant to Chapter 20 of the 1982 Zoning Ordinance of the City of Atlanta, as amended.

Section 2. That the 1982 Zoning Ordinance of the City of Atlanta, as amended, is hereby further amended by designating said properties described in Attachment "A" to the underlying zoning category "Historic District" pursuant to Section 16-20.006 of the 1982 Zoning Ordinance of the City of Atlanta, as amended.

Section 3. That the boundaries of the Expanded West End Historic District shall be established as shown on the attached map marked Attachment "A", which attached map is incorporated herein.

Section 4. That the official zoning map of the City of Atlanta, now on file with the office of the Clerk of Council, be and is hereby amended so as to provide that the properties lying within said Expansion of the West End Historic District bear the zoning designation "Historic District," which designation shall be officially abbreviated as "HD" and which shall underlie the abbreviation for the existing R5 and RG-3-C zoning classification on said map.

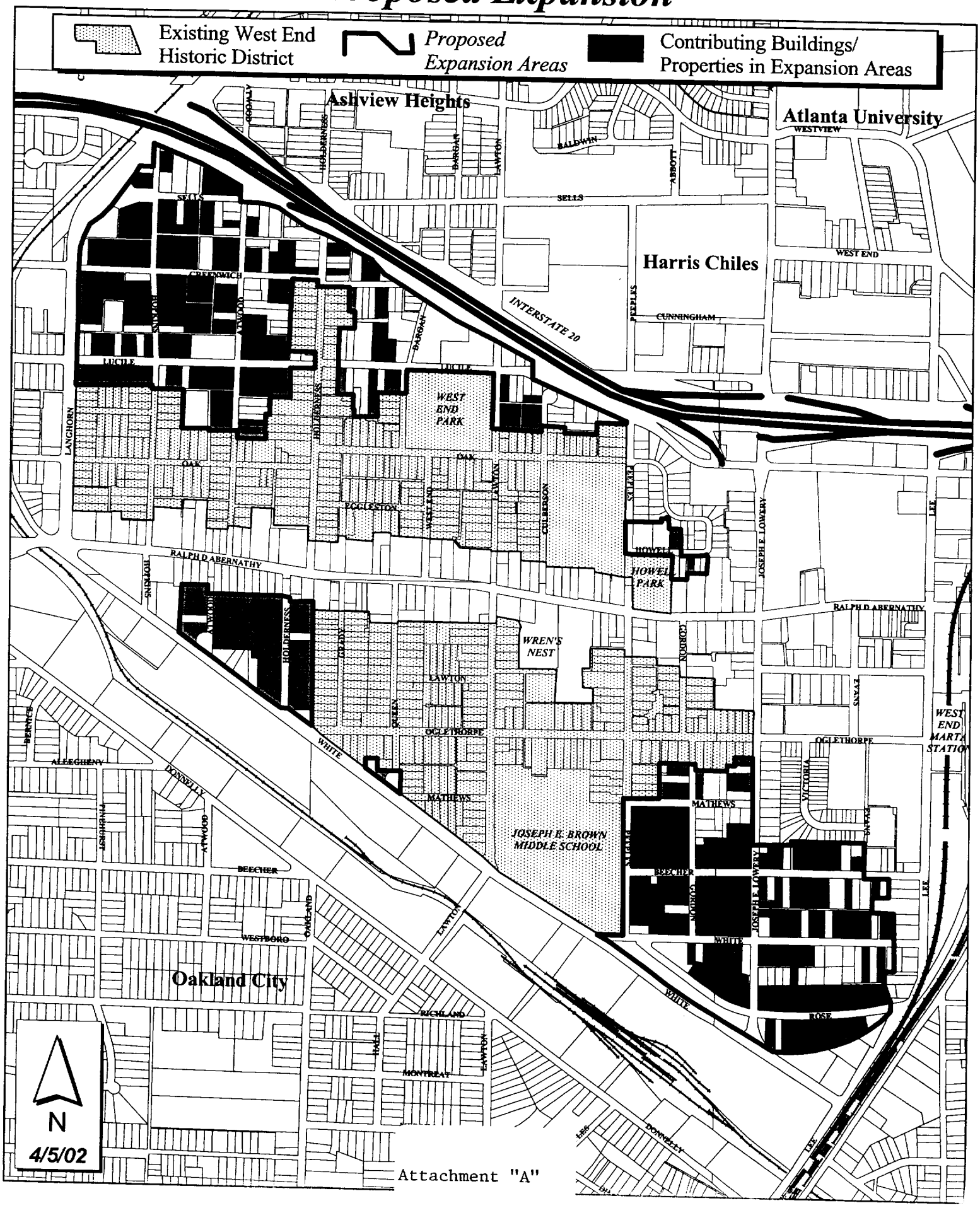
Section 5. All properties lying within said Expanded West End Historic District shall be subject to the regulations as set out in Section 16-20G.001 *et seq* and the general regulations governing Historic Districts contained in Chapter 20 of the 1982 Zoning Ordinance, as amended, as well as any other applicable laws and regulations.

Section 6. That all ordinance or parts of ordinances in conflict with this ordinance are repealed.

DRAFT

West End Historic District (Chapter 20G): *Proposed Expansion*

DRAFT



Attachment "A"

ATLANTA
URBAN DESIGN
COMMISSION

ATLANTA CITY HALL
55 TRINITY AVENUE, SW
SUITE 3400
ATLANTA, GEORGIA 30335-0331
(404) 330-6200

N – 0 2 – 0 1

RESOLUTION

Whereas, the West End Historic District was first designated by the City Council and the Mayor on December 7, 1991; and

Whereas, the West End Historic District was listed in the National Register of Historic Places on February 25, 1999; and

Whereas, the original, city-designated West End Historic District does not include all the contributing properties within the West End neighborhood; and

Whereas, the Expansion of the original, city-designated West End Historic District would bring its boundaries in closer alignment with the boundaries of the National Register listed West End Historic District; and

Whereas, since 1991, the residents of the West End neighborhood became increasingly concerned about the demolition of contributing structures and the increasing volume of new construction occurring in those areas outside of the original, city-designated West End Historic District which was diminishing its historic character; and

Whereas, those concerned neighbors in West End requested that their Council Member Cleta Winslow cause to be established a moratorium on demolitions and new construction in those undesignated areas until such time as the documentation and public outreach required for nomination could be accomplished; and

Whereas, an application was properly submitted by the requisite number of property owners within the proposed Expansion of the West End Historic District pursuant to Subsection (a) of the City of Atlanta Code of Ordinances Section 16-20.005 Nominations; and

Whereas, the Executive Director of the Atlanta Urban Design Commission initiated the nomination process by mailing the appropriate Notice of Intent to Nominate to all property owners in the proposed Expansion of the West End Historic District pursuant to Subsection (b) of said code section; and

Whereas, the Executive Director has caused to be conducted extensive research regarding this proposed nomination and has reviewed the written report prepared for the designation of the West End Historic District as designated by the City Council and the Mayor on December 7, 1991; and

Whereas, the Executive Director has found that the designation report stating the findings and recommendations regarding the historic, architectural and cultural significance of the West End Historic District apply equally to the properties within the proposed Expansion of the West End Historic District pursuant to Subsection (d) of said code section, which report, Exhibit "A", is attached to this resolution and is hereby incorporated by this reference; and

Whereas, a public hearing was held by this Commission to consider said nomination after appropriate public notice was provided as required by Subsection (e) of said code section; and

Whereas, this Commission has reviewed and considered said designation report as well as other testimony, documentation and other evidence presented to it, including the testimony of all interested members of the public and property owners pursuant to Subsection (e) of said code section,

Now, therefore be it resolved by the Urban Design Commission of the City of Atlanta as follows:

Section 1. That the designation report prepared by the Executive Director of the Urban Design Commission is hereby adopted by the Commission and shall constitute the Findings of Fact upon which this nomination is based.

Section 2. That the Commission hereby determines that the proposed Expansion of the West End Historic District, a map of which delineating all boundaries is attached hereto as Exhibit "B", hereby incorporated by this reference, is architecturally, historically, and culturally significant and is hereby determined to be eligible for designation to the category of Historic District (HD) as meeting, as a minimum, the eligibility criteria set forth in Section 16-20.004(b)(1), specifically including subsections a., b., and c. of this code section. The Expansion of the West End Historic District is located in Land Lots 107, 117, 118, and 104 (see map for boundaries), 14th District, Fulton County, Atlanta, Georgia.

Section 3. That the Commission hereby further determines that said Expansion of the West End Historic District meets the criteria set forth in Section 16-20.004(b)(2)d., specifically including those criteria in the following groups: Group I (1), (2), (3);Group II (1), (3), (5), (6), (9), (10), (11), (12), (13), (14); and Group III (2), (3).

Section 4. That the Commission having determined that the Expansion of the West End Historic District meets or exceeds the criteria set forth herein, hereby nominates the Expansion of the West End District to the category of Historic District (HD), pursuant to Section 16-20.005(e)(3).

Section 5. That the Commission hereby directs the Executive Director to transmit this resolution including all supporting documentation to the Chair of the Zoning Committee of the Atlanta City Council, to the Commission of Planning, Development and Neighborhood Conservation, and to notify by first class mail the owners of all properties within the proposed Expansion of the West End Historic District.

Approved and nominated by the Atlanta Urban Design Commission on May 22, 2002.

Harold Cunniffe, Chairman
Atlanta Urban Design Commission
N – 0 2 – 0 1

WEST END DISTRICT EXPANSION
District 14, Land Lots 107, 117, 118
139, 140
Fulton County, City of Atlanta
Existing Zoning R5, RG-3-C

N – 0 2 – 0 1
Proposed Designation:
Historic District

BOUNDARIES

The West End Historic District Expansion lies in the southwest quadrant of Atlanta in the area known as West End. It comprises part of the 14th District of Fulton County; falls within the following Land Lots: 107, 117, 1118, 139 and 140; and includes all properties within the following tracts of land:

Tract 1. Beginning at the northeast corner of Peeples Street and Mathews Street and proceeding easterly 177.5 feet to the alley; thence northerly 224 feet; thence easterly 232.5 feet to a point on the east side of Azalia Street; thence southerly approximately 25 feet; thence easterly 208 feet; thence northerly 25 feet; thence easterly 52 feet; thence northerly 50 feet; thence easterly 107.7 feet to a point on the west side of Ashby Street; thence southerly 540.3 feet along the west side of Ashby to a point; thence easterly 691 feet to a point on the west side of Evans Street; thence southerly 223.5 feet to a point on the south side of Beecher Street; thence easterly 116 feet to the alley; thence southerly 122 feet; thence westerly 100 feet; thence southerly 100 feet; thence easterly 133 feet; thence southerly 211 feet to a point on the south side of White Street; thence southerly 160 feet; thence westerly 45.5 feet; thence southerly 93 feet; thence westerly 12 feet; thence southerly 265.7 feet to a point at the intersection of Lee Street and Rose Circle; thence southwesterly along the rear property lines of parcels fronting on Rose Circle 967.1 feet to a point on the east side of Ashby Street; thence northwesterly 1198.33 feet along the north side of White Street to a point; thence easterly 150 feet to the northwest corner of White Street and Peeples Street; thence northerly 857.3 feet; thence easterly 50 feet to the point of beginning.

Tract 2. Beginning at the northwest corner of the intersection of White Street and Queen Street; thence proceeding northwesterly 200.8 feet; thence northerly 30.5 feet; thence easterly 61 feet; thence southerly 75 feet; thence easterly 100 feet to a point on the west side of Queen Street; thence southerly 130 feet to the point of beginning.

Tract 3. Beginning at the northwest corner of the intersection of White Street and Holderness Street; thence proceeding northwesterly 746.32 feet to a point; thence northerly 315 feet; thence easterly 160 feet; thence southerly 75 feet along the west side of Atwood Street; thence easterly 474.5 feet to a point on the west side of Holderness Street; thence southerly 50 feet; thence easterly 180.1 feet; thence southerly 726.3 feet to a point on the north side of White Street; thence northwesterly 238 feet to the point of beginning.

Tract 4. Beginning at the northwest corner of the property at 488 Langhorn Street and proceeding northerly 942.10 feet along the east side of Langhorn Street; thence northeasterly 592.8 feet along the Southwest Connector R/O/W; thence easterly 88.8 feet; thence northerly 100 feet; thence southeasterly 607 feet along the West Expressway R/O/W; thence southerly 106.8 feet to a point on the south side of Sells Avenue; thence southeasterly 1992.1 feet along the West Expressway R/O/W; thence southerly 76.6 feet to a point on the south side of Lucile Avenue; thence southeasterly 611.3 feet to a point on the west side of Peeples Street; thence southerly 96.1 feet along the west side of Peeples Street; thence westerly 190 feet; thence southerly 54.8 feet; thence easterly 269 feet; thence northerly 35 feet; thence westerly 456.5 feet to a point on the west side of Lawton Street; thence northerly 335.2 feet to the southwest corner of the intersection of Lawton Street and Lucile Avenue; thence westerly 561.3 feet; thence southerly 150 feet to a point on the east side of Dargan Place; thence westerly 175 feet; thence southerly 153 feet; thence westerly 158 feet; thence northerly 150 feet; thence westerly 110 feet; thence northerly 434 feet; thence easterly 100 feet; thence northerly 100 feet; thence westerly 35 feet; thence northerly 139.6 feet to a point on the south side of Greenwich Street; thence westerly 200.10 feet; thence northerly 25 feet along the west side of Holderness; thence westerly 153 feet along the south side of Greenwich Street; thence southerly 468.6 feet; thence easterly 152.9 feet; thence southerly 150 feet; thence westerly 150 feet along the south side of Lucile Avenue; thence southerly 204.3 feet; thence westerly 107.5 feet; thence southerly 258 feet; thence westerly 180 feet to a point on the east side of Atwood Street; thence northerly 75 feet; thence westerly 360 feet; thence northerly 245.7 feet; thence westerly 700 feet to the point of beginning.

Tract 5. Beginning at the northeast corner of Howell Place and Peeples Street, proceeding northerly 178 feet along the east side of Peeples Street; thence easterly 165 feet; thence northerly 25 feet; thence easterly 45 feet; thence southerly 74.76 feet; thence easterly 76.5 feet; thence southerly 157.5 feet to a point on the south side of Howell Place; thence easterly 182 feet along the south side of Howell Place; thence southerly 103 feet; thence westerly 120 feet; thence southerly 37 feet; thence westerly 85 feet; thence northerly 150 feet; thence westerly 267 feet along the south side of Howell Place; thence northerly 40 feet to the point of beginning. (See map for boundaries.)

DEVELOPMENT HISTORY/HISTORIC SIGNIFICANCE

It would be difficult to find a neighborhood more closely linked to the city's, state's, region's, and nation's historical development than the West End district of Atlanta. In general terms, West End exemplifies both the planned and unplanned aspects of urbanization and suburbanization in the United States. From a frontier outpost in the 1830s, the district evolved into an independent political entity closely linked by rail and roads to its neighbor Atlanta. In 1894, it was annexed

by Atlanta as a distinct ward following two decades of planned suburbanization. In this century, West End has endured many changes in its metamorphosis to an "intown" neighborhood while retaining its own distinctive character and vitality. This has been accomplished both by adaptation and participation in change and by its citizens' recognition of the district's special history. Furthermore, West End is connected directly and indirectly with leaders of varying local, state, regional, and national significance in the Civil War, politics, literature, architecture and the Civil Rights Movement.

The backbone or framework for almost all urban development has been transportation and West End is no exception. Before there was a West End or an Atlanta, the area was a crossroads. Newnan Road connected the town of that name to Decatur and Lawrenceville. Crossing this road was the Sandtown Road going west to an Indian town of that name. Near this junction around 1830, Charner Humphries established an inn/tavern, which came to be known as Whitehall due to the then unusual fact that it had a coat of white paint when most other buildings were of washed or natural wood. The route between Humphries's tavern and the soon to be established town of Terminus/Marthasville/Atlanta became Whitehall Road. In the other direction from Whitehall Tavern, present day Ralph David Abernathy Boulevard (formerly Gordon Road) passed the Five Notch Trading Post of another early entrepreneur and eventually led to ferry crossings over the Chattahoochee River, thus acquiring the pre-Civil War name of Green and Howell's Ferry Road. Greens Ferry (Westview) still runs north of West End, and Humphries Street is northeast of the Spelman College Campus.

Humphries catered to almost all the needs of his rural, backwoods community. His tavern/inn not only provided a place to eat and drink, it was also post office, stagecoach stop, and general meeting place. Other nineteenth century southern passions for horses and gambling were satisfied by a racetrack slightly north of Whitehall. Following Humphries' death in 1855, the racetrack was sold and the land was used for a militia garrison, site for a Confederate cartridge factory, McPherson Barracks for Federal troops after the Civil War, and then as part of the campus of Spelman College. The latter two uses tended to separate the former racetrack area from the predominantly white West End, but the connection was never severed entirely. Although it would change dramatically over the next several decades, approximately half of the 1870 population of West End was black. The presence of northern soldiers nearby and later the establishment of a college for blacks created, at first, a safe haven for blacks and then a center for an emerging black middle class. The growth of what was to become Atlanta University and black neighborhoods north of West End was to have significant consequences after 1950.

During the Civil War, R. D. Abernathy Blvd. became known as Lickskillet Road and was important strategically to the defense of Atlanta in 1864. Even more important was the Western and Macon Railroad (subsequently Central of Georgia) which passed directly east of the Whitehall Tavern site. Major

Confederate breastworks were constructed along what came to be Lee Street to protect these avenues into Atlanta. On July 28, 1864, Confederate Generals Stephen Lee and A. P. Stewart left this area in an unsuccessful attempt to break through Union lines at Ezra Church in the vicinity of West View Cemetery. The result of the Battle of Ezra Church was the further encirclement of Atlanta by Union forces and the eventual capture of the City.

As already mentioned, the end of the war and the occupation and reconstruction of Georgia meant Federal troops stationed at McPherson Barracks. Entrepreneurs soon made West End a "recreation" area again. As an unincorporated town, the area had no city whiskey licenses, city taxes or police to enforce order. Soon there were seven barrooms established to provide for the soldiers and the old Whitehall section became notorious. To gain some control of their community, residents sought and received a charter of incorporation from the state in 1868. McPherson Barracks was specifically excluded from the new town, whose leaders set about instituting liquor licenses and arrests of drunk or rowdy individuals.

West End promoters saw the potential for suburban development with their community so close to the reviving Atlanta of the late 1860s. Commuter passes were available on the Western and Macon Railroad for daily (and lunchtime) travel into the city. The primary promoter of West End was George Washington Adair, an Atlanta businessman since before the Civil War when he had engaged in slave trading, among other ventures. During most of the war, he published an Atlanta newspaper, which was avidly pro-South. In the last year of fighting with Union forces approaching Atlanta, he became an aide to General Nathan Forrest with the rank of colonel; incidentally leaving his wife and children in Atlanta to brave General William Sherman's army alone. In 1865, he was elected to the Atlanta City Council, was a delegate to the State Constitutional Convention, and most importantly for West End formed the Adair Realty Company. G. W. Adair, his descendents, and the company he founded have influenced the growth of Atlanta to this day.

In the decades following the Civil War, Adair bought large plots of land in West End and eventually moved there. Along with fellow developers John Thrasher and Thomas Alexander, he subdivided and promoted the newly incorporated town as the ideal suburb of Atlanta. One part of their efforts to attract white middle to upper class residents was the naming of streets after prominent Southerners. Lee Street was named for the aforementioned Stephen Lee, resident of Tennessee and subsequent Commander-in-chief of the United Confederate Veterans. The last mentioned post was previously held by General John B. Gordon, one of the major Georgia generals of the war. After 1865, Gordon amassed and lost fortunes serving as president of the Georgia Pacific Railroad, governor (1886-1890), and United States senator. The main thoroughfare in West End was named for him. Ashby Street was named for Brigadier General Turner Ashby, who was killed in 1862 but whose regiment of

cavalry fought in the battles around Atlanta. General Alexander R. Lawton (Lawton Street) was from Savannah and attended West Point and Harvard Law School. Before the Civil War, he was a state senator and president of the Augusta and Savannah Railroad. Successful as a soldier, he eventually became Quartermaster General of the Confederacy. As a lawyer after 1865, he became president of the American Bar Association and ambassador to the Austro-Hungarian Empire under President Grover Cleveland.

It is not completely clear how other street names were selected, but many of them are very familiar. Hammond and Norcross are names of prominent Atlantans of the period and Grady Place refers to Henry Grady, New South spokesman and probably the best-known Atlanta booster. Howell Place obviously refers to Evan Howell, Atlanta mayor and owner of The Atlanta Constitution, and Uncle Remus Avenue (now Lawton Place) was obviously in honor of Joel Chandler Harris. Both Howell and Harris were prominent residents of West End. Porter Street may well have been named for Confederate veteran and Atlanta resident James H. Porter who died in 1897. He was extremely wealthy as president of Merchants Bank and politically prominent as evidenced by his wife's hosting of a grand reception for Mrs. Grover Cleveland on her visit with the President in 1887. Oglethorpe Avenue could have been named for the founder of Georgia or for the Oglethorpe Light Infantry, one of the first companies of Georgia troops to fight in the Civil War. Hopkins and Peeples streets could have been named for John Hopkins and Cincinnatus Peeples, two Reconstruction era judges in Atlanta. Peeples was appointed Atlanta Circuit Judge in 1877 but had previously been a supporter of Ben Hill and a nominee for United States senator in 1866. Hopkins, who lived from 1828 to 1912, was Superior Court Judge for Fulton, DeKalb and Clayton Counties (1872-1878) and is credited with "cleaning up" a crime-ridden Atlanta. In 1895, he chaired the committee to revise the Georgia Penal Code, performing the same task again in 1910. He also served as president of the Atlanta Bar Association (1891) and chaired a Committee of 100 (bi-racial) for nominating candidates for city elections. He spoke forcefully against lynching and for a woman's right to be a lawyer. Writing in Leslie's Weekly, Hopkins gave his solution for lynching - " . . . if prosecution and conviction of lynchers does not occur within a limited time, make the county liable to a fine of $10,000 payable into the common-school fund." In a newspaper article (n.d.), he called on the Georgia Bar Association to admit women as lawyers:

> The delightful poetic sentiment about 'lovely woman' and her protection in the home is all very nice as a sentiment. But there are multitudes of women, who have no home except that which they themselves make and maintain . . .. If a woman can gain an honorable independence by practicing law, I say it is a shame to shut her out of it.

One source states that White Street was named for Charlie White who lived in the area before the street was cut. Porter Street was renamed Lucile Avenue in 1894 in honor of Lucile Smith, daughter of Burgess Smith, West End city councilman and owner of the Southern School Book Depository. On a final and curious note, the only reference to an Eggleston (with two "g"s) for the time period is Colonel B. B. Eggleston of the First Ohio Cavalry, who received the surrender of Atlanta on May 3, 1865 and was appointed provost-marshal of the city.

G.W. Adair, however, did more for West End and his own financial well being than buy land for development and name streets. In 1870, he joined with Richard Peters to form the Atlanta Street Railway and thus provide trolley access to their holdings outside Atlanta city limits. The West End line followed Whitehall to Lee Street and out Gordon Street, eventually going all the way to West View Cemetery (incorporated in 1884). The intersection of Lee and Gordon was subdivided for commercial sale, setting the pattern for most later development. All development came to a virtual standstill, however, in the 1870s due to national economic depressions and Adair even had to declare bankruptcy in 1877.

This was a temporary setback for both Adair and West End. Prosperity returned to the nation in the 1880s and Adair recouped his fortune and West End became more and more fashionable. A competing trolley line, the West End and Atlanta Street Railway, branched out from downtown and along Porter St. (Lucile Ave.). Many prominent individuals began to move to the area after 1800 including the already mentioned Evan Howell, whose ten-acre estate became Howell Park after his death. Other important Georgians moving to West End were former governor James Smith (1872-77), John Conley (son of Governor Benjamin Conley), Atlanta mayor Dennis Hammond, Thomas Stokes (founding partner of Davison's Department Store), L. Z. Rosser (president of the Atlanta Board of Education), J. P. Allen (clothing store owner), T. D. Longino (medical doctor and alderman), J. N. McEachern (insurance executive), and authors such as Frank L. Stanton, Madge Bigham (Sunny Elephant) and Joel Chandler Harris.

Harris lived on Gordon St. at the "Wren's Nest" until his death in 1908 and was nationally recognized for his Uncle Remus stories. Both during his life and up to the present, Harris has perhaps been West End's most famous resident. He attracted such figures as President Theodore Roosevelt and Andrew Carnegie to Atlanta, the former returning after Harris' death to lecture for the Uncle Remus Memorial Association. The "Wren's Nest" has remained a memorial to Harris and his activities, including the hiding of blacks in his basement during the Atlanta race riots of 1906, and the organizational meeting for the future St. Anthony's Roman Catholic Church. The wedding reception for Ralph David Abernathy's younger daughter was also held at the Wren's Nest. In 1978, the home was designated a National Historic Landmark and in 1989, it was designated a Landmark by the City of Atlanta.

Joel Chandler Harris commuted each workday to Atlanta via the trolley and undoubtedly typifies the activities of other prominent West End residents when the municipality was both growing in population and at the same time being engulfed by its larger neighbor. Infrastructure (paved streets, sewer lines, schools) and services (police and fire protection) were increasingly needed. At the same time, West End lacked the commercial and manufacturing bases necessary to provide adequate tax income. This became even more of a problem after the massive economic depression of 1893. In addition, the destruction of three homes by fire about this same time demonstrated the dire need for a fire department. A fact brought very close to home when fire insurance rates for the largely residential West End went up dramatically as a result. As a consequence of these needs and events, the citizens of West End voted for annexation to Atlanta in 1894 with guarantees regarding local liquor prohibition (established in West End in 1890) and a certain degree of autonomy as the Seventh Ward.

From 1894 to 1930, West End grew rapidly in population and prosperity. An examination of building permits for Peeples, Gordon, Lee and Lawton Streets shows a large number of single family residences being built and increasing commercial buildings and churches going up along Gordon and at the long established business district at Gordon and Lee. The private homes were generally modest in size and price, with few listing any of the major residential architects active at the time. The two exceptions for the streets listed above were a two story frame house at 127 (subsequently 1017) Gordon Street designed in 1900 by the major architect Gottfried Norrman, and an 1898 residence at 155 (subsequently 567) Peeples Street by the major Atlanta firm of Bruce and Morgan. The new residents increased the population from 7,132 in 1910 to 22,882 by 1930, with a general decline in the number of black residents to only fifteen percent in the latter year. This racial segregation is evident despite a large black population just north of West End around Atlanta University and was due largely to restrictive zoning ordinances passed in the 1920s and the use of violence against blacks who began to move into the North Ashby Street area. Segregation was to remain the rule until the late 1960s and was even somewhat formalized in an agreement between white residents and the black Empire Real Estate Board (representing black realtors and developers) in 1952. Their agreement established guarantees that West End would remain white, stating, "While this Board is not setting up any property line or zoning area for Negro expansion, in the spirit of good will and public relations, in cooperation with the people of West End, this agreement is being made for the time being . . .."

National and local prosperity and the mobility created by the automobile in the 1920s helped West End to grow. Approximately fifty businesses were now clustered at Gordon and Lee with branches of Sears, Firestone, Piggly-Wiggly, and Goodyear. Churches and schools increased to serve the growing population. The present St. Anthony's Church was built in 1923 (a rectory and school were later added) with A. Ten Eyck Brown as architect and stained glass windows imported from Germany. Brown is well known as the architect of the Municipal

Market (1923) on Edgewood Avenue, the YMCA at 145 Luckie Street, Fulton County Courthouse (1911-14), the original Federal Reserve Building (1918-21), and the Federal Post Office Annex (1931-33).

Schools began to dot West End, the largest being the 1923 Joseph E. Brown High School at Peeples and Beecher. Originally a junior high school, Brown became a high school in 1947 and has remained so to this day. It was named for one of Georgia's and Atlanta's most powerful political and business leaders. Joseph Emerson Brown rose from poverty in north Georgia to attend Yale Law School. Returning to Georgia, he served as a superior court judge, state senator, and governor (1857-1865). Following the Civil War, he supported reconstruction and thus was appointed chief justice of the state's Supreme Court (1868-70). Combining mutually profitable careers in business and politics, Brown was president of the leasing company for Georgia's state owned railroad, the Western and Atlantic, and was a United States senator (1880-90). He invested heavily and successfully in Atlanta businesses and real estate, owning an entire block of the downtown business district. The Romanesque Revival style structure was constructed in 1924 as part of a citywide school bond construction program. The architects for the school were the prominent Atlanta firm of Pringle and Smith. Founded in 1922, the firm designed many widely recognized buildings in Atlanta and the southeast before its dissolution in 1934. Traditional and Beaux-Arts elements were characteristic of the firm's earlier commercial buildings, such as the Cox-Carlton Hotel of 1926 and the "Byzantine" style Rhodes-Haverty Building of 1929. However, in the W. E. Orr Doctors and William Oliver buildings of 1930, Pringle and Smith incorporated the bolder, modernistic elements of the Art Deco style. A 1929 addition was designed by another significant southeastern architect, G. Lloyd Preacher, who designed Atlanta's City Hall in 1930. In 1961, the school named for Joseph Brown became one of the first Atlanta schools to be integrated.

After 1930, West End was an aging but still vital Atlanta community. This vitality is most clearly evident in the West End Businessmen's Association (originally formed in 1927). In 1937, the Association pushed for extension of the National Housing Act title providing for home modernization loans, and in subsequent decades (1950s and 1960s) for economic accessibility and population stabilization, including segregation. With the group's support, Gordon Street was widened, Interstate 20 was built across West End's northern fringe, and the old business district (along with large amounts of residential housing) was demolished in favor of a mall development. Completed in 1973, the mall's accessibility was later augmented by part of the city's latest transportation system, a MARTA station, across the street. The West End Businessmen's Association obviously was successful in many areas, but it failed in stopping "white flight" and the movement of blacks into the community. By 1976, West End was eighty-six percent black.

In recent years, there has been a resurgence of pride and interest in West End by its residents. The West Hunter Street Baptist Church was moved to Gordon Street. This church has been one of Atlanta's leading black churches for decades and since 1961 was led, until his death, by the Reverend Ralph David Abernathy. Jesse Jackson came to West End to speak at the opening of the new church. A close friend and confidante of Martin Luther King, Jr., Abernathy participated in most of the civil rights campaigns of the 1960s and 1970s and succeeded King as president of the Southern Christian Leadership Conference. In honor of his nationally recognized contributions to the civil rights movement, Gordon Street was renamed Ralph David Abernathy Boulevard, in 1991. In addition, neighborhood residents formed the West End Neighborhood Development, Inc. (WEND), in 1974, with the goal of improving the socioeconomic position of their community and its residents. In order to increase awareness of the West End neighborhood, WEND has sponsored a tour of homes, a yearly festival in Howell Park, and a driving tour booklet highlighting neighborhood homes and cultural and religious centers.

The Hammonds House, a gallery and resource center for African-American art, is the architectural and artistic legacy of the late Dr. Otis Thrash Hammonds, a prominent Atlanta physician. The Queen Anne type house with Eastlake detailing was once the home of the author Madge Bigham. Dr. Hammonds renovated the structure and filled it with his notable collection of African-American art and 19th century antiques. Upon his death in 1985, the house and collection were purchased by Fulton County and subsequently opened to the public. In a recent report sponsored by WEND, the author states, "As West End was once described as one of Atlanta's most socially diverse and culturally rich communities, it is again returning to the tradition of its past, as it relates to the regenerating of community value and revitalization."

ARCHITECTURAL HISTORY

The architectural fabric of West End reflects trends in design and construction that span a period from Reconstruction to the automobile age. The materials and techniques used in the construction of the homes were products and processes made possible by new manufacturing methods and the expansion of the railroad system.

In the years following the Civil War, the building industry grew dramatically both locally and nationally. Across the country regional folk houses began to disappear, particularly in the urban areas. Pattern books, pre-fabricated houses, mass production of house parts such as roofs, siding and molding led to more standardized house forms. House components were mass-produced and shipped at a low cost on an expanded rail system across the country.

Building technology was changing as well. The invention in Chicago in the 1830s of the balloon frame--thin vertical wood studs fastened to horizontal plates with

wire nails--had a strong impact on the housing industry. By the time of the Civil War, balloon framing was used throughout the Midwestern states; after the war, it became the primary housing construction method in the south.

Closer to home, there was an increase in the availability of materials. A local terra cotta firm, Southern Terra Cotta Works was founded in Atlanta in 1871. By the 1880s, the Georgia lumber industry and local brickyards were growing rapidly.

The first period of post war building activity in West End occurred in the 1870s, a time when traditional housing forms were beginning to change. The earliest extant homes in West End are the one and one-half story Queen Anne cottages and Victorian "L" houses. A few larger Queen Anne type houses also remain from that period. The Queen Anne style was not prevalent in America until the 1880s, therefore, it is likely that the houses constructed in the 1870s in West End that exhibit the plan and detailing of the Queen Anne type were modified in the 1880s. Such is the case of Joel Chandler Harris' home, the Wren's Nest (a city-designated Landmark Building). The Queen Anne Type cottage has no central hallway, but rather is an asymmetrical arrangement of rooms with projecting gables on the front and rear. The Queen Anne house features the same arrangement on a larger scale.

The Victorian "L" house is an extremely common form that in some instances evolved from older double-pen houses. The shape of the house is, as the name would suggest, an L. The longer wing of the house usually featured a porch with spindle work or cut work detailing. A short gable-ended wing ran perpendicular to the longer wing.

Economic depression in the late 1870s brought construction to a virtual halt in West End, however, prosperity returned in the 1880s. A new house type, called appropriately for the period 'The New South Cottage', appeared. This type resembles the earlier Queen Anne Cottage in its square central mass. The asymmetrical emphasis of the Queen Anne Cottage, however, is exchanged for a more symmetrical arrangement.

By the turn-of-the-century, the first frame bungalows and two-story American Foursquare, a box shaped structure, were built. The Foursquare lost popularity within fifteen years; the bungalow, however, remained for decades the most popular housing type built in Atlanta.

Bungalows feature low-pitched gable roofs, overhanging eaves and substantial porches. There are numerous sub-types based on roof configuration and detailing. The concept of 'indoor-outdoor' living space which was always attractive to homeowners in warmer climates, contributed to popularity of the bungalow.

The automobile age saw the continuation of bungalow construction, although now brick, and due to the need for more affordable housing, the construction of numerous apartment structures. These structures were small, often containing six to eight units. Detailing was usually minimal, although in some cases, detailing reflecting revival styles popular during the 1920s is evident.

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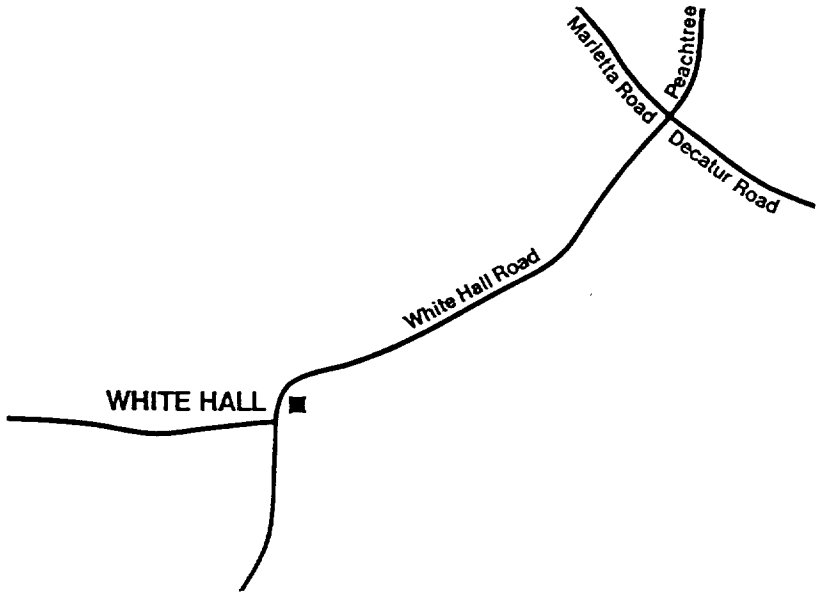
CRITERIA

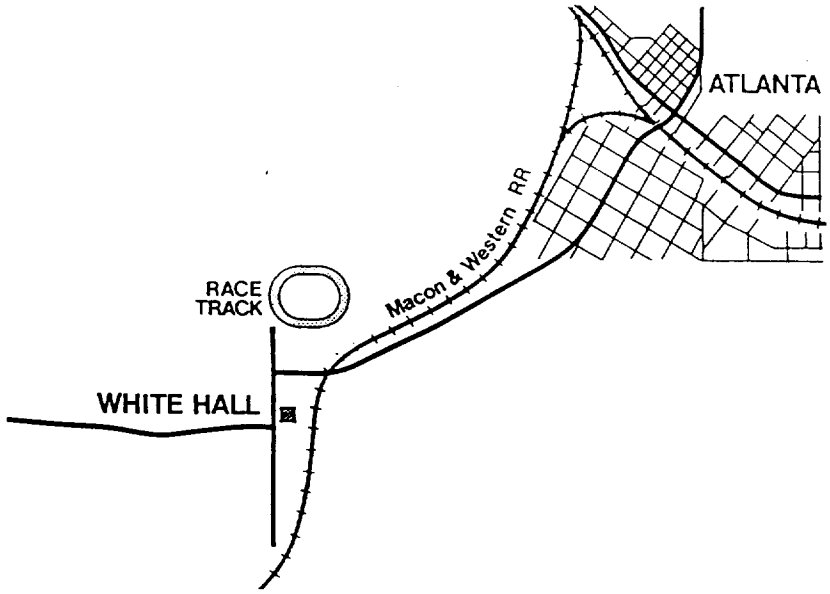
Group I (1) (2) (3)
Group II (1) (3) (5) (6) (9) (10) (11) (12) (13) (14)
Group III (2) (3)

FINDINGS

The proposed nomination of the West End Historic District meets the above referenced specific criteria as well as the minimum criteria for a Historic District as set out in Section 16-20.004 of the Code of Ordinances of the City of Atlanta.



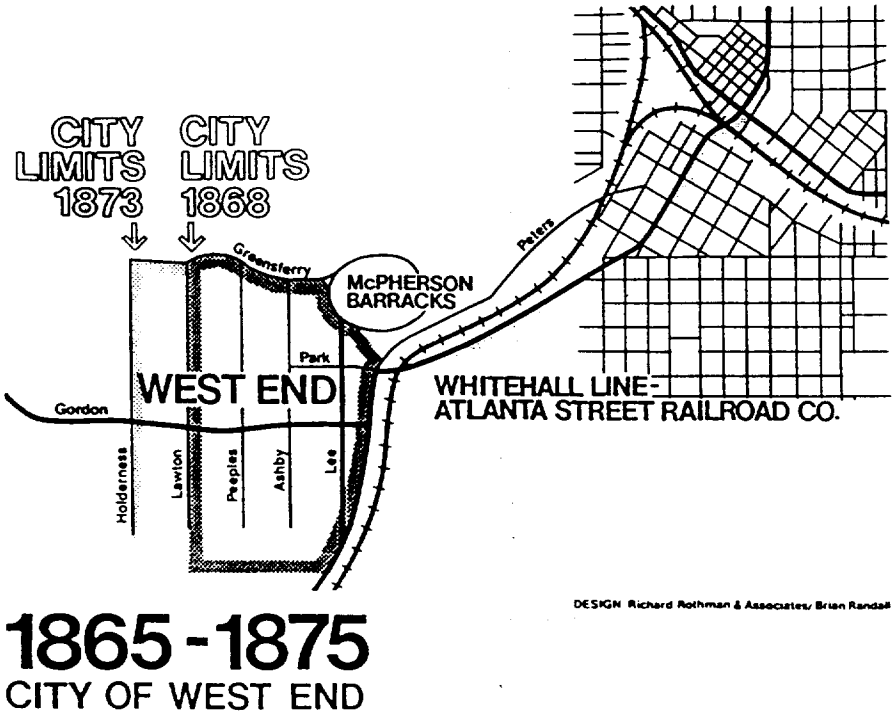
1835
FIVE POINTS AND ROADS SOUTH

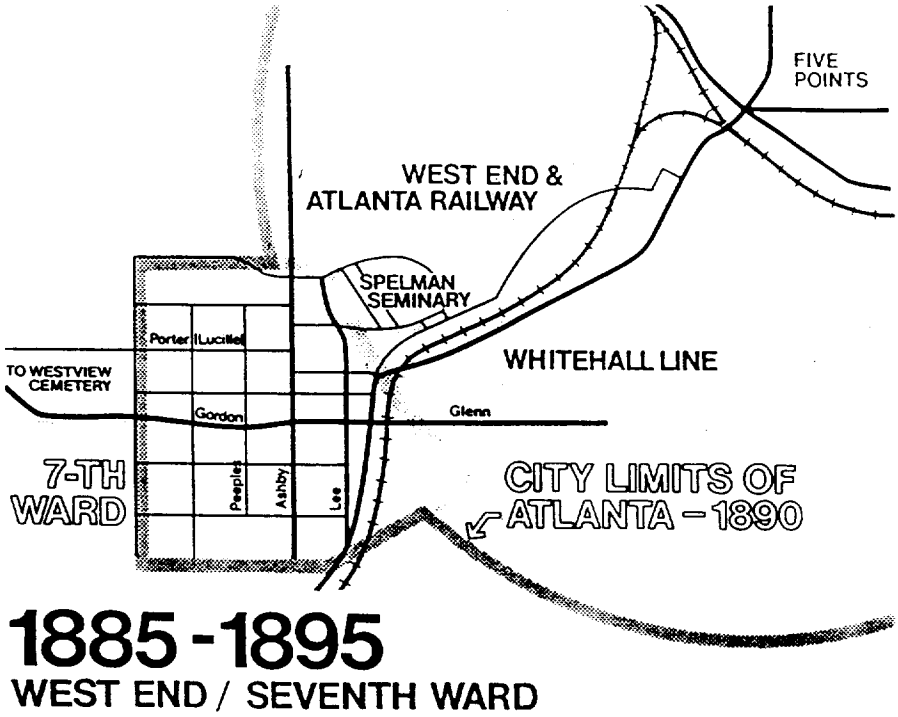


DESIGN: Richard Rothman & Associates. Brian Randall

1845 - 1855
ATLANTA, WHITE HALL AND RAILROADS

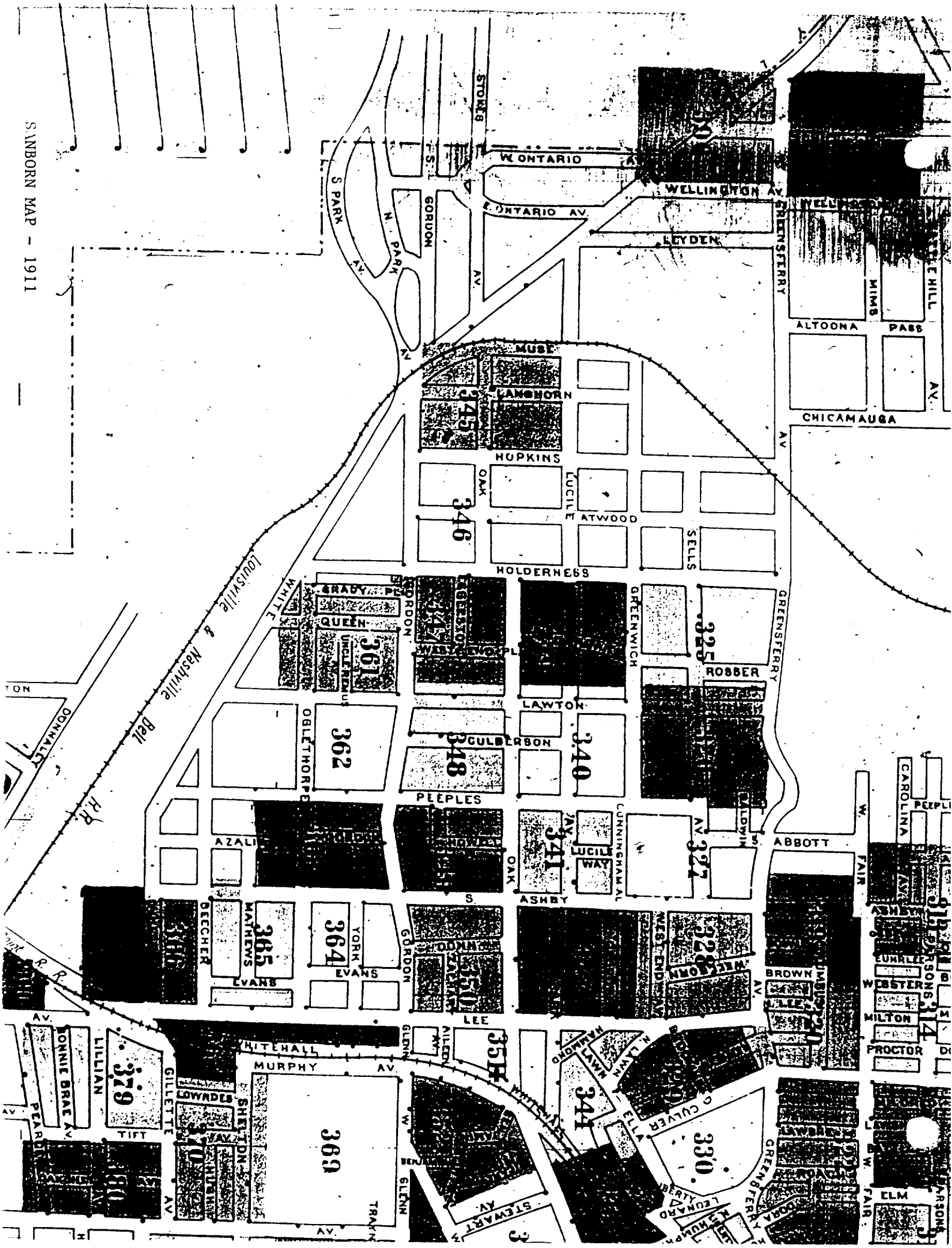
Figures 2 and 3

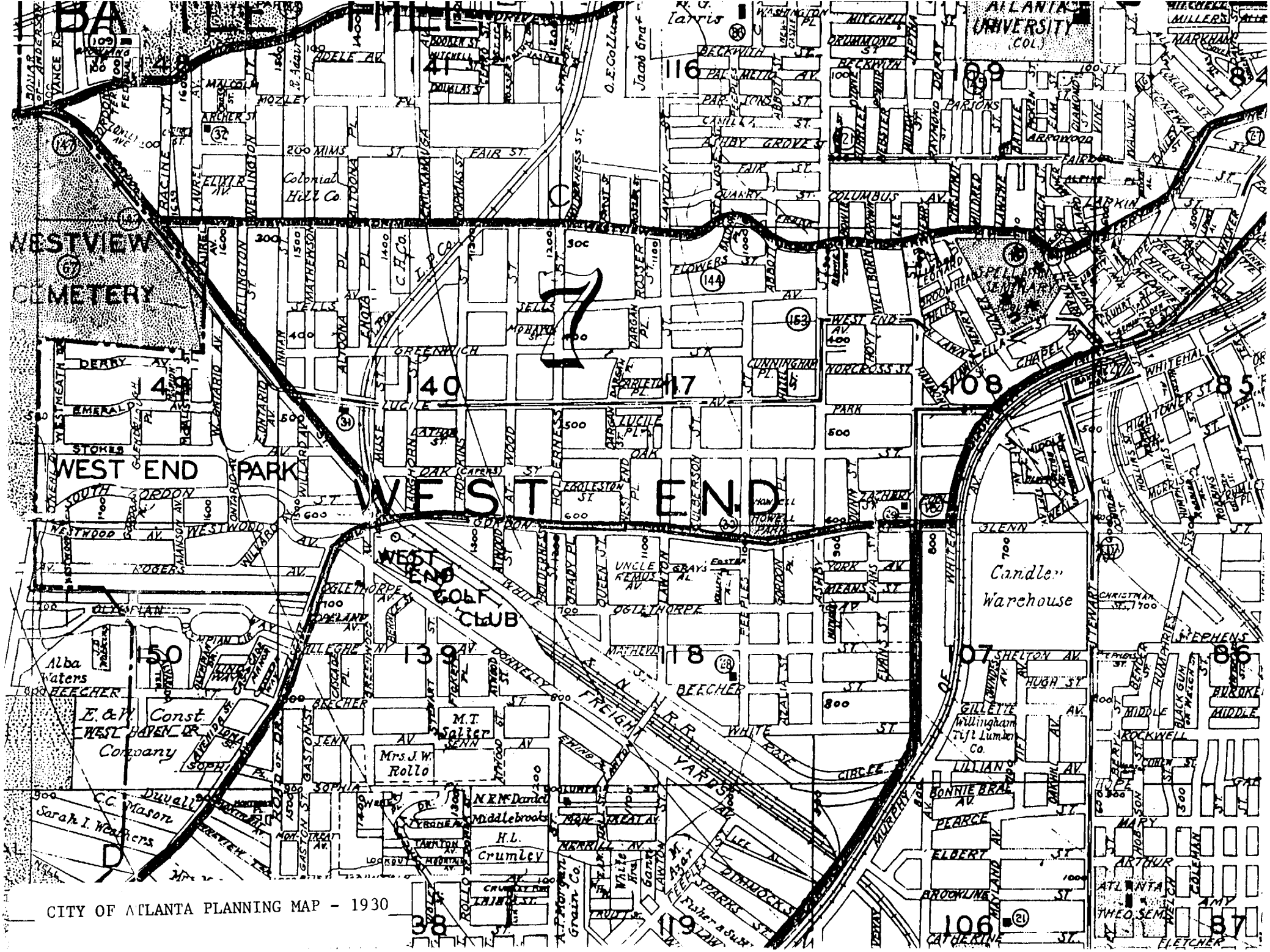




Figures 4 and 5

SANBORN MAP - 1911





CITY OF ATLANTA PLANNING MAP - 1930

DRAFT

West End Historic District (Chapter 20G): *Proposed Expansion*

DRAFT

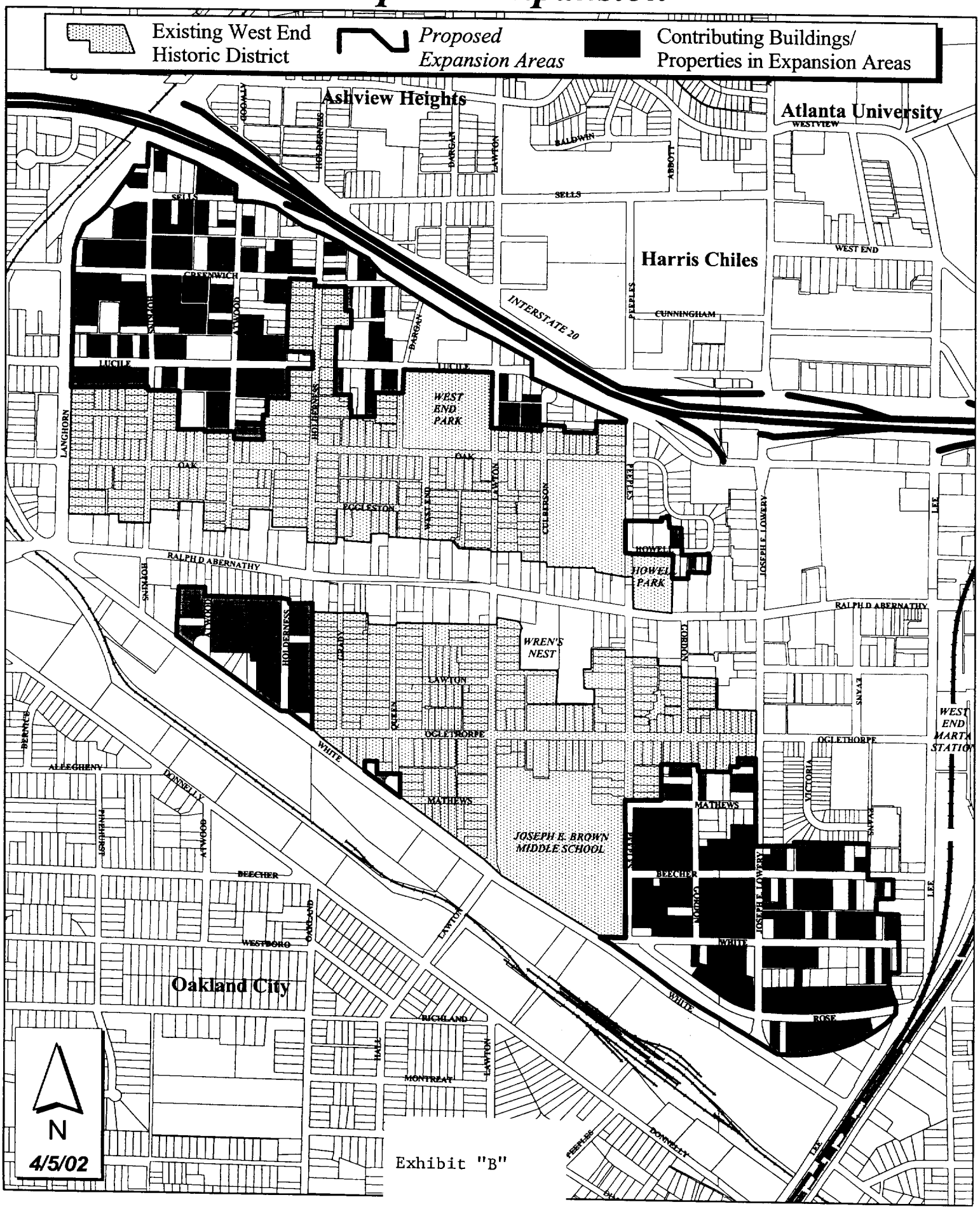


Exhibit "B"