

CITY COUNCIL
ATLANTA, GEORGIA

03-0-1367

Z-03-60

A SUBSTITUTE ORDINANCE
BY: ZONING COMMITTEE

AN ORDINANCE TO AMEND THE 1982 ZONING ORDINANCE OF THE CITY OF ATLANTA, AS AMENDED, SO AS TO CREATE A NEW CHAPTER TO BE ENTITLED 20M, OAKLAND CITY HISTORIC DISTRICT; TO ESTABLISH OVERLAY REGULATIONS FOR SAID DISTRICT; TO ENACT, BY REFERENCE AND INCORPORATION, A MAP ESTABLISHING THE BOUNDARIES OF SAID DISTRICT; AND TO DESIGNATE AND ZONE ALL PROPERTIES LYING WITHIN THE BOUNDARIES OF SAID DISTRICT TO THE OVERLAY ZONING CATEGORY OF HISTORIC DISTRICT (HD) PURSUANT TO CHAPTER 20 OF THE ZONING ORDINANCE OF THE CITY OF ATLANTA, REZONING FROM R4 (SINGLE-FAMILY RESIDENTIAL), R5 (TWO-FAMILY RESIDENTIAL), RG3 (RESIDENTIAL GENERAL SECTOR 3), C1 (COMMUNITY BUSINESS), C2 (COMMERCIAL SERVICE) AND I1 (LIGHT INDUSTRIAL) to R4/HD (SINGLE-FAMILY RESIDENTIAL/ HISTORIC DISTRICT), R5/HD (TWO-FAMILY RESIDENTIAL/ HISTORIC DISTRICT), RG3/HD (RESIDENTIAL GENERAL SECTOR 3/HISTORIC DISTRICT), C1/HD (COMMUNITY BUSINESS/HISTORIC DISTRICT), C2/HD (COMMERCIAL SERVICE/HISTORIC DISTRICT) AND I1 (LIGHT INDUSTRIAL/HISTORIC DISTRICT); TO REPEAL CONFLICTING LAWS; AND FOR OTHER PURPOSES.

BE IT ORDAINED BY THE COUNCIL OF THE CITY OF ATLANTA, as follows:

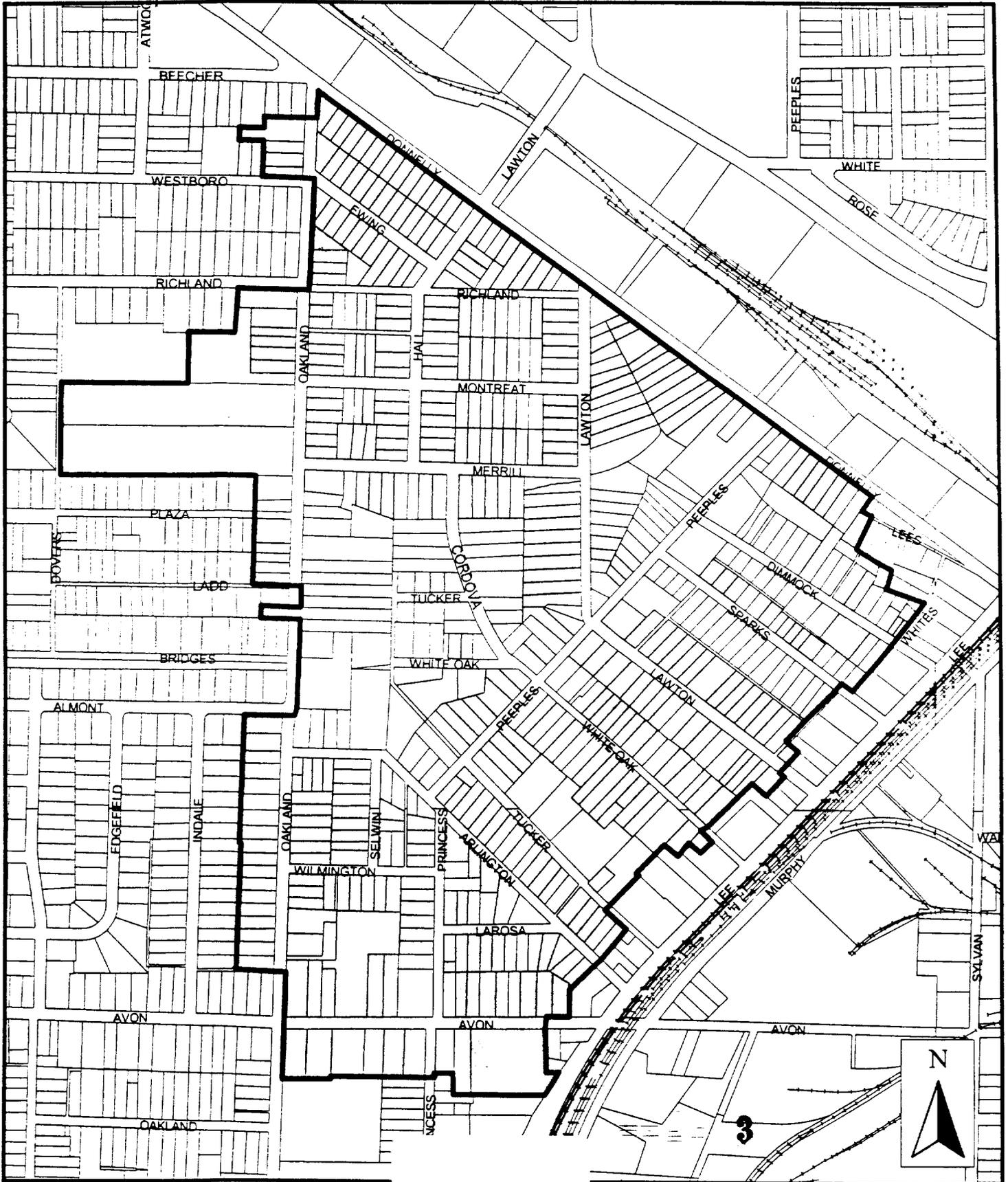
SECTION 1. That the properties lying within the Oakland City Historic District, which properties are more fully described as shown in Attachment "A" to this ordinance, which attachment is incorporated herein, meet the criteria for Historic District as set forth in the Nomination Resolution of the Urban Design Commission attached hereto as Attachment "B" and incorporated herein, and are hereby determined to be a Historic

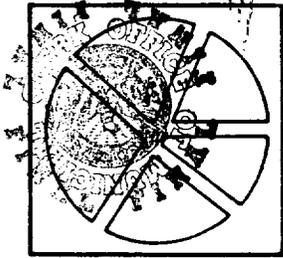


DRAFT AS OF 07/21/03

Proposed Oakland City Historic District (Chapter 20M)

□ = Contributing Bldgs.
within the District





ATLANTA
URBAN DESIGN
COMMISSION

ATLANTA CITY HALL
55 TRINITY AVENUE, SW
SUITE 3400
ATLANTA, GEORGIA 30335-0331
(404) 330-8200

N - 03 - 02

RESOLUTION

Whereas, since 2002, the residents of the Oakland City neighborhood became increasingly concerned about the demolition of contributing structures and the increasing volume of new construction occurring in their neighborhood which was diminishing its historic character; and

Whereas, the Oakland City Historic District was listed in the National Register of Historic Places on April 11, 2003; and

Whereas, those concerned neighbors in Oakland City requested that their Council Member Cleeta Winslow cause to be established a moratorium on new construction on vacant lots in their neighborhood 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 Oakland City 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 Oakland City 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 compiled a written report stating the findings and recommendations regarding the historic, architectural and cultural significance of said nomination 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:

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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.

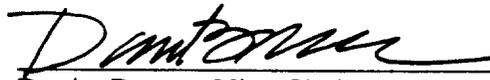
Section 2. That the Commission hereby determines that the proposed Oakland City Historic District, a map of which delineating all boundaries is attached hereto as Exhibit "B", hereby incorporated by this reference, is architecturally, historically, and culturally significant and is hereby determined to be eligible for designation to the category of Historic District (HD) as meeting, at 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 Oakland City Historic District is located in Land Lots 118, 119, 120, 138 and 139 (see map for boundaries), 14th District, Fulton County, Atlanta, Georgia.

Section 3. That the Commission hereby further determines that said the Oakland City 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); Group II (1), (2), (5), (6), (8), (9), (11), (12), (13); and Group III (1), (2).

Section 4. That the Commission having determined that the Oakland City Historic District meets or exceeds the criteria set forth herein, hereby nominates the Oakland City 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 Oakland City Historic District.

Approved and nominated by the Atlanta Urban Design Commission on August 13, 2003.



Danita Brown, Vice Chair
Atlanta Urban Design Commission



Oakland City Historic District
Parcels 14, Land Lots 118, 119, 120, 138, and 139
Fulton County, City of Atlanta
Existing Zoning: R4, R5, RG3, C1, C2, and I1

N-03-02
Proposed Designation:
Historic District

National Register Listed: April, 2003

BOUNDARIES

The proposed Oakland City Historic District includes all properties within the following general boundary: Beginning at the southeast corner of the intersection of Avon Ave., S.W. and Oakland Dr., S.W.; thence proceeding southerly 211.5 ft. to the rear property line of the property at 1198 Avon Ave., S.W.; thence proceeding easterly 684.7 ft. along the rear property lines of properties facing Avon Ave. S.W. to a point; thence southerly 77.2 ft.; thence easterly 380 ft. to the railroad right-of-way; thence northeasterly 120 ft.; thence westerly 50 ft.; thence northerly 210 ft. to a point on the north side of Avon Ave., S.W.; thence easterly 75 ft. along the north side of Avon Ave., S.W.; thence northerly 116.5 ft.; thence northeasterly 331.4 ft. to a point on the southwest side of Tucker Ave., S.W.; thence northwesterly 100 ft. along the southwest side of Tucker Ave., S.W.; thence northeasterly 195 ft. to a point; thence northwesterly 13 ft.; thence northeasterly 167 ft.; thence southeasterly 65 ft.; thence northeasterly 72 ft.; thence southeasterly 59.4 ft.; thence northeasterly 66 ft.; thence northwesterly 60.8 ft. to a point on the southwest side of White Oak Ave., S.W.; thence northeasterly 280 ft.; thence southeasterly 74.5 ft.; thence northeasterly 104.2 ft.; thence northwesterly 25 ft. to a point on the south side of Lawton St., S.W.; thence northeasterly 85 ft.; thence northwesterly 75 ft.; thence northeasterly 343 ft. to a point on the northeast side of Sparks St., S.W.; thence southeasterly 60 ft. to a point on the northeast side of Sparks St., S.W.; thence northeasterly 425 ft. to a point; thence northwesterly 156.5 ft.; thence northerly 50 ft.; thence northwesterly 153.5 ft.; thence northerly 132.2 ft.; thence northwesterly 75 ft.; thence northeasterly 84 ft. to a point on the southwest side of Donnelly Ave., S.W.; thence northwesterly 2875 ft. along the southwest side of Donnelly Ave., S.W. to the southeast corner of the intersection of Donnelly Ave., S.W. and Oakland Dr., S.W.; thence southerly 169 ft. along the east side of Oakland Dr., S.W. to a point; thence westerly 219 ft.; thence southerly 50 ft.; thence westerly 100 ft.; thence southerly 50 ft.; thence easterly 100 ft.; thence southerly 150 ft. to a point on the north side of Westboro Dr., S.W.; thence easterly 229 ft. to the northeast corner of the intersection of Westboro Dr., S.W. and Oakland Dr., S.W.; thence southerly along the east side of Oakland Dr., S.W. 462.7 ft. to the southeast corner of the intersection of Oakland Dr., S.W. and Richland Rd., S.W.; thence westerly 349.3 ft. along the south side of Richland Rd., S.W. to a point; thence southerly 188.8 ft. thence westerly 198 ft.; thence southerly 214 ft.; thence westerly 517.07 ft. to a point on the east side of Power St., S.W.; thence southerly 384 ft.; thence easterly 812 ft. along the rear property lines of properties on the north side of Plaza Ave., S.W.; thence southerly 440 ft. to a point on the south side of Ladd St., S.W.; thence easterly 191 ft.; thence southerly 66.5 ft.; thence westerly 151 ft.; thence southerly 66.5 ft.; thence easterly 161 ft. to a point on the east side of Oakland Dr., S.W.; thence southerly 368.6 ft. to a point; thence westerly 214.8 ft. to a point on the south side of Almont Dr., S.W.; thence southerly 1,075 ft. along the rear property lines of properties on the west side of Oakland Dr., S.W.; thence easterly 202 ft. to a point on the east side of Oakland Dr., S.W.; thence southerly 200 ft. to the point of beginning.



PHYSICAL DESCRIPTION

The Oakland City Historic District is located in Fulton County southwest of downtown Atlanta and north of Fort McPherson. The neighborhood was primarily developed to attract working-class white families from Atlanta. The district encompasses the intact and contiguous historic residential and community landmark resources of the Oakland City neighborhood that developed from the 1890s to the mid-1950s.

The locally designated Oakland City Historic District is comprised of an intact collection of early to mid-20th century houses, and community landmark buildings. Residential architectural styles represented in the district include Queen Anne, Shingle, Folk Victorian, Colonial Revival, English Vernacular Revival, Minimal Traditional, and Craftsman. The bungalow house type is the most numerous in the district and reflects Oakland City's biggest period of development. The front-gable, side-gable, hipped, and cross-gable bungalows are all represented in Oakland City with front and side-gable examples being the most numerous.

Landscaping in the district includes mature hardwood trees, foundation plantings, sidewalks, and retaining walls. Some historic granite curbing is visible. Mature specimens such as Oak, Magnolia, Pecan, Dogwood, and other hardwood trees form dense tree canopies over several of the streets in the Oakland City Historic District. Vacant lots are overgrown, many having never been cleared for development.

Development of Oakland City as a suburb of Atlanta began with the completion of a trolley line to the area in the 1890s. The topography in the area ranges from steep pitches to flat areas, many of which were graded and developed. The street pattern varies within the district. In the western section of the district streets run north-south and east-west whereas in the eastern section the streets run parallel and perpendicular to the railroad placing them at an angle to the streets in the western section of the neighborhood. The inconsistent street patterns of the Oakland City Historic District reflect the development of the neighborhood along trolley lines. The district has remained primarily residential since the early twentieth century, and has since that time continuously supported a neighborhood school and churches representing several denominations. The trolley served to connect the neighborhood to Atlanta and other suburbs, thus allowing people to live in Oakland City and easily access shopping in nearby Atlanta.

DEVELOPMENTAL HISTORY

Beginning of Settlement to the Civil War: 1821-1860

The area that later became Oakland City was acquired from the Creek Indians in 1821 and originally was part of Henry County when the land was distributed under Georgia's land lottery system. The lands later included in Oakland City were lots 118, 119, 120, 137, 138, and 139 in the 14th District of Henry County. Each land lot was the standard 202 1/2 acres in size. Late in 1821 the 14th District of Henry County became part of Fayette County. In 1822 DeKalb County was created from portions of Henry, Fayette, and Gwinnett Counties and the 14th District of Fayette County fell within this newly created county. In 1853 Fulton County was created from DeKalb County and the Oakland City area again fell within the boundaries of a new county. One of the earliest places of note in the area was an Indian village named Sandtown located to the west on the Chattahoochee River. The old Sandtown Road (part of the western boundary of the



is now Cascade Road. With the creation of Campbell County in 1828 a road, Campbellton Road (a portion of the southern boundary of the district), was soon laid out to Campbellton, the new county's seat of government. This road came from the southwest into land lot 120 where it joined the Newnan Road (now Lee Street, the eastern boundary of the district) (Garrett, vol. 1, 20-37).

In 1824 William W. White arrived from Franklin County, Georgia as the owner of land lot number 119, 14th District, one of the six land lots to later become part of Oakland City. He came "riding a lank horse, with his plow gear on the animal and a side of meat and various utensils tied up in a sack behind him." As soon as possible after erecting a log cabin, White returned to Franklin County for his wife. At first, because of the large openings between the logs of their cabin home, Mrs. White "refused to occupy the side of the bed next to the wall for fear that ... wild animals would poke their noses through the openings and bite her." Also to be contended with were Indians. There was a large village at Sandtown on the Chattahoochee River to the west and Indians "were forever peeping around the smokehouse and slyly picking up any useful articles lying around" (Garrett, vol. 1, 43-44). William W. White was born in 1800 and died in 1895.

Warren Albert Belk was the owner of land lot 137. A pioneer farmer and brick manufacturer, Belk built two houses on what is now Avon Avenue. The first was at 1254 Avon Avenue (then Oakland Avenue) before the Civil War and the second was at 1214 Avon Avenue and was built about 1870. This second house has been pulled forward on the land and serves as the kitchen of the house currently at that address, although subsequent remodeling has made any vestiges of the original cottage almost indistinguishable (Oakland City 1894: The Neighborhood and the People. Bureau of Planning Document. 1999).

Just to the north of what is now Oakland City, Charner Humphries in 1835 erected a tavern which also served as a stage coach stop and store at the junction of the Sandtown and Newnan Roads, now the intersection of Ralph David Abernathy Boulevard and Lee Street (this intersection is north of the district boundaries). Humphries' tavern is said to have been the first whitewashed (or painted) house in the county and it became famous as White Hall. Before the advent of railroads, White Hall was an important location, even more important at that time than Atlanta, and a portion of the road from White Hall to Atlanta became known as Whitehall Street (Garrett, vol. 1, 129-130).

The coming of railroads in the 1840s quickly changed older land development patterns. No longer were road junctures or stagecoach stops primary determiners of areas of growth. Now it was the location of railroad terminuses that made or unmade towns and villages. Atlanta is an example of this change in development patterns. The location of the terminus of two railroads (and eventually more) at Atlanta caused it to blossom, while White Hall, just to the south, declined in importance.

Railroads also came to the Oakland City area. In September 1846 the Macon & Western Railroad completed the last 75 miles of its line from Macon and made a connection with the Central Railroad. The Macon & Western tracks entered land lot 120 near its southwestern corner and followed the Newnan Road (now Lee Street) to Atlanta. Round-trip service between Macon and Atlanta was soon a daily occurrence (Winn, Ghost Trains, 15). Because the railroad made no stops in the Oakland City area, this railroad had little immediate impact upon the area.

A second railroad impacted the Oakland City area not because its terminus was established there but because it was not. In 1849 the construction of a railroad toward Montgomery, Alabama began at a tiny village in Black Hall District six and one-half mile south of Atlanta at a point on the Macon & Western



Railroad This village, which was the eastern terminus of the new railroad, became known as East Point. The western terminus of the line was named West Point and this new railroad, the Atlanta & West Point Railroad, met the railroad from Montgomery (Winn, *Ghost Trains*, 30). The Atlanta & West Point Railroad utilized the track of the Macon & Western Railroad between East Point and Atlanta in order to complete service between Montgomery and Atlanta (Black, *The Railroads of the Confederacy*, 38). Thus it was that the location of railroad terminals decreed that Atlanta and East Point would become urbanized while the Oakland City area would remain rural farmland in between, punctuated at intervals by the smoke and noise of passing trains or by the sound of riders or conveyances on the Newnan, Sandtown, and Campbellton Roads.

From the Civil War to the Incorporation of Oakland City: 1860-1894

The ravages of the Civil War largely bypassed the Oakland City area. Battles raged at Peachtree Creek north of Atlanta, near the current Grant Park area east of Atlanta, to the west at Ezra Church, and to the south at Jonesboro, but no fighting occurred in the area. The railroads were not as fortunate. The tracks of the Macon & Western Railroad and the Atlanta & West Point Railroad were severely damaged. Both were rebuilt, but the Atlanta & West Point Railroad, which had done very well financially before the war, was never again financially sound (Winn, *Ghost Trains*, 31).

Atlanta came back from the devastation of the Civil War with renewed energy and soon growth was moving towards the Oakland City area from both the north and the south. The White Hall area, which had declined in importance when the stages no longer stopped there, experienced rapid growth in the decade following the Civil War, becoming "one of the fastest-growing suburbs" of Atlanta and adopting a new name, West End. With the establishment of commuter service to both the Atlanta & West Point and the Macon & Western Railroads in 1867, houses sprang up almost over night, along with an Academy and stores to accommodate the new residents. In 1868 West End incorporated, its southern boundary being White Street, named for the White family whose property lay just to the south (Garret, vol. 1, 751-752). Much of the development in West End was stimulated by the Adair and Murphey real estate firms, both of which developed large subdivisions.

George W. Adair of Adair Real Estate and Richard Peters introduced Atlanta's first animal-powered street railway line in 1871. By no accident it ran to West End, terminating at the rear of Adair's house (later the entrance to Spelman College). In 1874 the line was extended to Camp Springs farther to the west in West End. In 1872-1873 Atlanta's second street railroad company, the West End & Atlanta Street Railroad Company, ran a line to West End Avenue and Ashby Street, extending its line to the main gate at West View Cemetery in 1884. These lines were directing growth westward and away from Oakland City. Despite this, growth was getting closer and would soon spill over into Oakland City from the north (Trolley Titans, 2, 3, 8).

Development was also closing in from the south. In 1888 Fort McPherson was completed between East Point and West End. The northern boundary of this military post was the south line of land lot 120 (Garrett, vol. 2, 112-113). The land between Fort McPherson and West End was now prime for development. Unfortunately, the first streetcar service to Fort McPherson was a circuitous Atlanta Traction Company (originally Atlanta, West End & McPherson Barracks Railway Company) route that largely bypassed Oakland City. This route ran down McDaniel Street to Dill Street, then down Ashby Street (Sylvan Road) to Kasherwood Drive to Evans Drive, ending at the east gate of Fort McPherson. It wasn't until 1899 that the Atlanta Railway & Power Company ran a line down Lee Street directly to Fort



on and later on to East Point. In the meantime, Oakland City had been incorporated (Trolley
Peters, 9-96).

Oakland City: 1894-1910

The last decade of the 19th Century was a period of rapid urban development in the Atlanta area. To the south and southwest of Atlanta, Oakland City, Cascade, and Lakewood emerged, forming cohesive neighborhoods. What had previously been farmland was subdivided into home sites primarily for white, middle-class laborers and tradesmen. These were modestly educated people who left the farm hoping to make a better life for themselves and their children in a thriving Atlanta (Oakland City 1894: The Neighborhood and The People. Bureau of Planning Document. 1999).

On December 12, 1894 Oakland City was incorporated. Its charter called for a municipal government consisting of a mayor and five aldermen. On the second Wednesday in January 1895 an election was held for the mayor and council (Acts and Resolutions of the General Assembly of the State of Georgia. 1894. Atlanta: G.W. Harrison, 1895. 177-180). On November 27, 1901 Oakland City's charter was amended, changing the number of aldermen from five to six, changing the time of election from the second Wednesday in January to the second Wednesday in December, and changing the term of office of mayor and council from one year to two years, with three of the aldermen being elected one year and three the next (Acts and Resolutions of the General Assembly of the State of Georgia. 1901. Atlanta: G.W. Harrison, 1902. 609-610).

The boundaries of Oakland City are given in its charter. Its original corporate limits were as follows: "Commencing at a point where the West End corporation line crosses the east line of the Murphey land; thence south along the east side of said land to the southeast corner of the same; thence west along the south line of said Murphey's land to a point one-half (1/2) of a mile west from the center of the Central Railroad track; thence south parallel with said railroad track to the west side of the gate on the north side of the United States Army Post, known as Fort McPherson; thence east along the north line of said Fort McPherson land to the northeast corner; thence south along the east side of said land to a point opposite the south line of H. L. Harralson's land; thence east across the Central Railroad tracks to a point one-quarter of a mile east of the same; thence north parallel with said Central Railroad tracks to the old West End corporation line; thence west along said corporation line to the point of beginning" (Acts and Resolutions of the General Assembly of the State of Georgia. 1894. Atlanta: G. W. Harrison, 1895). To summarize the original boundaries of Oakland City included a wide band of land on both sides of Lee Street between West End and Fort McPherson, including land east of Fort McPherson and a great deal of land east of Lee Street which is not today generally regarded as Oakland City.

Oakland City over a span of sixteen years (1894-1910) created for its citizens a school and park and provided police protection and other services. The area was developed in regular sized lots and small subdivisions. In 1910, despite some protest, Oakland City was annexed by Atlanta. Oakland City came in with a clean financial sheet. Its school was valued at \$10,000 and its park at \$6,000. The city of Atlanta assumed a \$2500 indebtedness still owed on the park and \$900 in cash was turned over to Atlanta. On December 31, 1909 the schoolhouse bell tolled the end of Oakland City as an incorporated entity. Mayor Isaac N. Ragsdale of Oakland City became an Atlanta city alderman and Councilman W. J. Stoy became a councilman of the Tenth Ward of Atlanta, of which Oakland City was now a part (Garrett, vol. 2, 557-558).



The cornerstone of the Ladd Street Methodist, located at the southwest corner of Ladd Street and Oakland Avenue, reads that the church was established in 1899 and rebuilt in 1950. The church first appears in the 1932 Atlanta City directory and is listed as "colored" (it is currently known as Fairfield Baptist Church).

From Annexation to the Great Depression: 1910-1929

With Oakland City's annexation into Atlanta, we for the first time get a good picture of how the area developed. The Oakland City area appears for the first time on the 1911 Sanborn Fire Insurance maps. The area covered runs from Lee Street on the east to Donnelly Avenue on the north to Peoples Street on the west to Oak on the south, then resuming with another area of settlement to the south running approximately from Avon Avenue to Dill Street along Lee Street on both sides of the railroad. Most of the homes appear to have been moderate sized wooden residences. Exceptions were a dance hall on the south side of Oak, Whitefield Baptist Church on Dimmock Street (Smith), the Triangle Machine Works at the corner of Lee Street and Donnelly Avenue, Oakland Public School and Oakland City Baptist Church on Avon Avenue, and ten stores, all on Lee Street. The area east of the railroad (not in the district boundaries) was still primarily residential except for the Spratt Chair Company and the Dowman-Dozier Manufacturing Company, manufacturers of sheet metal work (Sanborn, 1911). Dowman-Dozier Company was established in the early 1900s and was one of the first companies in the Oakland City area. Located at 1314 Murphy Avenue, the company was a pioneer in the manufacture of inflammable building materials. The company produced hollow steel doors and windows that were among the first tested and approved by the Underwriters Laboratories in Chicago. Products from this company were used as the doors and windows in the Fulton County Courthouse, the Ansley hotel and the U.S. Government Building in Atlanta. Dowman-Dozier also produced conductor pipes, ridge rolls, conductor heads, ventilators, metal ceilings, skylights and ornamental cornices. The company provided metal cantonments for the war effort during World War I and continued to operate until the early 1930s (Atlanta Yesterday, Today and Tomorrow, 1922).

As just noted there were two church buildings in the Oakland City area in 1911. Oakland City Baptist Church had recently been organized. On May 2, 1909, fifty-four individuals met at the Anna Dill Institute (later Ragsdale School, no longer extant) and made plans for a masonry church building with "stone base and trimmings." The building was dedicated September 11, 1910 on the northwest corner of Avon Avenue and Princess Avenue (no longer extant) (Meeting Place for Travelers, Vol. 2, 1949). Whitesville Baptist Church (original building no longer extant) was the place of worship for an African American congregation, located on Dimmock Street (Smith) in the northeastern corner of Oakland City in 1916. The church cornerstone states that Whitesville Missionary Baptist Church was organized in 1886. Oakland City Methodist Church (non-contributing) located on Arlington Avenue became the third church building in the area when it was built about 1917.

In 1912, a fire station was erected on the southwest corner of Avon Avenue and Lee Street. A Colonial Revival structure, it resembled a pyramidal cottage more than a typical firehouse. It was designed by the architectural firm of Morgan and Dillon, well-known in the Southeast for its designs of fire stations, churches, and other commercial. A new fire station was recently constructed on this land.

A stroll down Avon Avenue in 1916 would give an idea of the types of individuals who lived in Oakland City. There were five salesmen, six managers, superintendents, or foremen, and five clerks identified as living on Avon Avenue. There were two police sergeants, two ministers, and two carpenters. Mr. Spratt, one of the co-owners of Spratt Chair Company, lived on Avon Avenue and both co-owners of the West



Lumber Company on Peters Street, as well as the owner of a tire repair establishment on Marietta Street and the operator of a novelty hat manufacturing company. A collector, teamster, farmer, elevator operator, civil engineer, bookkeeper, photo engraver, and widow complete the resident profile (1916 Atlanta City Directory).

It is significant that the majority of the residents on Avon Avenue in 1916 worked outside of Oakland City. This was made possible by streetcar service that was initiated in 1899. By 1924 a line had reached Beecher Street when the Gordon Street line was continued down Cascade Road to Beecher Street. This provided access to the western portion of Oakland City, an area that was rapidly developing during the 1920s (Trolley Titans, 9-96).

Shortly after the annexation of Oakland City by Atlanta a small land boom began. Several plats are recorded during the early 1910s. These subdivisions were primarily within land lot 119, the heart of the old Oakland City. In June 1911 a small subdivision was platted south of Arlington Avenue and east of Princess Avenue, centering on La Rosa Terrace. In May 1912 the Whitaker Subdivision was laid out on the block bounded by Holderness Street (Oakland Drive), Wilmington Street, Selwin Avenue, and Arlington Avenue, just to the west. In June 1913 Isaac N. Ragsdale and Henry S. Harper subdivided the block bounded by Selwin Avenue, Arlington Avenue, Princess Avenue, and Wilmington Street as well as the entire north side of Arlington Avenue between Peoples Street and Lee Street. During this same time period the lands of Miss E. A. White along White Oak Avenue were subdivided, all of this development involving perhaps as much as 10% of the original area of Oakland City. This same time period witnessed growth throughout Atlanta.

Development was interrupted between 1915 and 1920 by a building slump that local Atlanta media described as a "famine." "Following World War I, however, Atlantans found themselves unable to resume construction in the city at a pace fast enough to satisfy the demand for new housing." With automobile ownership increasing, a suburban lifestyle was becoming more and more attractive and affordable (Preston, 156). People were now moving out from the central city, the more affluent to the north, the working class to the south, and African Americans to the west. "By the end of the 1920s Atlantans who owned automobiles were able to disregard distance as an age-old consideration for urban living" (Preston, 74). "The number of new residences erected in Atlanta by both blacks and Whites in the 1920s was unequalled in the city's eighty-year history" (Preston, 90,91,92).

West End Heights was platted in May 1926 on the two blocks centering on Ewing Street, an area bounded by Donnelly Avenue, Oakland Drive, Richland Road, and Hall Street. One month later a large tract just to the south bounded by Richland Road, Oakland Drive, Donnelly Avenue, and Merrill Avenue was platted.

The development of all of these subdivisions shows the westward trend that was taking place in Oakland City. Several factors were responsible for this. First, most of the undeveloped land lay to the north and west of Lee Street. Second, the trolley stop established at Beecher Street and Cascade Road in 1923 made the western portions of the area accessible and certainly helped spur development there. Third, the industrial development along Murphy Avenue (outside the district boundaries) east of the railroad boomed in the 1920s. At the same time that the industries provided jobs they also clearly defined this area as nonresidential. This industrial growth and the development of Sylvan Hills behind it separated this portion of the old incorporated Oakland City from the part west of Lee Street and in time it generally ceased to be thought of as part of Oakland City. Thus from about 1923 on Oakland City as a neighborhood was growing north toward West End and west toward Cascade Road.



In the 1920s black families were also trying to establish residences for themselves in the Oakland City area. A small black community was established just west of Oakland Drive (outside the district boundary) along Bush Mountain Avenue (Plaza), Ladd Street, Bridges Avenue, and Ingram Street, a rectangular strip. In August 1927 a subdivision called Lincoln Heights was platted by the Crescent Realty and Holding Company adjoining this rectangle to the north. It was not developed, however, due to unknown causes and was redeveloped as Richland Hills in 1951 for Whites only. Several of the 1920s plats for Oakland City subdivisions, in fact, clearly specified that the property was for Caucasians only. Oakland City had grown up as primarily a white working class neighborhood, although it had always had a black population. With the movement of African Americans westward out of Atlanta, West End and Oakland City lay in the path of this African American migration. The Oakland City restrictions were not exceptional. These restrictions were part of a larger Atlanta struggle to control African American settlement. As early as 1913 Mayor Woodward signed a statute that established colored and white blocks and "forbade the movement of whites and blacks into each other's blocks" (Preston, 96). In 1922 Atlanta's aldermen passed a zoning ordinance that defined white only and black only areas. This was enacted in the face of a U. S. Supreme Court decision that in 1917 stated that racial zoning violated the Fourteenth Amendment (Preston, 96-97). Beyond zoning ordinances and subdivision restrictions lay a nationwide resurgence of the Ku Klux Klan. According to one Atlanta politician, during the 1920's in particular, Klansmen and Klan sympathizers were everywhere in Atlanta city government (Kuhn, 314). There was an active Ku Klux Klan chapter in Oakland City (Kuhn, 313). As late as 1940 most of Oakland City remained largely white. The African American residents were primarily clustered in an area bounded by Donnelly Avenue, Peeples Street, Sparks Street, and Lee Street and included the Whitesville Baptist Church (1940 Atlanta City Directory).

The suburbanization of Atlanta into black and white neighborhoods favored racist municipal policies that promoted greater public expenditures in white neighborhoods. Also, since many Whites were now moving out to suburbs outside the city limits, they could now "effectively eschew the responsibility of paying to maintain adequate social services for those Atlantans who were less rich and less white" (Preston, 111-112). In Oakland City, as in other parts of Atlanta, the public schools in particular became a battleground. Eventually the school question would be responsible for uniting the black community more than any other single issue.

Education

The history of the Atlanta Public School system is reflected in the history of the schools in Oakland City. Public education has been available in Atlanta since 1876 to both black and white children. Between 1880 and 1940 industrialization caused changes in the population and economies of cities across the U.S. The migration of Americans from rural areas to cities provided cheap labor for cities expanding their industrial bases. The explosive growth of Atlanta between 1910 and 1930 placed tremendous pressure on the resources available to the public schools. The segregation of children into black and white schools further strained the facilities and financial resources of the schools. Oakland City when incorporated into Atlanta in 1910 had one school worth \$10,000 (Garrett). By 1922 there were two schools, the original Oakland City School for the white students and Dimmock (no longer extant) for the black students.

Oakland City School was built in 1909 and was part of the transfer of assets from Oakland City to Atlanta City. Dimmock School, located on Dimmock Street, provided educational opportunity to the black elementary school children. In 1921 an educational bond was passed in the city of Atlanta allowing \$4 million from the improvement of schools. A study of the existing school facilities targeted Dimmock for



expansion and improvement. Oakland City School in the same survey was described as recently built but in need of additions to accommodate the needs of a growing school age population (Strayer and Engelhardt Report). Money was authorized to expand the Oakland City School, but no improvements were made at Dimmock. By 1927 the school board was lobbied by the white community in Oakland City to close Dimmock School to limit additional black presence in the neighborhood. Dimmock School was demolished in 1927 leaving Oakland City without a school for black children (Ecke).

The school bonds of 1921 and 1926 were won with the support of black voters in Atlanta. These voters were promised a portion of the bond would be used to support the black schools in the system. The demolition of Dimmock without replacement underlined the unwillingness of the political structure to keep this promise. The next several attempts at passage of a bond issue for education failed because the black vote could not be delivered (Racine).

In the 1920s repairs and additions were made to Oakland City School and the school was opened in 1929 as Ragsdale Elementary School. I.N. Ragsdale, Oakland City resident and mayor of Atlanta in the late 1920s, served the community for 50 years and presided over a number of public improvements. These included a system of viaducts in the central portion of the city, Mitchell Street viaduct in the western portion, a new and modern City Hall of 14 stories, construction of 11 new school buildings and additions to 21 previously constructed buildings. One of the twenty-one school additions included the expansion of Oakland City School designed and built by G. Lloyd Preacher, the architect responsible for the old City Hall building as well as the Wayne-Claughton Building, the Atlanta Transitional Center and the Briarcliff Summit Apartments. The school located at 1114 Avon Avenue has been in continuous operations as an elementary school since 1909 and was last renovated in the early 1990s.

From the Great Depression through World War Two: 1929-1945

The Great Depression brought any significant land development in Oakland City to a halt for almost a decade. Subdivisions almost disappeared from the Fulton County plat books for almost a decade. Life, however, did continue if not at exactly the same pace. Throughout Atlanta during the 1930s motorbuses largely replaced the old streetcars (Trolley Titans, 9-96). Streetcars continued to run down Lee Street through Oakland City until June 1937 when the streetcars were replaced by trackless trolleys powered by overhead lines. This change was made as part of an agreement between the transit company and the Georgia State Highway Department, which was now able to remove the old streetcar tracks and widen Lee Street from East Point to Atlanta (Trolley Titans, 100-161). The trackless trolleys ran until replaced by MARTA buses in the 1960s.

Postwar Developments: 1946-1965

With the conclusion of World War II, land development continued. The need for housing, especially for African Americans, increased. Many relocated to the Atlanta area to seek employment during the war. Atlanta's black population increased by approximately 17,000 residents (Beneath the Image of the Civil Rights Movement and Race Relations, Atlanta, Georgia, 1946-1981. Harmon. 1996). In 1946 African Americans were over 66% of Atlanta's population, but were restricted to about 10% of the city's residential land (Harris, This Is Our Home: It Is Not For Sale. 3). Little was done to ameliorate the situation until the tremendous achievements of the Civil Rights movement brought an end to discrimination in housing, recreation and other areas of life.

A Community in Transition: 1966-2000

By 1966 Oakland City was experiencing the classic pattern of neighborhood decline. Many of the subdivisions had been in place for forty or fifty years. The original residents, mostly blue collar workers, were at or close to their retirement years, their children were raised and gone, their incomes were becoming fixed and often inadequate, and all the various problems of old age were coming to the residents of Oakland City. The local economy was such that it was difficult for people to find work. Many homes were simply abandoned. Dozens of left when foreclosures forced them out. As had happened in other cities, the federal government, which had underwritten mortgages through the Veterans Administration and the Federal Home Administration, became a landlord to vacant buildings (Hank Ezell, "Oakland City: '\$1 Neighborhood' Is Looking Like A Million Bucks," *The Atlanta Constitution*, Jan. 7, 1983). These houses no longer stand in the neighborhood.

For many black families this was a tremendous opportunity. With the end of segregation and housing discrimination, African Americans with some means found homes in Oakland City that met their budget. For those who did not have sufficient incomes to become homeowners, Congressman Andrew Young helped come up with a solution called urban homesteading. The idea was to sell the derelict houses for \$1. The buyers were required to repair the houses and to live in them in order to keep down speculation. The first drawing was held in April 1976. There were fifteen winners in the first drawing. For many of these individuals it was their first opportunity to own a home (Ibid.).

As white residents left the Oakland City area, churches with white congregations began to sell church buildings to the black community. Oakland City Baptist Church became the Cathedral of Faith Church of God in Christ in the 1970s. The Oakland City Methodist Church remained an active white congregation until its purchase between 1969-1970 by a group that split from Ladd Street Methodist Church, a black church. The new congregation changed the name of the church to the Oakland City United Methodist Church. The remaining congregation on Ladd Street became the Ladd Street Baptist Church. Since 1976, this church has been known as Fairfield Baptist Church.

During the 1970s there was excitement about MARTA's proposed Oakland City rapid rail station. On November 9, 1971 voters in Fulton and DeKalb Counties and the City of Atlanta approved a \$1.4 billion mass transit system having 64 miles of rail and bus way lines with 41 stations and park-and-ride facilities for over 29,500 vehicles. One of the rapid rail stations on the line to Hartsfield International Airport was to be located in Oakland City and it was hoped that this would lead to revitalization of the area. There was much citizen participation in the planning of what was initially called the Oakland-Sylvan Station. The South Line from downtown Atlanta to the airport was planned to run parallel to the existing railroad tracks in order to help minimize the intrusion into the area. The travel time from Oakland City to Atlanta's central business district would be only six minutes with the new rapid rail system. Preliminary projections called for the Oakland City Station to be completed by mid-1977. By December 1981, however, the bulldozers were still slowly inching south from West End ("Rapid Rail Line Moves Slowly South," *The Atlanta Constitution*, Dec. 14, 1981). Unfortunately the rapid rail did not bring an immediate economic turn around as many had expected.

Oakland City in 2000 is predominantly a black community. The character of the neighborhood, and its most prestigious street, Avon Avenue, has stayed very much the same. The area is attracting upper middle-class black families who, like their white predecessors, are intent on creating a better life for themselves and their families (Oakland City 1894: The Neighborhood and The People. Bureau of Planning Document,



Prominent Residents

Isaac N. Ragsdale is the most prominent Atlantan to come from Oakland City. He was born in Paulding County on July 25, 1859, the son of Sanders Walker and Sarah Haygood Ragsdale. He first came to Atlanta as a clerk in his brother's store. When his brother, Elijah K. Ragsdale, died in 1882, Isaac purchased the grocery store on Peters Street. Eventually he sold out and organized the Ragsdale Mule and Horse Company. Soon he was doing \$2,000,000 per year in business and helping Atlanta claim to be "the second largest mule market in the world." According to one source, Ragsdale's company operated "the largest stockyard in the southeast" (June Hart Wester, *Elijah Ragsdale*. Canton, Ga.: Privately Printed, no date. 104-105 and *The Book of Georgia: A Work for Press Reference*. Atlanta: Ga. Biographical Assn., 1920, 143 and 252).

Ragsdale was quite active politically. He was a councilman of Oakland City for four years and Mayor for two years, being the last mayor of Oakland City. He was the first alderman from the newly created Tenth Ward of Atlanta. In 1926 he was elected Mayor of Atlanta and in 1928 reelected without opposition. Among his many accomplishments in office are the purchase of Candler Field as a municipal airport, the construction of several new viaducts, construction of eleven new schools and enlargement of 19 others. A highlight of his term as mayor was welcoming Charles Lindbergh to Atlanta. It is perhaps ironic that a mule trader should give Atlanta its airport. Ragsdale died in 1937 (*Ibid.*).

ARCHITECTURAL SIGNIFICANCE

The residences constructed within the neighborhood are one- and two-story, frame buildings constructed of wood and brick. The residences are located close together and share uniform setbacks. Architectural styles popular in the late 19th and early 20th centuries represented within the district include Queen Anne, Shingle, Folk Victorian, Colonial Revival, English Vernacular Revival, and Craftsman. The majority of the houses in Oakland City were constructed between the 1890s and the 1930s, and all of these styles are important in the development of Georgia. Additionally, this time period is the most important in Oakland City in regards to mass settlement and population increases. The "bungalow belt," of which Oakland City is a part, is due in part to the trolley lines that connected the different parts of the Atlanta area, and the residential development that paralleled their construction. The neighborhood is largely intact, with some examples of infill construction, which have for the most part respected the setback, massing, and scale of the surrounding houses. House types include bungalow, gabled ell cottage, Queen Anne cottage, New South cottage, pyramid cottage, shotgun, ranch and minimal traditional.

The predominant architectural house type found throughout Oakland City is the bungalow. The Craftsman-style bungalow was the most popular early 20th-century house in Georgia and was built across the state in rural, small town, and urban settings from the 1910s to the 1930s. Characteristics of this style are the large gables with decorative brackets, widely overhanging eaves, porches with short square columns over heavy masonry piers extending to the ground, and windows with multi-paned sashes over one large sash. The bungalow house type found in Georgia can be subdivided into four types based on roof forms and roof orientation: front gable, side gable, hipped, and cross gable. All of these types and styles are represented



in the Oakland City Historic District and have been identified as important in the architecture of Georgia. Also present in the district are several English Vernacular Revival style houses, which followed and filled vacant lots after the bungalow era. A number of duplexes can be found within the district.

At the end of World War II, the need for housing in the city of Atlanta increased, as it had in other regions of the U.S. The image of Atlanta was changing from a large city to a metropolis, with the population spilling over into outlying areas of the city. Oakland City was quickly becoming a popular suburb for residents. Large tracts of vacant land were being transformed into housing tracts. A new approach to house construction, mass-produced housing, flourished between the 1940s and 1950s. Before World War II, developers would commonly purchase large tracts of land and sell lots to individuals who would choose their own architects or house plans, and contractors. However, post-World War II house construction brought in pre-engineered, pre-fabricated construction materials and builders took a larger role in determining the architectural styling of houses. Between 1945 and 1951, several developments of small, detached single-family housing were built in Oakland City by several developers, providing affordable housing for a large number of white residents of Atlanta. The Minimal Traditional style became the dominant architectural style, reflecting the form and elements of traditional housing styles, particular Tudor, but in an abbreviated version. The Minimal Traditional house is usually a small, one-story structure; however there are examples of two-story Minimal Traditional houses, such as those found on Hall Street. Exterior wall materials can consist of wood, brick, stone or a mixture of these materials. Minimal Traditional houses have low or intermediate pitch roofs with eaves and rakes that are close rather than overhanging. As in the Tudor style, the Minimal Traditional usually has one front-facing gable. Other features include double-hung multiple pane windows, a small picture window on the front façade, fixed shutters, and a chimney. The majority of homes of this style are located on Hall Street and Lawton Street within this district. Infill Minimal Traditional homes are dispersed throughout the neighborhood.

An important community landmark building within the district includes the I.N. Ragsdale Elementary School, constructed in 1922 as Oakland City School. I.N. Ragsdale Elementary School (originally Oakland City School) was designed by G. Lloyd Preacher. The Colonial Revival-style building is a two-and-one-half-story brick structure with one-over-one double-hung-sash windows set in groups of three. The brick pattern is American bond. A single belt course is located between the ground (half floor) and the first floor. The roof is flat with a sloping, shaped detail on the roofline. A cornice line with contrasting blue paint stands out above the second story windows.

Another community landmark building includes the Fairfield Baptist Church, constructed in 1950. Fairfield Baptist Church, located on Oakland Avenue, is a rectangular brick building painted white with a front gabled roof. The building is similar to the Mission style with little to no eave overhang and a circular window. The building is a simple structure with only a few window openings with one-over-four double-hung-sash windows.

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CRITERIA

- Group I (1) (2)
- Group II (1) (2) (5) (6) (8) (9) (11) (12) (13)
- Group III (1) (2)

FINDINGS

The proposed nomination of the Oakland City 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.



**Oakland City Historic District Regulations
(Chapter 20M)**

Section 16-20M.001. Statement of Intent.

The intent of the regulations for the Oakland City Historic District is as follows:

- (1) To promote the educational, cultural, economic and general welfare of the City by preserving the district's architectural integrity, streetscape patterns, and cultural heritage.
- (2) To preserve the district's historic pattern and distribution of building types that are characterized primarily by single family residences, institutions, and neighborhood commercial buildings, many of which were constructed during the early to mid- 20th century.
- (3) To ensure harmony and compatibility of visual qualities and spatial relationships that exist between buildings, and between buildings and the street, throughout the district.
- (4) To preserve the residential character of all the streets and thoroughfares in the district.
- (5) To preserve the historic street and lot patterns that are significant elements of the district.
- (6) To ensure development that is complementary to and compatible with the existing historic structures in the district.
- (7) To encourage the use of existing alleys, reinforcing the streetscape patterns and general physical character of the district.
- (8) To encourage economic development and a variety of housing opportunities; foster neighborhood revitalization, and discourage displacement of residents.

Section 16-20M.002. Scope of Regulations.

- (1) The existing zoning map and regulations governing all properties within the Oakland City Historic District shall remain in full force and effect. The following zoning regulations (Chapter 20M) shall be overlaid upon, and shall be imposed in addition to, said existing zoning regulations. Whenever the following regulations conflict with said existing zoning regulations, the following regulations (Chapter 20M) shall apply.
- (2) Except when otherwise explicitly provided, the provisions of Chapter 20 of this part shall apply to this district. Whenever the regulations of Chapter 20M conflict with the provisions of Chapter 20, the regulations of Chapter 20M shall apply.
- (3) All other statutes, rules, regulations, ordinances, or other governmentally adopted regulations pertaining to properties within this district shall continue to apply. In the event of any conflict between said other regulations and the following regulations (Chapter 20M) the interpretation provision set forth in section 16-20.011(c) of the Code of Ordinances shall govern.

Section 16-20M.003. Boundaries.

The boundaries for the Oakland City Historic District constitute an overlay Historic District (HD) zoning district, which district shall be as shown on the official zoning map adopted herewith entitled the "Oakland City Historic District."

Section 16-20M.004. Definitions.

For the purposes of interpreting this Chapter 20M, the following definitions shall apply:

- (1) "Deck" means a roofless platform adjoining a house, generally made of unfinished wood and supported by posts.
- (2) "District" means the Oakland City Historic District, as shown on the official zoning map adopted herewith entitled the "Oakland City Historic District."
- (3) "Fenestration" means the arrangement, proportion, and design of windows and doors in a building.
- (4) "Principal Structure" means the main habitable structure on a property, exclusive of detached accessory structures.
- (5) "Public Street" means publicly dedicated streets or roads and specifically excludes alleys in the District.

Section 16-20M.005. Compatibility Rule

The intent of the Mayor and Council in establishing the regulations of the Oakland City Historic District is to ensure that all work requiring a Certificate of Appropriateness is compatible with the historic design, scale, and general character of the entire district and of the contributing structures in the immediately adjacent environment of a particular block face. To further that intent and simultaneously permit flexibility in design, the regulations provide a Compatibility Rule which is as follows: Where quantifiable (i.e. building height, setback, etc.), the element or building characteristic in question shall be no less than the smallest such element or building characteristic of buildings or site layouts in that block face that characterizes such like contributing buildings and shall be internally consistent with the historic design of the structure and shall be no greater than the greatest such element or building characteristic of buildings or site layouts in that block face that characterizes such like contributing buildings or site layouts and shall be internally consistent with the historic design of the structure. Where not quantifiable (roof form, architectural trim, etc.), the element or building characteristic in question shall be compatible with that which predominates in such like contributing structures on that block face and shall be internally consistent with the historic design of the structure.

Section 16-20M.006 General Criteria.

- (1) Notwithstanding any other provision herein, no Certificate of Appropriateness shall be required unless, at a minimum, the work would otherwise require a building permit.
- (2) Except as otherwise provided herein, the procedures for determining the appropriate type of certificate shall be those specified in section 16-20.008 of the zoning code.
- (3) The commission shall apply the standards referenced in 16.20.009 only if the standards set forth in this Chapter 20M do not specifically address the application.

Section 16-20M.007. Certificates of Appropriateness.

- (1) Type I Certificates of Appropriateness for ordinary repairs and maintenance shall not be required in this district. Painting or repainting of any structure, or portion thereof, does not require a Certificate of Appropriateness.
- (2) Type II Certificates of Appropriateness shall be required for: minor alterations to any principal structure when the alterations are visible from a public streets; and the construction of fences, walls, accessory structures, decks, and paving. If the proposed alteration meets the requirements of section 16-20M.007, then the director of the commission shall issue the Type

- II Certificate of Appropriateness within 14 days of application for such certificate. If the proposed alteration does not meet the requirements of section 16-20M.012 and .013, the director of the commission shall deny the application. Appeals from said decision of the director regarding the issuance and/or denial of Type II Certificates of Appropriateness may be taken by any aggrieved person by filing said appeal in the manner prescribed in the appeals section of Chapter 16-20.008(a) for Type I Certificates of Appropriateness.
- (3) Type III Certificates of Appropriateness shall be required for:
 - (a) Construction of all new principal structures
 - (b) All major alterations and additions to an existing structure, when the alterations or additions are visible from a public street.
 - (4) Type IV Certificates of Appropriateness shall be required for demolition or moving of any contributing principal structure. A partial demolition of a contributing principal structure shall require a Type IV Certificate of Appropriateness only when said partial demolition will result in the loss of significant architectural features, which destroys the structure's historic interpretability or importance.

Section 16-20M.008. Variances.

Variance requests shall be heard by the commission which will have the authority to grant or deny variances from the provisions of this chapter when, due to special conditions, a literal enforcement of its provisions in a particular case will result in unnecessary hardship. The procedures, standards, criteria, and appeal provisions for decisions regarding such variances shall be the same as those specified in chapter 26 of this part 16.

Section 16-20M.009. Financial Hardship Exemptions.

- (1) These regulations set forth a minimum standard of architectural compatibility with the rest of the district. However, in order to balance other equally important objectives of economic development, neighborhood revitalization, and prevention of displacement of residents, the commission may allow reasonable exemptions from these regulations to a property owner's principle residence on the grounds of economic hardship to the property owner.
- (2) The burden of proving economic hardship by a preponderance of the evidence shall be on the applicant.
- (3) The commission shall consider the following factors in determining whether an economic hardship exemption in whole or in part will be granted:
 - (a) The present income of the property owner(s) and those occupying the property;
 - (b) The age of the property owner;
 - (c) The length of time the property owner has resided in the neighborhood or in the residence for which the exemption is sought;
 - (d) The availability of other sources of funds that are appropriate to the circumstances of the applicant, including loans, grants, and tax abatements;
 - (e) The costs associated with adherence to these regulations;
 - (f) The degree of existing architectural significance and integrity of the structure; and
 - (g) The purpose and intent of this chapter.
- (4) The commission shall consider these factors and shall grant an exemption, in whole or in part, as appropriate upon a finding that the applicant's economic hardship outweighs the need



for strict adherence to these regulations.

Section 16-20M.010. Subdivisions.

In addition to the requirements of the subdivision and zoning ordinances, including but not limited to sections 15-08.002(a)(2) and 15-08.005(d)(6), all subdivisions of lots shall conform to the historic platting pattern in the district established during the period of significance from 1867 to 1955 with regard to lot size, dimensions, and configurations.

Section 16-20M.011. Tree Preservation and Replacement.

The provisions of City of Atlanta Tree Ordinance, Atlanta City Code section 158-26, shall apply to this district.

Section 16-20M.012. Development Controls

- (1) Front Yards: Front yard setbacks shall either: i) conform to the setback of the previously existing contributing building of like use; or ii) comply with the compatibility rule.
- (2) Side Yards: Side yards shall either: i) conform to the setback of the previously existing contributing building of like use; ii) conform to the setback of the existing building; iii) conform to any existing pattern of unequal side yard setbacks previously established by a majority of the contributing buildings of like use on that side of the block; or iv) be of a width of not less than seven (7) feet.
- (3) Rear Yard: Rear yard setback shall be seven (7) feet.
- (4) Off-street parking and driveway requirements:
 - (a) Off-street parking shall not be permitted in the front yard or half-depth front yard.
 - (b) The commission shall have the authority to vary Section 28.006(10) relative to the requirement for an independent driveway connected to a public street.
 - (c) If constructed, independent driveways within the front yard or half-depth front yard shall be a maximum of ten (10) feet wide and shall have a maximum curb cut of ten (10) feet, exclusive of the flare.
 - (d) The compatibility rule shall apply to the construction of side-by-side driveways and, if permitted, the design thereof.
- (5) Floor area ratio shall not exceed 0.50.

Section 16-20M.013. Architectural Standards.

(1) Statement of Intent.

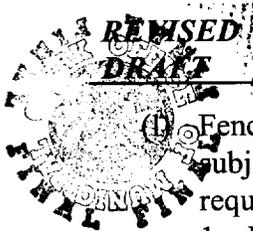
The purpose of these regulations is to set forth basic, minimum standards of architectural design and construction that are compatible with and complementary to the existing historic residences within the neighborhood, as the cumulative historic diversity of the built environment is a defining characteristic of this neighborhood. It is not the intent of these regulations to limit the design of new housing to replication of styles of existing structures, but to foster residential design that, with regard to massing, size, scale, materials, and architectural elements, enhances the architectural quality of the neighborhood and simultaneously encourages creativity. Additionally, these regulations are intended to integrate the physical characteristics of new construction into the existing neighborhood in a meaningful way so as to restore and promote the public health, safety, and welfare of this neighborhood.



The following residential architectural styles currently predominate in the neighborhood and contribute to its unique historic character; they are included here for reference only: American Four Square, Craftsman, English Vernacular Revival, Folk Victorian, Queen Anne, and Minimal Traditional Cottages.

(2) Design Standards and Criteria for New Principal Structures.

- (a) No individual house design shall substantially repeat a design of a new principal structure on the block face that was approved by the commission since the adoption of this District.
- (b) An unpaved planting strip adjacent and parallel to the public street shall be provided. The compatibility rule shall apply to the dimensions and design of planting strips.
- (c) A sidewalk between the planting strip and the required front yard and parallel to the public street shall be provided. The sidewalk shall be the same width as the sidewalk on abutting properties or it shall be the width otherwise required by City ordinance, whichever is greater. If no sidewalk exists in the block, the new sidewalk shall not be less than six-feet wide. The compatibility rule shall apply to sidewalks paving materials. If no sidewalk paving material predominates in the block, the sidewalk shall be constructed of the historically accurate material for that block, either hexagonal pavers, concrete inlaid with hexagonal imprint, or brick.
- (d) A paved walkway from the front sidewalk to the front entry of the principal structure shall be provided.
- (e) All front facades, front porches, and front doors of the principal structure shall face and be parallel to the street, except in those blocks in which the historic pattern is such that houses are situated at an angle to the street, in which case the compatibility rule shall apply.
- (f) The compatibility rule shall apply to the form and pitch of the primary roof of the primary structure.
- (g) The compatibility rule shall apply to the height, scale, and massing of the principal structure. In no case shall the height of a structure exceed 35 feet.
- (h) The maximum height of the first floor of the front façade above grade shall be subject to the compatibility rule. At a minimum, the first floor of the principal structure shall be on foundations and shall be elevated above grade at the front façade a minimum of two entrance risers each of which shall not be less than seven inches in height. Slab-on-grade construction is not permitted.
- (i) The compatibility rule shall apply to the design and size of front porches, and the placement and orientation of front steps. Front porches shall contain roofs, balustrades, columns, steps, and other features as determined by the compatibility rule. Front porches may extend up to ten feet into the required front yard. All front porch steps shall have closed risers and ends.
- (j) Decks are permitted only when located to the rear of the principal structure and such decks shall be no wider than the width of the principal structure.
- (k) The use of chimneys with new principal structures is encouraged. When any portion of a chimney is visible from a public street as a façade element, the chimney shall originate at grade.



(l) Fences and walls, excluding retaining walls, visible from a public street upon completion, subject to provisions of section 16-28.008(5) and the following limitations, may occupy required yards:

1. Fences not exceeding four feet in height may be erected in the front yard or half-depth front yard. Walls, excluding retaining walls, are not permitted in the front yard or half-depth front yard.
 2. Fences and walls, excluding retaining walls, not exceeding six feet in height may be erected in side or rear yards.
 3. The compatibility rule shall apply to the design of all fences located in a front yard or half-depth front yard. Fences located in the front yard or half-depth front yard shall be constructed of brick, stone, ornamental iron, or wood. Chain link fencing is not permitted in front yards or half-depth front yard.
- (m) The compatibility rule shall apply to the design and height of portions of retaining walls located in a front yard or half-depth front yard that are visible from a public street. Such retaining walls shall be faced with stone, brick, or smooth stucco. The compatibility rule notwithstanding, at no point of such retaining wall shall exceed four feet in height.
- (n) Fenestration, if visible from a public street upon completion, shall meet the following requirements:
1. Windows in the front façade shall be predominantly vertical in proportion.
 2. If muntins or mullions are used, such muntins or mullions shall be either true divided lights or simulated divided lights with muntins integral to the sash and permanently affixed to the exterior face of glass.
 3. Window and door casing widths and depths:
 4. Replacement windows units shall maintain the size and shape of the original window opening.
 5. The compatibility rule shall apply to the following aspects of fenestration:
 - a. The size and shape of individual window openings.
 - b. The overall pattern of fenestration as it relates to the building façade.
 - c. The style of the individual window.
- (o) Mechanical and communication equipment shall be located to the side or rear of the principal structure and in the location least visible from a public street. Screening with appropriate plant material or fencing is required if the equipment is visible from a public street.
- (p) Subject to the compatibility rule, wood or smooth-finish cementitious lap siding, wood shingles, brick, stone, and true stucco are permissible building materials for the façades of the principal structure. Corrugated metal, aluminum siding, and vinyl siding are not permitted.
- (q) In addition to all other applicable regulations, the compatibility rule shall apply to the following building materials and design elements, if visible from a public street upon completion:
1. The dimensions of the exposed face of lap siding and wood shingles.
 2. The type of brick and pattern of brickwork.
 3. The type of stone and pattern of stonework.
 4. The material and texture of stucco.

5. The size and type of exterior doors. Notwithstanding the compatibility rule, exterior doors shall be wood panel or fixed glass panel in wood frame.
6. The materials and pattern of roofing.
7. Gables and gable returns.
8. Dormers
9. Paving materials for walks and drives.
10. Above-grade foundation materials. Notwithstanding the compatibility rule, foundations shall constitute a distinct building design element and shall contrast with the primary façade's exterior material and exposed concrete or concrete masonry unit (CMU) foundation walls are prohibited as a finished surface.
11. Exterior portions of chimneys. Notwithstanding the compatibility rule, chimneys shall be faced with masonry and siding on chimneys is not permitted.
12. The location and design of skylights. Notwithstanding the compatibility rule, when practical, skylights should be located where least visible from the public street. If skylights are visible from the public street, the glass shall be tinted to match the surrounding roof area. Protruding "bubble" skylights are prohibited.

Section 16-20M.014

Limits on two-family development. In order to preserve the character of the predominant single-family and two-family pattern of development in the District, for new principal buildings that are designed as two-family dwellings, the following design elements shall be subject to the compatibility rule:

- (1) Number, location, and orientation of the front entry into each dwelling unit;
- (2) Number, location, and orientation of the front porch and front porch steps; and
- (3) Number, location, and orientation of walkways from the principal structure to the public sidewalk.

Section 16-20M.015. Permitted accessory uses and structures.

These regulations permit uses and structures that are customarily incidental and subordinate to permitted principal uses and structures. These uses and structures include but are not limited to the following, subject to limitations and requirements set forth herein or elsewhere in this part.

- (1) Greenhouses, garden sheds, private garages, and similar structures. When a private garage is part of a principal structure, the garage door may not be located on the front façade of the principal structure, or the side façade if visible from a public street.
- (2) Home occupations, subject to limitation set forth in section 16-29-001(17).
- (3) Structures necessary for active construction projects.
- (4) Devices for the generation of energy, such as solar panels, wind generators, and similar devices, but not located in front of the principal structure.
- (5) The following regulations shall apply to all permitted accessory uses and structures:
 - (a) Exception in the case of home occupation, no accessory use shall be of a commercial nature.



No accessory structure shall be constructed until construction of the principal structure has actually begun, and no accessory structure shall be used or occupied until the principal structure is completed and in use.

- (c) Accessory structures shall not cover more than 25 percent of the rear yard.
- (d) Accessory structures shall be placed behind the principal structure within the buildable area of the lot.
- (e) Accessory structures shall not exceed 25 feet in height or the height of the principal structure, whichever is less, and shall not contain a total floor area greater than 30 percent of the floor area of the principal structure.

Section 16-20M.016. Design Standards and Criteria for Alterations and Additions to Non-contributing Structures

Alterations and additions to non-contributing structures requiring a Certificate of Appropriateness, shall be consistent with and reinforce the architectural character of the existing structure or shall comply with the applicable regulations for new construction set forth in subsection 16-20M.013 (2) above.

Section 16-20M.017. Design Criteria for Alterations and Additions to Contributing Structures.

- (1) Alterations and additions to contributing structures requiring a Certificate of Appropriateness shall comply with one of the following:
 - (a) Alterations and additions shall be consistent with and reinforce the historic architectural character of the entire existing contributing structure and shall comply with the applicable regulations set forth in subsection 16-20M.013 (2) above; or
 - (b) Alterations and additions shall not destroy historic materials that characterize the property. The new building elements and materials may differentiate from the old. To protect the historic integrity of the property and its environment, the compatibility rule shall apply to any new work regarding the massing, size, scale, and architectural features of the property and environment.
- (2) An increase in floor area otherwise authorized in the district shall not constitute grounds for denial of a Certificate of Appropriateness.

Section 16-20M.018. Further Provisions

Any time the provision 16-20.011(b) of the Land Development Code is enforced in this district, the director of the commission shall notify the Oakland City Neighborhood Association within 10 days and a 30-day period for comment be allowed for the association.

**Sign Ordinance (Chapter 28):
Oakland City Historic District**

Sec. 16-28A.010. District regulations.

(7) Oakland City Historic District. The following regulations shall apply to the Oakland City Historic District.

- (1) Except when otherwise explicitly provided, the provisions of chapter 28A of this part shall apply to this district.
- (2) The regulations for this District shall be the same as the regulations in section 16-28A.010(1), provided that:
 - (a) No permit shall be issued for the erection of any sign prior to the issuance of a Certificate of Appropriateness by the commission pursuant to chapter 20; and
 - (b) The location of the sign, unless otherwise specified within this subsection (37), shall be subject to the approval of the commission simultaneously with the request for a Certificate of Appropriateness by the commission pursuant to chapter 20.
- (3) No general advertising signs shall be permitted in the Oakland City Historic District.
- (4) No animated, changing, or flashing signs shall be permitted in the Oakland City Historic District.
- (5) No internally illuminated signs shall be permitted in the Oakland City Historic District.

RCS# 5132
11/03/03
2:00 PM

Atlanta City Council

Regular Session

03-O-1367

Z-03-60; OAKLAND CITY HISTORIC DISTRICT

ADOPT AS AMEND/*subst*

YEAS: 11
NAYS: 0
ABSTENTIONS: 0
NOT VOTING: 2
EXCUSED: 0
ABSENT 3

Y Smith	Y Archibong	Y Moore	Y Mitchell
B Starnes	Y Fauver	B Martin	NV Norwood
Y Young	Y Shook	Y Maddox	B Willis
Y Winslow	Y Muller	Y Boazman	NV Woolard

03-O-1367

03-0-1367

(Do Not Write Above This Line)

2-03-60

AN ORDINANCE BY: ZONING COMMITTEE

AN ORDINANCE TO AMEND THE 1982 ZONING ORDINANCE OF THE CITY OF ATLANTA, AS AMENDED, SO AS TO CREATE A NEW CHAPTER TO BE ENTITLED 20M, OAKLAND CITY HISTORIC DISTRICT; TO ESTABLISH OVERLAY REGULATIONS FOR SAID DISTRICT; TO ENACT, BY REFERENCE AND INCORPORATION, A MAP ESTABLISHING THE BOUNDARIES OF SAID DISTRICT, AND TO DESIGNATE AND ZONE ALL PROPERTIES LYING WITHIN THE BOUNDARIES OF SAID DISTRICT TO THE OVERLAY ZONING CATEGORY OF HISTORIC DISTRICT (HD) PURSUANT TO CHAPTER 20 OF THE ZONING ORDINANCE OF THE CITY OF ATLANTA, REZONING FROM R4 (SINGLE-FAMILY RESIDENTIAL), R5 (TWO-FAMILY RESIDENTIAL), R3 (RESIDENTIAL GENERAL SECTOR 3), C2 (COMMERCIAL BUSINESS), C2/H (COMMERCIAL BUSINESS/HISTORIC DISTRICT), R5/H (SINGLE-FAMILY RESIDENTIAL/HISTORIC DISTRICT), R5/H (TWO-FAMILY RESIDENTIAL/HISTORIC DISTRICT), R5/H (RESIDENTIAL GENERAL SECTOR 3/HISTORIC DISTRICT), C1/H (COMMUNITY BUSINESS/HISTORIC DISTRICT), C2/H (COMMERCIAL SERVICE/HISTORIC DISTRICT) AND I1 (LIGHT INDUSTRIAL/HISTORIC DISTRICT), TO REPEAL CONFLICTING LAWS, AND FOR OTHER PURPOSES.

ADOPTED BY

NOV 03 2003
 SUBSTITUTE
 AS AMENDED
 COUNCIL

- CONSENT REFER
- REGULAR REPORT REFER
- ADVERTISE & REFER
- 1st ADOPT 2nd READ & REFER

Date Referred 9-2-03

Referred To: ZBB & Zoning

First Reading

Committee: *Zoning*
 Date: *Oct 29, 2003*
 Chair: *[Signature]*

Committee: *Zoning*
 Date: *Oct 29, 2003*
 Chair: *[Signature]*
 Actions: *[Signature]*
 Fav, Adv, Held (see rev. side)
 Other: *[Signature]*
 Members: *[Signature]*
 Refer To: *[Signature]*

Committee: _____
 Date: _____
 Chair: _____
 Actions: _____
 Fav, Adv, Held (see rev. side)
 Other: _____
 Members: _____
 Refer To: _____

COUNCIL ACTION

- 2nd
- 1st & 2nd Readings
- 3rd
- Consent
- V Vote
- RC Vote

CERTIFIED

CERTIFIED
 NOV 03 2003
 ATLANTA CITY COUNCIL PRESIDENT
[Signature]

CERTIFIED
 NOV 03 2003
[Signature]
 MUNICIPAL CLERK

MAYOR'S ACTION

APPROVED
[Signature]
 MAYOR